

T H E C O M M O N S



CITY *and* COUNTY of DENVER
PLANNING *and* DEVELOPMENT OFFICE

December 1997

TRILLIUM CORPORATION
DESIGN WORKSHOP

T H E C O M M O N S

CITY *and* COUNTY *of* DENVER
PLANNING *and* DEVELOPMENT OFFICE

PREPARED FOR:
Trillium Corporation

PREPARED BY:
Design Workshop, Inc.
1390 Lawrence Street, Suite 200
Denver, Colorado 80204

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Submitted by:

Trillium Corporation

Prepared by:

Design Workshop, Inc.

City and County of Denver:

Planning and Development Office
Department of Public Works
Transportation Engineering
Transportation Planning
Department of Parks and Recreation

Consultants:

Brownstein, Hyatt, Farber and Strickland
Centennial Engineering, Inc.

Credits:

Downtown Denver Partnership, Inc.
Architectural Arts
Vision Ink
Fountainhead Communications
Ron Straka

City Council:

Debby Ortega

Members of the Commons Neighborhood Task Force:

Bill Mosher, Anne Warhover; Downtown Denver Partnership
Tim Boers, Dave Spencer; Highland Neighborhood
David Sharpe; Sunnyside Neighborhood
Myrna Poticha; Platte Valley River Commission
Vickey Godbey, Gail Godbey; St. Charles Neighborhood
Larry Gibson, Tom Sprung; LDDI
Jim Mulligan; DDRO
Midge Lopez; Jefferson Park Neighborhood

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The Central Platte Valley

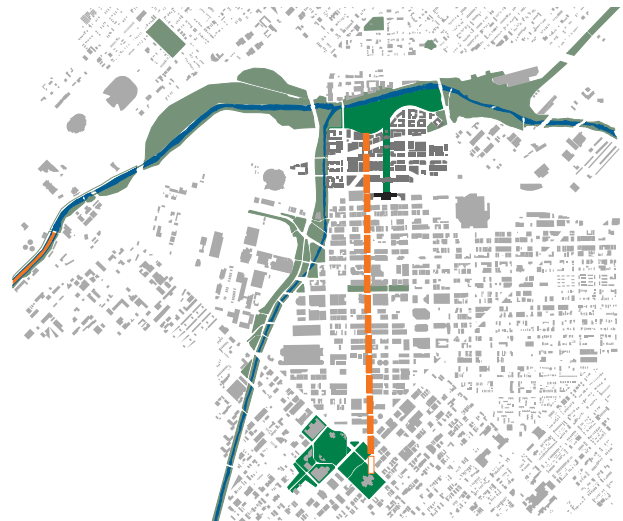
<< INTRODUCING THE COMMONS NEIGHBORHOOD

“ A great city is nothing more than a portrait of itself, and yet when all is said and done, its arsenals of scenes and images are part of a deeply moving plan.”- Mark Helprin, Winter’s Tale

The Commons Neighborhood will create an exciting and diverse “urban village” from the bare earth of former railyards. Twenty years in the making, and another twenty in realization, The Commons presents a major opportunity to enhance Denver’s character and economic vitality.

A city within a city, this urban village is a place where people live, work, and play. The Commons is self-contained, offering many choices for business, culture, entertainment, transit, and recreation. At the same time, The Commons is connected by a short walk or ride to the city’s leading destinations, from the Platte Valley river parks to the Civic Center.

Located in an extraordinary place, The Commons sits at the confluence of two waterways within the Central Platte Valley. It is also the site of Denver’s birthplace and its crossroads for business, entertainment, recreation, and transit. As a development site, The Commons combines the cultural amenities and convenience of the city with the space and flexibility for modern office and retail needs.



16th Street Connection



Confluence Park

What is The Commons like?

People stream into The Commons from all directions. Arriving by train, bus, bicycle, freeway, or even kayak via the South Platte River, they discover a neighborhood best explored and enjoyed on foot.

Parks, plazas and tree-lined streets define public spaces in The Commons. Residences are concentrated along Cherry Creek and Commons Park, a major city park created by rescuing a portion of railyards along the South Platte. Everyone who lives in The Commons enjoys access to parks and greenways as well as views of both the mountains and the city.

The Commons is a visually cohesive place. Buildings of different sizes and functions relate to each other in a harmonious fashion. Within this framework, aesthetic variety flourishes in architecture, public spaces, storefronts, and signage.



Larimer Square

The streets of The Commons are extensions of Denver's traditional grid. They reflect elements of the city's most attractive streets, which feature the consistent use of high-quality paving, benches, street lights, and other street furnishings. While streets differ in dimension and design, they all relate to a network that promotes physical comfort and visual interest for pedestrians. Large street trees planted in graceful rows create places for people to use and enjoy.

As in other mature and aesthetically pleasing urban environments, there is no visual clutter such as that created by parking lots, utilities, or monolithic, stand-alone buildings.



Cherry Creek

The completed Commons encompasses thousands of residences, along with offices, hotels, galleries, major stores, shops, and restaurants. Assembled like a village on a grand scale, The Commons contains bustling activity at its center with quieter, residential neighborhoods facing parks and open space at its edges.

How can this vision be realized?

The Commons Plan establishes a development process that sets high standards, yet is clear, practical, straightforward, and extends great economic promise.

Crafted with the thoughtful input of our neighbors, The Commons Neighborhood Plan details the components of an urban village. Our success will be evident when The Commons becomes as distinctive in character as any of Denver's other great neighborhoods.

It takes more than a thoughtful plan to create an urban village. To complete the vision, the developers, designers, and builders who help create The Commons must consider carefully the placement and design of each building, plaza, and storefront, so that each detail supports the whole.

The Commons is built upon a strong tradition of cooperative and collaborative efforts. Partnerships among business, government, civic groups, and non-profit organizations have already spurred the revitalization of the Lower Downtown historic district, the rebirth of the Central Platte Valley as a major sports and entertainment district, and the creation of Commons Park. Framed by such urban successes, The Commons will complement and complete the extensive redevelopment of downtown Denver.



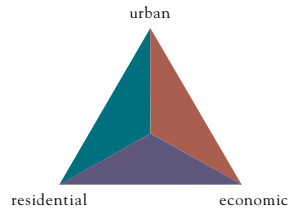
Denver Union Terminal



16th Street Mall



Coors Field in LoDo



THE COMMONS PHILOSOPHY: REVIVING PATTERNS OF THE TRADITIONAL CITY

Three principles will guide The Commons Neighborhood Plan to create an urban village. In one sense these principles have been derived from previous plans directed at the entire Central Platte Valley, and by consulting with the people of Denver. In another, they are as old as the idea of cities. Each principle must weigh equally in the realization of the plan.



City Life; Victor Arnautoff

1. The overall character will be urban in the best sense.

The Commons plan reflects the best historical principles of city-building. For example, the Commons will provide a mixture of uses to ensure a lively and consistent cityscape. The Commons will extend the formal order of Denver's traditional street grid. Architecture will contribute to the consistency of the pleasant pedestrian experience by providing attractive, welcoming, and well-designed ground-floor uses. Animated by shops, restaurants, cafes, and kiosks, streets will become delightful places for strolling and socializing.

Additionally, The Commons will be served by a transit facility to reduce reliance on the automobile. The plan reserves a site for a transit facility combining the extension of the 16th Street Mall and light-rail service with high-occupancy vehicle (HOV) bus lane connections to northern suburbs, intercity bus routes, and a future rail link to Denver International Airport.



Village on the Seine; Alfred Sisley

2. The Commons will have a residential character.

A critical mass of people living in the neighborhood is essential to the success of The Commons. Thus housing is dispersed throughout The Commons as well as concentrated along beautiful riverfront parks. Residential edges will connect to established neighborhoods across the Platte River and Interstate 25. It is crucial to situate residences on Little Raven Street facing Commons Park. The relationship between the neighborhood and open space will shape Denver's first truly urban park.

3. The Commons will attract new investors, residents and businesses to downtown Denver.

The Commons Neighborhood will encourage innovative projects that attract private investment. In particular, The Commons possesses large lots that can accommodate the scale of office and retail development usually associated with "edge cities," but within an urban setting. By generating an unprecedented scale of new development sites adjacent to the central business district, The Commons will support major public capital improvements and services, such as quality pedestrian spaces and a parking district.

The Commons also represents the latest major phase in the redevelopment of the Central Platte Valley, an area that has already attracted Elitch Gardens, Colorado Ocean Journey, Commons Park, Coors Field, and the Pepsi Center.



Sunday Afternoon on the Island of La Grande Jette; Georges Seurat

**<< A GUIDE FOR DEVELOPMENT:
URBAN DESIGN STANDARDS
AND GUIDELINES**

The Commons Urban Design Standards and Guidelines (“the Standards and Guidelines”) will guide developers and architects through the process of creating a pedestrian-oriented, visually cohesive, and economically viable neighborhood. The Standards and Guidelines promote a clear and consistent process for the development of parcels within The Commons.

While the Standards and Guidelines keep a fixed eye upon the vision, they also are flexible and encourage design creativity. They do not, for example, mandate particular architectural styles or building materials. Instead, the Standards and Guidelines:

- *Recognize that The Commons will be built and evolve over time;*
- *Create and maintain a standard of quality that will sustain real estate values;*
- *Promote a cohesive development pattern while allowing for diversity and variety in the design and construction of individual projects;*
- *Assist city staff, planners, designers, developers, and users/owners in making consistent choices that reinforce the vision;*
- *Provide clear guidance to the processes of design review and public approvals.*

The vision can only be achieved through the creation of parts that contribute to the unity of the whole. It is incumbent upon developers, designers, and builders to deliberate over the Standards and Guidelines and to empathize with their goals.

Although The Commons is inspired by the successful revitalization of Lower Downtown, it is not intended to become a LoDo replica. Instead, The Commons will evolve into its own particular neighborhood.

The Standards and Guidelines do provide detailed design requirements for key public streets and spaces, buildings, and parking structures. For example:

- Buildings should exhibit an urban character with a quality of architecture that meets or exceeds expectations set out in these documents.



1



2



3

- First and foremost, buildings must convey an urban disposition in the highest sense. Buildings should reinforce the urban characteristics of the street by maintaining most of their lower floor frontage at the edge of the public right-of-way. These “build-to” lines define and contain the street space, concentrate and reinforce pedestrian activity, and create a sense of the street as a “place”.



4



5



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- Buildings should be inviting places that interact with the life of the street. They should include every provision to avoid the "fortress-like" effect of many urban structures.



7



8



9

- Where the architecture meets the street, the base of all buildings should be clearly expressed by the articulation of forms and details and the highest-quality materials. Special first-level features such as arcades or awnings lend richness to the street.



10



11



12

- Buildings need open and inviting facades with as many street entries as possible to ground-floor pedestrian-active uses. Pedestrian-active uses engage the interest of people passing by on sidewalks and allow views into show windows and building interiors. Frequent entries to both residential and mixed-use buildings make streets feel inhabited. They enhance the perception of a vital, secure environment.



13



14



15

- Buildings should be "true" to their style. While some buildings may be traditionally styled, others may be completely contemporary. Even the most current architecture must complement the whole through appropriate proportions and attention to scale and detail. Traditional-style buildings should not be a cartoon or abstract version of a historical style. They should include depth of articulation, fenestration details, and a thorough and mature execution of style.



16



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- Seen as an ensemble, buildings and blocks of buildings should be massed and arranged to reduce bulk near the top and to create a varied skyline.



19



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21

- Building rooftops, sometimes referred to as "hats," can enhance the character of the skyline and strengthen the identity of individual buildings.



22



23



24

- | | |
|---|--|
| 1. Battery Park City; New York, NY | 13. Larimer Square; Denver, CO |
| 2. Frederick Douglass Boulevard Housing; New York, NY | 14. <i>(information not available)</i> |
| 3. <i>(information not available)</i> | 15. <i>(information not available)</i> |
| 4. Larimer Square; Denver, CO | 16. Battery Park City; New York, NY |
| 5. 16th Street Mall; Denver, CO | 17. <i>(information not available)</i> |
| 6. Mixed-income Housing; Tent City, Boston, MA | 18. Scott Building; Chicago, Illinois |
| 7. The Heritage on the Garden; Boston, MA | 19. Capitol Cities; New York, NY |
| 8. 16th Street Mall; Denver, CO | 20. The Heritage on the Garden; Boston, MA |
| 9. <i>(information not available)</i> | 21. Francisco Place; San Francisco, CA |
| 10. <i>(information not available)</i> | 22. The Heritage on the Garden; Boston, MA |
| 11. Rockefeller Plaza West; New York, NY | 23. Procter&Gamble General Offices Complex; Cincinnati, Ohio |
| 12. Museum Block; New York, NY | 24. San Antonio Family & Senior Housing; Oakland, CA |

<< CENTRAL PLATTE VALLEY: HISTORY AND CONTEXT

In 1858, two fledgling settlements held the confluence of the South Platte River and Cherry Creek - Auraria and Denver City. When Golden challenged for regional control, they decided to merge. On April 3, 1860, in a moonlit ceremony held on a bridge spanning Cherry Creek, the two boom towns became one known simply as Denver City: population 4,749. Twelve years later, the arrival of the Denver Pacific and Kansas Pacific railroads established Denver's claim as the "Queen City of the Plains."

As Denver prospered, the city grew away from the South Platte River and Cherry Creek into neighborhoods and business centers along trolley lines. The South Platte River corridor became industrialized around railroad yards. The "Bottoms" (as the Central Platte Valley was once called) became the "other side of the tracks." With its rail yards, supporting warehouses and industries, The Bottoms remained in operation through the heyday of the railroads. In 1941, *Colorado: A Guide to the Highest State* described this area as "the wholesale district with rough brick-paved streets, faded brick buildings, and dingy rooming houses."

In the 1970s, the seeds of revival were sown when the Greenway Foundation began to connect the region's river corridors into a regional open space system. Slowly, the city began to recapture and reclaim its waterways. In the late 1990s, the South Platte River Commission and the City of Denver accelerated this work by launching a plan to improve the South Platte and its tributaries. The plan envisions a string of new riverfront parks, including Commons Park.

Since 1986, the City of Denver and Downtown Denver Partnership, Inc., have undertaken a number of plans focused on reviving the Central Platte Valley. These include:

- Central Platte Valley Infrastructure Project of 1986
- Downtown Area Plan of 1986
- Central Platte Valley Plan of 1986
- Downtown Creekfront Plan
- Central Platte Valley Comprehensive Plan Amendment of 1991
- The Central Platte Valley Urban Design Guidelines of 1991
- The Core Values for the Development of the Central Platte Valley

The concepts developed in these plans are summarized in The Core Values created by the Central Platte Valley Development Council (CPVDC) of the Downtown Denver Partnership, Inc.



Settlements at the Confluence (1858)



Denver Union Terminal (circa 1860)



South Platte River corridor (circa 1996)

A summary of the Core Values:

1. Develop the Central Platte Valley with a strong pedestrian-oriented urban character.
2. Create neighborhoods through the development of an urban residential "village."
3. Create a dynamic, urban, mixed-use environment.
4. The CPV should serve as the regional hub of different modes of transportation into and out of the downtown area.
5. Develop Commons Park as a significant regional amenity.

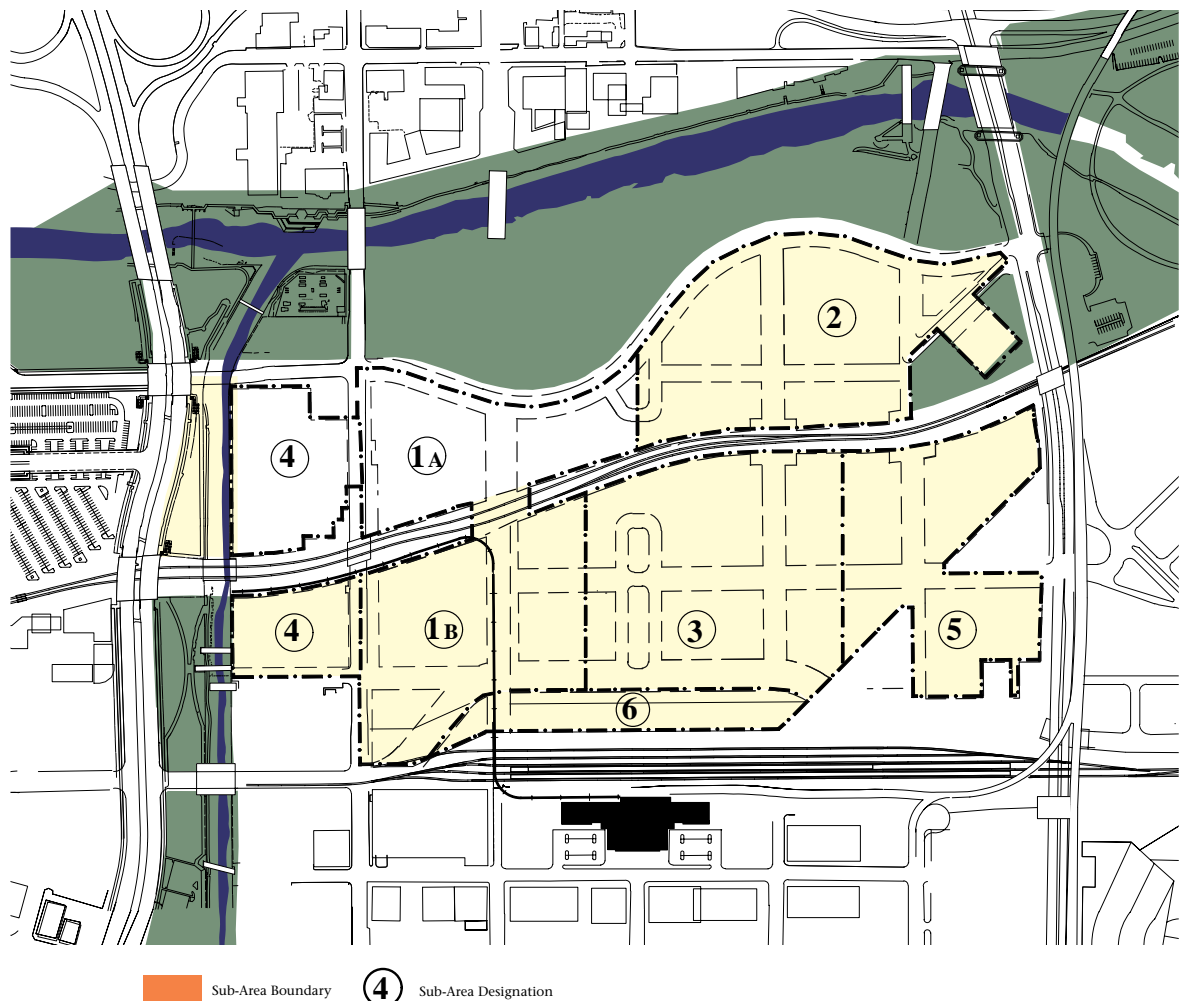
As a result of progressive planning efforts, the Central Platte Valley, once the city's back door and dumping ground, has experienced a renaissance. Several rail lines have been consolidated, thereby freeing The Common's land for development. The deteriorating 15th and 16th Street viaducts have been eliminated. The City has undertaken a massive program to rebuild highway access to downtown with the newly constructed Speer Boulevard and 20th Street arterials. This land's potential is finally being realized.



Central Platte Valley (circa 1995)

**<< NEIGHBORHOOD CHARACTER:
THE CORE OF THE COMMONS**

The plan for The Commons recognizes that traditional cities are complex organisms blending many activities and elements of character. Hence the Commons Neighborhood described in the PUD encompasses six distinct neighborhoods, or subareas. Taken together, the subareas form a district with 6.2 million square feet of buildable space. The plan carefully addresses this mass of raw real estate to provide a comfortable scale that complements the diversity and character of Downtown.



Subarea Boundaries

SUBAREA DESCRIPTIONS

Subarea 1: 16th Street Mall

Subarea one is the heart, soul, and vibrant center of The Commons. The most intensive development will occur here along with many of the most lively and people-attracting uses. An extension of downtown's successful 16th Street Mall will bisect the western portion of The Commons. While connecting Lower Downtown to the Highlands neighborhood, this new amenity will anchor a mixed-use area with major office and retail near mass transit. The area also accommodates residences and hotels. This extension of the 16th Street Mall creates the main pedestrian spine of The Commons. A great promenade, free from cars and lined with trees, cafe tables, and kiosks will link Commons Park to Lower Downtown, the central business district, and the Civic Center. As envisioned, this promenade will complete a long-sought link between the State Capitol dome and the founding site of Denver.

Subarea 1 is further divided into two districts known as **Subarea 1A** and **Subarea 1B**.



Located west of the Consolidated Main Line (CML), **Subarea 1A** is a mixed-use neighborhood oriented to the adjacent Commons Park and Little Raven Street. Offices, retail, residences, and hotels are accommodated. Retail will serve neighborhood demand or provide live/work opportunities for residents in mixed-use buildings. Buildings oriented to 16th Street are taller to encourage an architectural scale that will frame the pedestrian gateway into downtown. An artfully designed pedestrian bridge will cross the Consolidated Main Line (CML) railroad tracks linking subarea 1A with subarea 1B and providing pedestrian access to Commons Park. From the CML to Commons Park, 16th Street emphasizes a continuous pedestrian-oriented space shared with local automobile traffic.

East of the CML, **Subarea 1B** is a mixed-use area for major office and retail activity near mass-transit. Residences and hotels are also accommodated. Buildings will be oriented to 16th Street, which from Wewatta Street to the CML provides a pedestrian-oriented space shared with local automobile traffic and the future light-rail line. The pedestrian bridge access plaza at the base of the 16th Street next to the CML provides spectacular views to the mountains and the city.

Subarea 2: Commons Park Residential Neighborhood

This is a high-quality residential area focused upon Commons Park, a new park developed in the spirit of Denver's Washington, City, and Cheesman parks. As a residential neighborhood, Subarea 2 is more relaxed and less dense than Subarea 1, but still contains an exciting mix of urban amenities. The first two floors of taller buildings may contain neighborhood shops and services. Development will be pedestrian-oriented and compatible with the scale of surrounding neighborhoods. The neighborhood will face three richly landscaped blocks of Little Raven Street, a curving parkway planted with double rows of street trees, and lined by cafes and public art.



Subarea 3: 17th Street

A mixed-use area for residential, hotel, retail, and offices close to mass transit, 17th Street itself is a grand, formal, tree-lined street, 160 feet wide. A large, shady, formal park occupies the median. The park provides a spectacular vista (and creates the foreground for) Union Station. Although as broad as many European boulevards, 17th Street is only a block and a half long. Spanning from the transit center at Wewatta Street across Chestnut Street, 17th Street will create an intimate urban retreat. This may prove ideal for corporate and other offices seeking a calm setting in the middle of the city.



Subarea 4: Creekside Residential Neighborhood

One of two waterfront neighborhoods in The Commons, Creekside will be a high-quality residential area facing Cherry Creek for two blocks above Confluence Park. The lower two stories of taller buildings may be reserved for neighborhood shops and offices. Development will be pedestrian-oriented and compatible with the scale of surrounding residential neighborhoods.



Subarea 5: 18th to 20th Streets

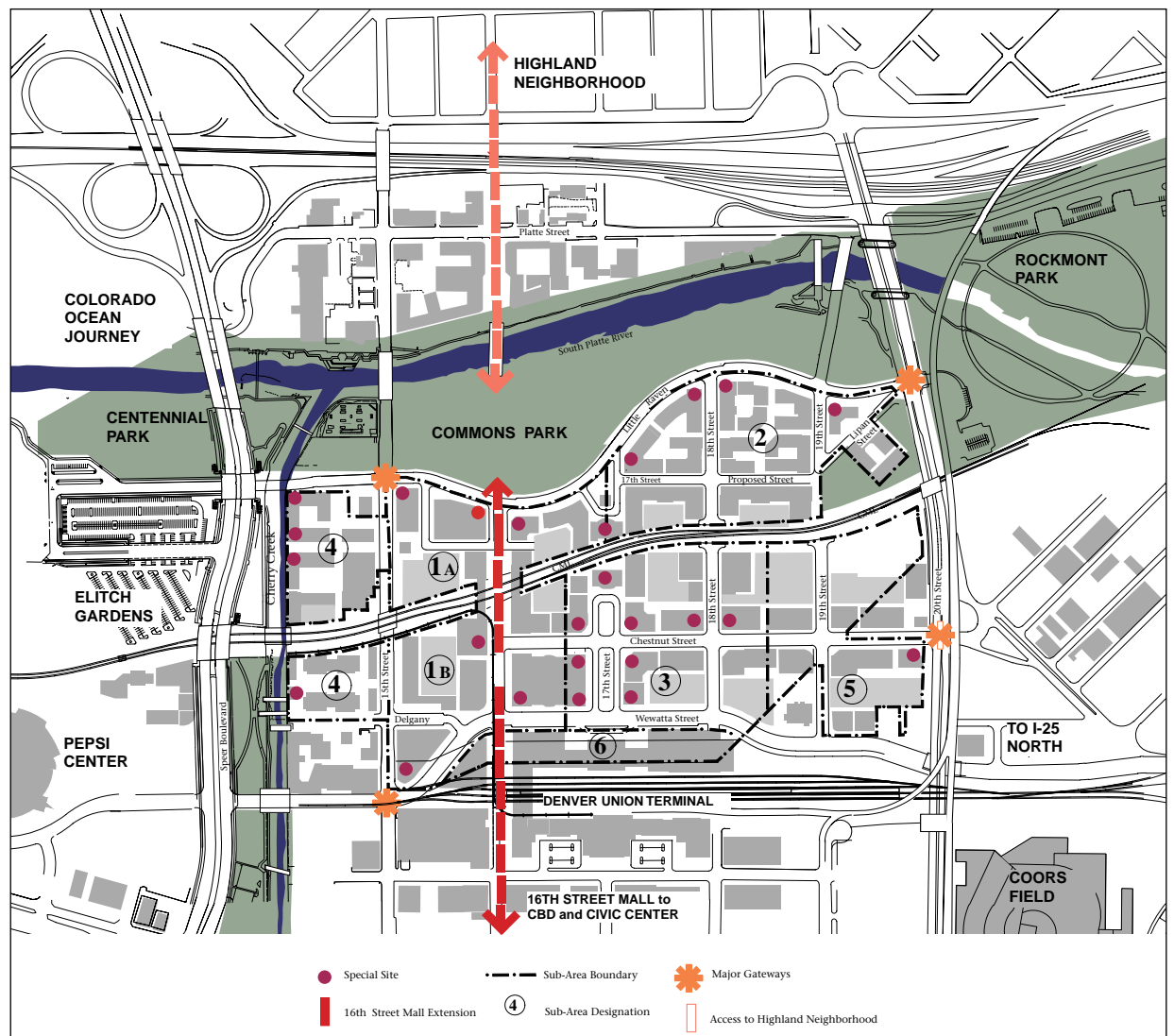
This subarea will become a mixed-use area for office, retail, research, development, and distribution facilities. Chestnut Street, easily accessible from existing 20th Street, will include ample sidewalks and rows of street trees. Subarea 5 is the most flexible and open to innovation within the Commons Plan. The unprecedented scale of new development sites adjacent to downtown makes this subarea attractive to the scale of projects more commonly found in suburban office parks, such as the Denver Tech Center or Interlocken. It will also serve as the visual and physical gateway for arrival from I-25 and 20th Street.

**Subarea 6: Intermodal**

This mixed-use area focuses on a major transit station as well as office, retail, hotel, and parking facilities. Buildings will be aligned to preserve views from 17th Street to historic Union Station. This is envisioned as a convenient and innovative transit center linking the 16th Street Mall shuttle, Amtrak, light rail, regional rail, RTD buses, and DIA service to the city's transportation network. The plan recognizes this subarea as a gathering space and a special place to celebrate arrival in Denver.

<< SPECIAL SITES

The Commons Neighborhood Plan presents several special sites suggesting additional design and development considerations. These sites are in key locations. They play a significant role in creating three-dimensional physical character and determining the architectural form and identity of the built environment within The Commons Neighborhood.



Framework Diagram- Special Sites

Subarea 1:● **16th Street Mall:**

The extension of the 16th Street Mall accommodates the most dense development. This will encourage and achieve connections from downtown to the Commons Neighborhood and to Commons Park. The following special sites exist along 16th Street:

● **Intersection of 16th Street and Chestnut Street:**

The site on the northwest side of 16th Street at the terminus of Chestnut Street offers a special opportunity for a tall “signature” building to anchor the core area and signify the quality of architecture within The Commons. Special treatment of the automobile access and drop-off area should be integral to the design along 16th Street. In addition, the potential exists for a light-rail transit stop at or near this site. The building’s site design should address and relate to the public spaces and accommodate the future CML crossing.

● **Intersection of 16th Street and Wewatta Street-- northeast corner:**

This site is prominent as the terminus of the axis created by Wewatta Street as it bends north between 15th Street and 16th Street. This block is considered the core block of the Commons development. Development at this location should address the unique opportunities along both Wewatta and 16th Street. Active frontage, entries, and facade treatments should respond to the potentially high volume of pedestrian circulation at this intersection.

● **Intersection of 15th Street and Wewatta Street-- northeast corner:**

This triangular site presents considerable opportunity for a “signature” project. While the geometry of the parcel limits the floorplate design, it also provides an opportunity for a distinct architectural character. Pedestrian entries should front 15th and 16th streets. Automobile and service access should occur from both 15th and Delgany streets.

Subarea 2:● **Housing along Commons Park:**

Commons Park is unique in its urban setting,, location, and configuration as a gateway that interplays with downtown Denver and the region in a special way.. It will provide a major amenity and focal element for the Commons Neighborhood as well as other places in the city. It is of regional significance as the major entry and foreground for downtown Denver from the I-25 corridor.

Along Little Raven Street, a distinct neighborhood will be established next to Commons Park. The neighborhood will emphasize this urban park as a memorable place in the city, reinforcing the tradition and spirit of major Denver city parks with strong residential park edges. The Commons Park promenade along Little Raven Street will serve as a continuous active, linear open space providing a pedestrian-friendly environment for social interaction with a mix of neighborhood, community, and retail uses.

The Commons Park edge is composed of a series of varying block configurations and openings that are unique in their location, configuration, and the role they play, physically, functionally and visually within the total composition. Ground-level neighborhood retail, corner cafes, and restaurants are encouraged to increase activity along portions of the pedestrian promenade. As seen from I-25 and the Highlands neighborhood, or as experienced from the pedestrian promenade, the composition adds variety to the park and neighborhood edges .

Subarea 3

- **17th Street:**

The street contains a 160-foot wide right-of-way that incorporates a central open space park that provides a intimate pedestrian space and foreground to the historically significant Denver Union Terminal. The urban scale of development throughout this one-and-one-half block stretch should be consistent in height and orientation.

- **The intersection of 18th Street and Chestnut Street:**

This intersection signifies the connection from the south side of the CML into the core of the Commons Park residential district. Taller buildings should be located on the east side to allow for afternoon sunlight into the intersection. Entries should orient towards the corner of 18th and Chestnut streets. The building site design should address and accommodate a future CML pedestrian crossing.

Subarea 4

- **Housing Along Cherry Creek:**

Cherry Creek offers a unique opportunity as an amenity for the location of residential units. The southern edge of the Commons Neighborhood is surrounded by a variety of boundary definitions and is somewhat isolated. It is defined on the north by the depression of 15th Street, on the south by the raised portion of Speer Boulevard and the depressed channel of Cherry Creek. The edge is bounded on the east by LoDo, on the west by the Commons Park edge and bisected by the CML corridor. Residential units should be oriented to Cherry Creek. The smaller block pattern desired along the Commons Park edge, in Subarea 2, should extend along the Cherry Creek edge as well. Openings within the development pattern along the creek edge provide an appropriate scale for this residential area as well as provide opportunities for internal open space and visual corridors. Special consideration should be given to making the Cherry Creek edge accessible to all residents living in this area.

Subarea 5

- **The intersection of 20th Street and Chestnut Street:**

This intersection serves as a special portal to the neighborhood for all traffic accessing the site from the north (I - 25) and from the east side of the downtown area. Although both sides of the intersection are not currently within Trillium's ownership, each site should be developed with the recognition of the opportunities that the exposure to traffic present. There is an additional responsibility to serve as a symbolic gateway or entry to the entire Commons Neighborhood.

2.0 DESIGN REVIEW

APPLICABILITY

All new structures and all structures that are being renovated shall be subject to the Urban Design Standards and Guidelines (the “Design Standards”). The Design Standards Review Process shall be conducted by the planning office staff. The zoning administrator shall not issue permits for use and construction until all applicable requirements have been met.

OBJECTIVES

The *Urban Design Standards and Guidelines* contained herein address the quality of the urban environment, recognizing that it is ultimately formed by numerous individual, private creative decisions. The Design Standards provide an overview of how to create a pedestrian-oriented, visually cohesive, and economically viable neighborhood. They are designed to promote clear, consistent and a predictable process for the redevelopment of land within the Commons.

Rules and Regulations, including design review criteria and required information and documentation for submittals and application, shall be prepared by the Planning Office and adopted by the Planning Board. Rules and Regulations shall include Standards and Guidelines addressing the following topics: (i) promote visibility of pedestrian oriented activities at ground level; (ii) provide human scale through change, contrast and intricacy of facade form, color, and material where lower levels of structures face public streets and sidewalks; (iii) spatially define the street space to concentrate pedestrian activity and create a clear urban character; (iv) encourage easy pedestrian access to structures and uses along public streets and sidewalks; (v) maintain sky exposure and minimize downdrafts from tall buildings; and (vi) promote architectural relationships between buildings of various height and mass, and between the Commons neighborhood and adjacent urban districts.

REVIEW SUBMISSION REQUIREMENTS

1. The Planning Office requires meetings with the development team and/or timely submittal of design documents at the following four key project phases: Pre-Submittal Conference, Schematic Design, Design Development, and Construction/Permitting;
2. Informal design review may be requested by the applicant at any point in the development process as required to provide clear direction on specific issues;
3. A written narrative describing how a project addresses the adopted design review criteria on a point by point basis is required for both Schematic and Design Development review; and
3. The applicant must submit design documents appropriate to the phase and level of project development at the time review is requested. Sufficient information is required at each design phase in order to fully evaluate all relevant issues. The table below identifies minimally acceptable design information required in order to complete review for each phase:

Pre-Submittal Conference:

- Project program indicating building areas and uses
- Project Site description

Schematic Design:

- Site and context plan (immediately adjacent properties)
- Building Floor Plans
- Building Elevations
- Building Sections
- A narrative describing how a project addresses the adopted design review criteria
- All items under Pre-Design

Design Development

- Landscape Plan
- Building Floor Plans
- Building and Context Elevations (immediately adjacent elevations)
- Building Sections
- Architectural facade details and treatments
- Building Materials Schedule (a sample board may be requested)
- Narrative describing how a project addresses the adopted design review criteria and how the applicant has responded to the review comments from the Schematic Design review phase
- All items under Schematic Design

Construction/ Permitting

- Final construction documents for project
- All items under Design Development

Note: The review process may be delayed during any project review phase by the incomplete submittal of required review documentation and/or non-submittal of review option requests. Review may also be delayed at the request of the developer at any time.

PROCEDURES FOR DESIGN REVIEW

1. Schematic Design Phase

- (a) Presubmittal Conference. Prior to filing a Schematic Design Phase Submittal, the applicant and the Planning Office shall have a presubmittal conference to discuss the submittal and the schematic design phase review process.
- (b) Schematic Design Phase Submittal. A Schematic Design Phase Submittal shall be filed directly with the Planning Office by the owner or agent of the owner of the entire property involved and shall contain such information and documentation as prescribed in the Rules and Regulations.
- (c) Notice. Notice of the Schematic Design Phase Submittal shall be sent to all neighborhood organizations registered pursuant to Section 41-19 of the Revised Municipal Code whose boundaries are within two thousand (2,000) feet of the property involved not later than five (5) days after it receives the completed submittal.
- (d) Review for Consistency. Within thirty (30) days of the Schematic Design Phase Submittal, the Director of Planning shall review the submittal to determine if the submittal is generally consistent with the criteria established in the *Urban Design Standards and Guidelines* and to identify additional design issues to be addressed in the Design Development Phase. This time frame may be extended by agreement of the applicant and the Director of Planning.

2. Design Development Phase

- (a) Preapplication Conference. Prior to filing an application for Design Development Phase review, the applicant and the Planning Office shall have a preapplication conference to discuss the application and the Design Development Phase review process.
- (b) Application for Design Development Phase Review. All applications for review of the Design Development Phase review shall be filed with the Department of Zoning Administration by the owner or agent of the owner of the entire property involved and shall contain such information and documentation as prescribed in the Rules and Regulations.
- (c) Notice. All applications for review of the Design Development Phase shall be reviewed for completeness by the Department of Zoning Administration and, if found to be complete,

shall be forwarded to the Planning Office. The Planning Office shall send notice of receipt of the completed application to the applicant and to neighborhood organizations registered pursuant to Section 41-19 of the Revised Municipal Code whose boundaries are within two thousand (2000) feet of the property involved not later than five (5) days after it receives the completed application.

- (d) Planning Office Evaluation. The Director of Planning shall evaluate the application based on criteria established in the *Urban Design Standards and Guidelines* and prepare a recommendation to approve, approve with conditions, or deny the application not later than thirty (30) days after receiving the completed application. The time frame may be extended by mutual consent of applicant and Director of Planning. The Planning Office shall send notice of the recommendation to the Planning Board, the applicant and the above described neighborhood organizations.
 - (e) Planning Board Review. The Planning Board shall hold a public meeting to review the application based on the criteria established in the *Urban Design Standards and Guidelines* and the recommendation of the Director of Planning not later than sixty (60) days after the Planning Office receives the completed application. This time frame may be extended by agreement of the applicant and the Planning Board Chair. The Planning Office shall send notice of the meeting to the applicant and to the above described neighborhood organizations at least fifteen (15) days prior to the meeting. The Planning Board shall prepare a final recommendation to approve, approve with conditions, or deny the Design Development Phase application and shall forward its recommendation to the Zoning Administrator not later than fifteen (15) days after the meeting.
 - (f) Action by Zoning Administrator. The Zoning Administrator shall approve, approve with conditions, or deny the Design Development Phase application after reviewing the recommendation of the Planning Board.
3. No structure subject to design review shall be erected, altered, used, or occupied except in conformity with the decision of the Zoning Administrator

AMENDMENTS

No amendments to the Design Standards may be approved until (i) the proposed amendments have been reviewed by the Planning Office and the Planning Office has forwarded its comments to the Planning Board, and (ii) the Planning Board has complied with all requirements of Chapter 2, Article VI, of the Revised Municipal Code Concerning Notice and Public Hearing.

MODIFICATIONS

If it becomes impossible or impractical to complete construction of a structure or a multiple structure project substantially in accordance with design consistency determinations or approvals obtained pursuant to the Design Review Process, the owner of such structure or project shall notify the Zoning Administrator of such impossibility or impracticality and shall submit to the Zoning Administrator an alternative design that is as close as reasonably possible to the consistent or approved design. The Zoning Administrator shall refer such proposed alternative design to the Director of Planning within fifteen (15) days. The Director of Planning shall treat such referral as a new application.

VESTING OF APPROVALS

Approvals granted pursuant to this process shall become vested rights in accordance with the following provisions:

1. If an application is submitted by or on behalf of a landowner for review of some or all design elements, and it is determined that the design elements are approved consistent with adopted Design Standards by the Planning Board;
2. The approval of such design elements shall constitute a site specific development plan, as defined in section 24-68-102(4) of the Colorado Revised Statutes, and shall be deemed to be a vested property right of the landowner, its successors and assigns, pursuant to section 24-68-101 et seq. of the Colorado Revised Statutes. The approval, and the fact of the site specific development plan approval and the vested property right creation shall be promptly described in and documented by a certificate prepared, dated as of the final determination of consistency or approval, and executed by the Zoning Administrator. The property right shall vest ninety (90) days after the recording and publication of the certificate, as described below, and the certificate shall so state. Thereafter, the landowner, its successors and assigns, shall be permitted to implement the consistent or approved design aspect or aspects of the structure, and shall receive all permits and approvals related to such consistent or approved design aspects in accordance with this section 59-368(1)(k).
3. The certificate advising the general public of the site specific development plan approval and the creation of a vested property right shall be recorded in the office of the clerk and recorder, and shall be published by the Zoning Administrator, at the expense of the landowner, within fourteen (14) days after the date of the certificate. In addition, a notice of the approval of a vested right shall be posted on the applicant's property within fourteen (14) days after the date of the certificate, and shall remain on such property for at least fourteen (14) days. The landowner shall be entitled to all of the rights of vested property right holders set forth in section et seq. of the Colorado Revised Statutes. The approval represented by the certificate shall remain vested for a period of three (3) years. Upon good cause shown, the planning office may extend the duration of the approval for additional periods of three (3) years each, and each such extension shall be certified, recorded and published in the same manner as the original establishment of the vested property right.

3.0 COMMONS NEIGHBORHOOD URBAN DESIGN STANDARDS AND GUIDELINES

DESCRIPTION OF TERMS

Design review is mandatory for all projects in the Commons Neighborhood district. The goals and requirements of the design review are listed under three headings for each review issue: Intent, Standards, and Guidelines; descriptions for each are as follows:

Intent: Intent statements are provided to define goals which the standards and guidelines have been created to achieve. In circumstances where the appropriateness or applicability of a standard or guideline is in question or under negotiation, the intent statement will provide additional direction.

Standards: Design standards are objective criteria that provide specific direction based on the stated intent. Standards are used to denote issues that are considered critical to achieving the stated intent. Standards use the term “shall” to indicate that compliance is required unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:

- the alternative better achieves the stated intent;
- the intent which the standard was created to address will not be achieved by application of the standard in this particular circumstance.
- the application of other standards and guidelines to achieve stated intents will be improved by not applying this standard.
- unique site factors make the standard impractical or cost prohibitive.

Guidelines: Design guidelines provide further considerations to promote the goals defined by the intent statements. Guidelines use the term “should” or “may” to denote they are considered relevant to achieving the stated intent, and will be pertinent to the review process but will not be required for approval. Guidelines will, however, be strongly considered when there is a request to waive a related standard.

STREETSCAPE DESIGN

Introduction

The Commons Neighborhood plan calls for a traditional urban system of gridded streets and blocks. The streets are located to be simple extensions of the major streets of downtown Denver. Design treatments have been established for proposed streets that are appropriate to the vehicular and pedestrian use of each street, as well as the adjacent land uses. The proposed system not only establishes a street hierarchy that serves regional, district, and local access needs, it also plays a strong role in the integration of the project site with the surrounding neighborhoods, especially Lower Downtown. The public environment created by the streets, particularly for pedestrians, is of great importance. Local streets carry much of the life of a mixed-use urban district; encouraging residents or visitors to walk or drive to one's home, office, store, or park.

Design standards, guidelines and conceptual designs have been prepared for streets within the Commons. For purposes of this document an “auxiliary lane” describes an area of the street intended to accommodate the parking of automobiles. In specific locations an auxiliary lane may also be used as a turning, loading, or travel lane. Exhibit 3.2: *Streetscape and Open Space* illustrates the requirements for the PUD district. The proposed design illustrations, street cross-sections and plan diagrams are not to be considered approved or final designs.

Denver Streetscape Manual

The provisions of this section are intended to supplement standards and guidelines established in the *Denver Streetscape Manual (1993)*. In addition to complying with the standards identified in this section,

streetscape improvements must conform with the City of Denver Streetscape standards. Where a design standard is more stringent than a provision in the Denver Streetscape Manual, the design standard shall prevail. As an exception, the spacing of trees and lighting may be less than the minimum spacing required by the Streetscape Manual. The spacing for trees and lighting for specific streets is identified in Exhibits 3.1 through 3.16.

Streetscape Elements

Intent

Street furniture, street trees and other amenities are intended to unify the public right-of-way with a unique character distinct from either the themes established in Lower Downtown or along the existing 16th Street Mall. Street furnishings add variety and identity to the streetscape theme. Street trees are intended to provide shade and comfort for pedestrians, as well as establish a buffer from automobile traffic. They help spatially define and unify the overall streetscape theme.

The following design standards for streetscape elements apply to all public rights-of-way within the Commons. Additional standards for specific streets are identified in Exhibits 3.1 through 3.16:

Design Standards

- Street furnishings, street trees and amenities shall not block a 10' wide (minimum) clear pedestrian walking zone or make maintenance of a clear walking surface (such as snow removal) difficult.
- Street lights and other elements shall be placed in an orderly fashion at the back of the curb to define the edge of the pedestrian activity zone.

Design Guidelines

- There should be a clear pedestrian walking zone on both sides of the street of adequate width to serve projected pedestrian needs.
- Street furnishings, trees and amenities should occupy consistent, well defined zones parallel to the pedestrian walking zone.

Street Trees

Design Standards

- All street trees along a given block shall be of the same species. A district street tree plan shall be developed before any installation is approved.
- No artificial plant material shall be used.
- All trees shall be a minimum of three (3") inch caliper at the time of installation.
- All tree planting or removal within the public rights-of-way shall be approved by the City Forester.
- Existing trees and their root systems shall be protected during construction through the use of barricades and fencing.
- Plant materials, fencing, or landscaping improvements greater than six (6) inches in height shall not extend into the sight triangle for any intersection of a street or driveway.

Lighting

Design Standards

- Special district lighting for pedestrians, unique and consistent within the Commons, shall be provided within all public rights-of-way. A consistent standard for special district lighting shall be developed before any installation is approved.

Seating

Design Standards

- Only special district benches for pedestrians, unique and consistent within the Commons, shall be provided within all public rights-of-way. A consistent standard for special district benches shall be developed before any installation is approved.
- Seating shall be placed to serve bus and transit stops, building entry areas and plazas.
- Sidewalk benches shall be oriented parallel to the curb line when utilized at the face of a building so they will not impede pedestrian movement.

Design Guidelines

- Standard high quality benches with backs should not exceed lengths of six (6) to eight (8) feet.
- Movable chairs and seating for sidewalk cafes are encouraged in public open space and sidewalk areas.

Sidewalk Paving

Design Standards

- Special paving materials shall be high quality, durable materials such as, but not limited to, patterned concrete, stone or concrete unit pavers.
- All sidewalk paving shall meet city standards.

Design Guidelines

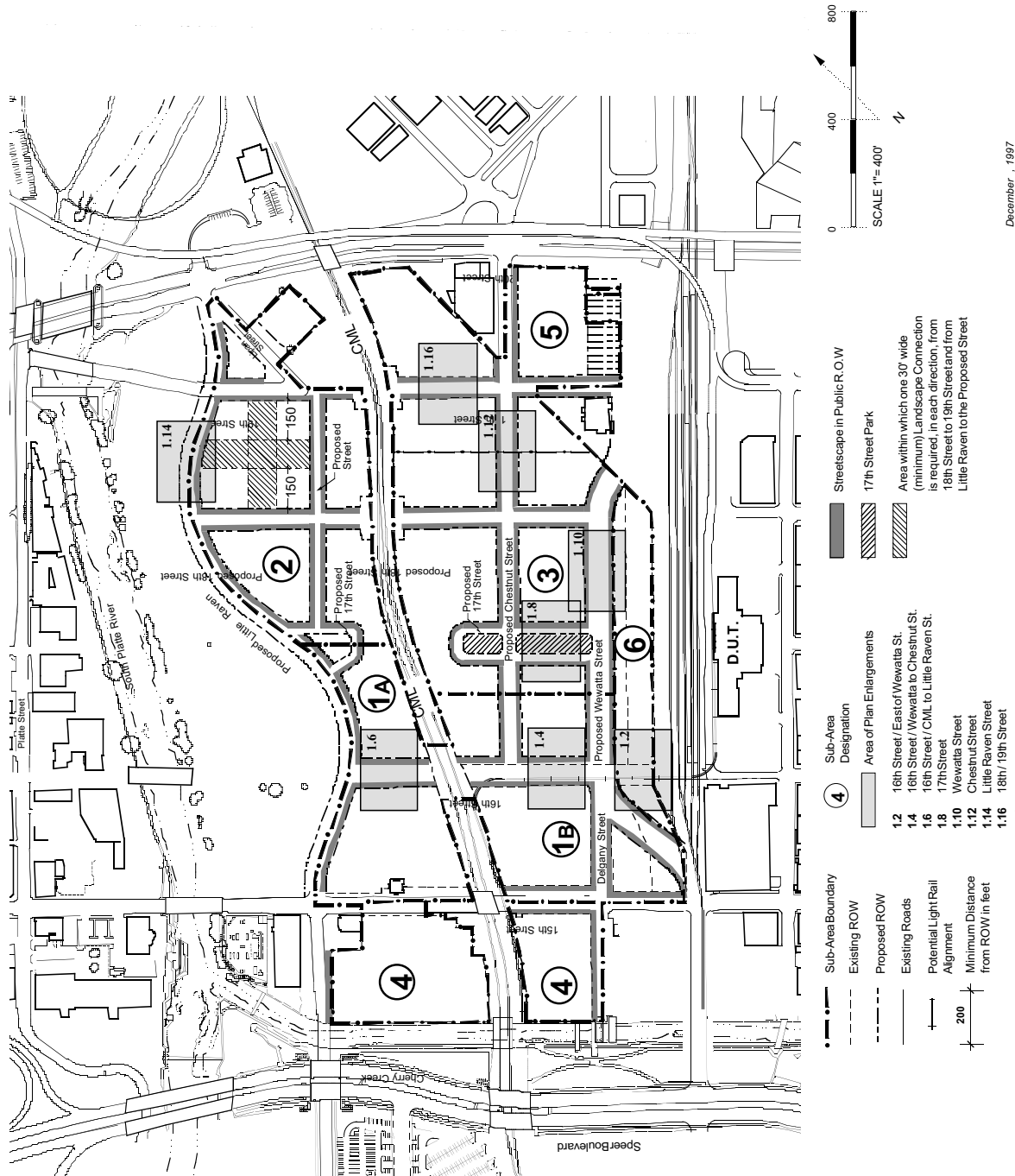
- Special paving materials should be used to highlight the pedestrian areas associated with 16th Street, 17th Street, and special use areas such as plazas, building entries or cafe seating areas.

Hierarchy of Street Design Features

A consistent streetscape program is required to ensure that a unified streetscape is developed. Streetscape concepts have been developed to reinforce the hierarchy of streets within the Commons. The following street sections and plans do not represent approved or final designs. Final design will be reviewed and approved by the City Departments of Transportation, Public Works, Wastewater, City Forester, and Planning. In addition, private covenants may be associated with the property. Covenants may require the review of additional design criteria by a private design review board.

STREETSCAPE AND OPEN SPACE MASTERPLAN DIAGRAM

Exhibit 3.0



T H E C O M M O N S

16TH STREET*Intent*

16th Street through the Commons Neighborhood is a unique segment of the continuous pedestrian connection that will link the Highlands Neighborhood and Commons Park with downtown and the Civic Center. The design of 16th Street from the proposed intermodal site to Commons Park should emphasize a continuous pedestrian-oriented space shared with local automobile traffic and the future light rail line. The width and length of the street should be visually unified to emphasize a cohesive foreground to the Consolidated Main Line (CML) crossing. The design of the streetscape will reflect its role as an extension of the downtown mall, encourage a variety of activities, and reinforce an active pedestrian atmosphere. The CML crossing will provide pedestrians with a grade separated crossing of the railroad tracks located within the CML.

The design of 16th Street is intended to accommodate a variety of conditions. Automobile traffic is allowed from the intersection at Chestnut Street to Wewatta Street and an auxiliary lane occurs on the north side of the street. A light rail corridor and transit stops are proposed along the south side of 16th Street. The mall shuttle is intended to turn around at the south-east intersection of 16th Street and Wewatta Street immediately adjacent to the proposed intermodal station. Automobile traffic is not anticipated on the portion of 16th Street east of Wewatta Street. Several sections and plan enlargements of 16th Street showing typical dimensions and the location of streetscape elements are contained in Exhibits 3.1 through 3.6.

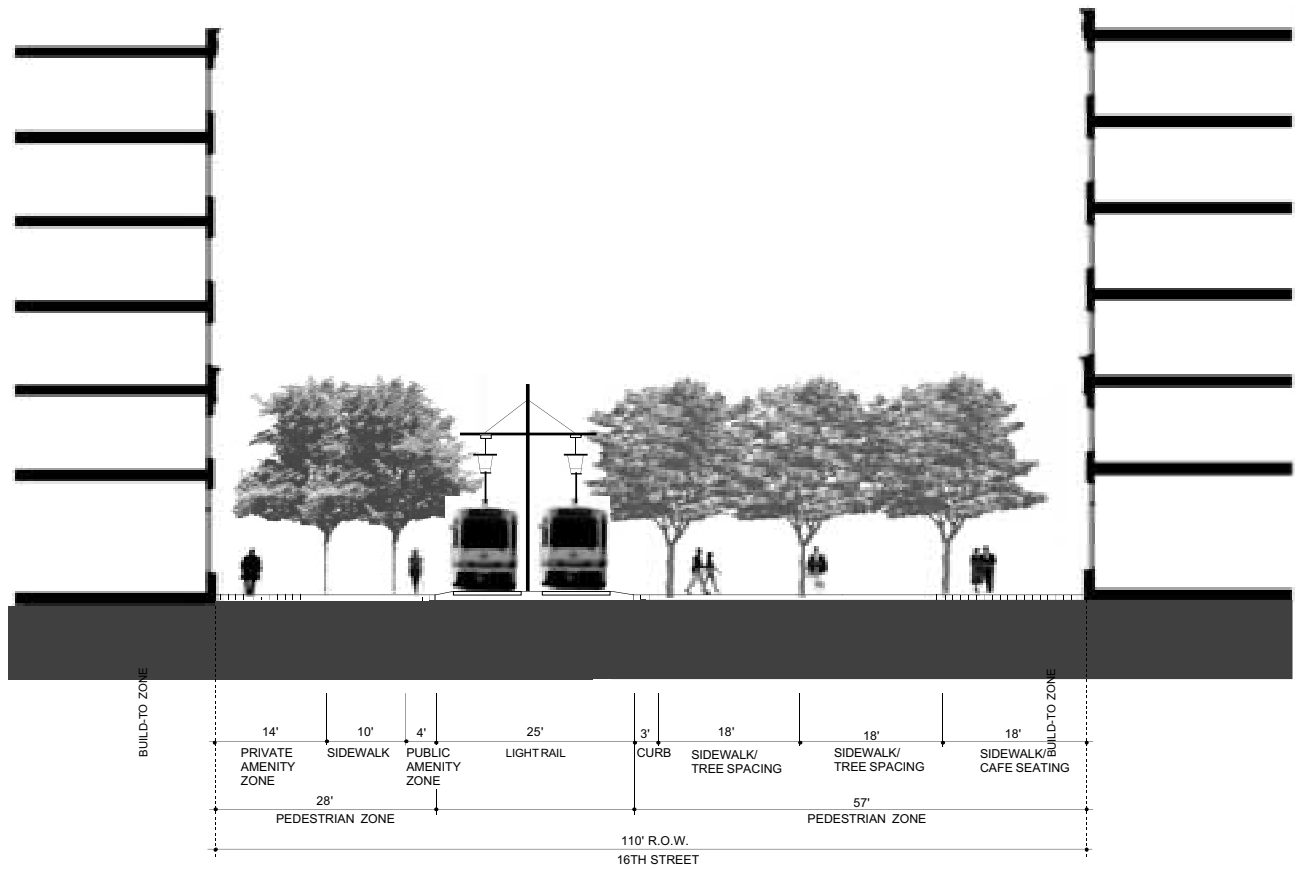
16th Street (Southeast of Wewatta Street)*Design Standards*

- Proposed Public Right-of-Way: 110' wide
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the 5' public amenity zone along the curb and the private amenity zone along the building frontage that provides for cafe seating and other amenities.
- Pedestrian Sidewalk Lighting: Special 16th Street light unique to the Commons Neighborhood.
- Paving: Special paving (unit pavers, such as precast concrete or stone) shall be incorporated into the pedestrian zones on both sides of the street
- Shuttle bus turnaround: RTD standards

Design Guidelines

- Recommended Street Trees (subject to City Forester approval):
 - Northern Red Oak (*Quercus rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata 'Patmore'*)
 - Common Honeylocust (*Gleditsia triacanthos inermis*)

Spacing: 30' O.C., triangulated spacing
Caliper: 3" minimum
- Special Amenities: Cafe tables, seating, kiosks, and vendor facilities should be located along both sidewalks. Request for private amenity space (the "private amenity zone") along the public sidewalk should not exceed twelve (12') feet in width.

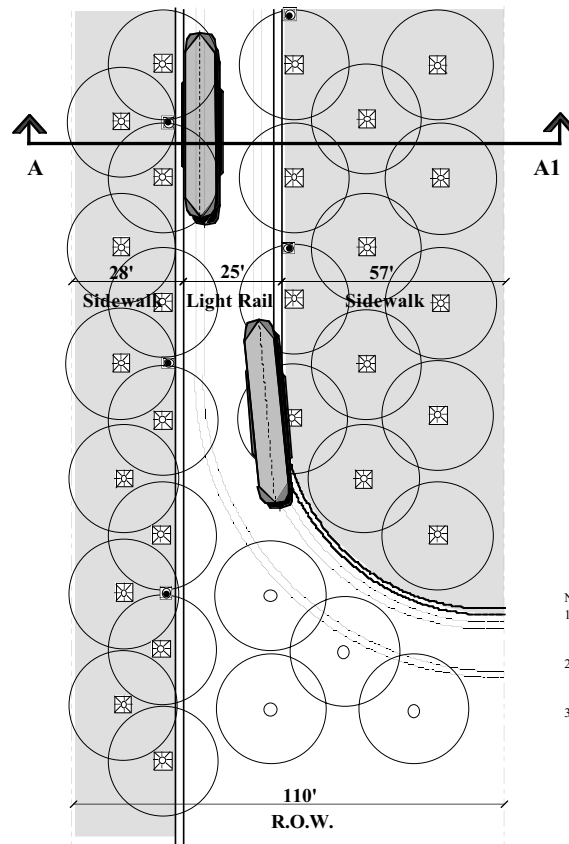


**Exhibit 3.1: Section A-A1/ 16th Street Mall
(southeast of Wewatta Street)**

Notes:

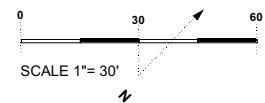
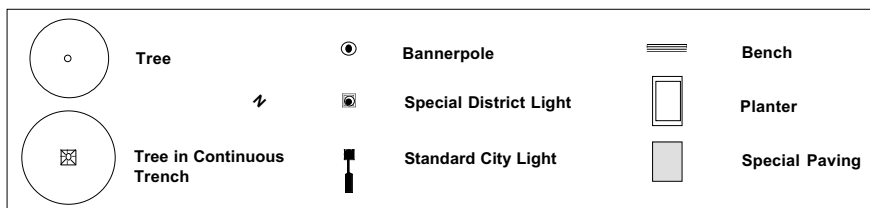
1. This section is for illustrative purposes only and does not represent an approved or final design.

16th Street Plan Enlargement 3.2 southeast of Wewatta Street



Notes:

- 1) Plan diagrams are for illustrative purposes only and are not to be considered approved or final design.
- 2) This drawing is a representation only and is not meant to imply the light rail transit will be provided
- 3) This Plan Enlargement represents the section for 16th Street from Southeast of Wewatta Street only.



December, 1997

T H E C O M M O N S

16th Street (Wewatta Street to Chestnut Street)

Design Standards

- Proposed Public Right-of-Way: 115' wide
- Light Rail Corridor: 25' wide (within the public right-of-way)
- Safety Median: 6' wide
- Auxiliary Lane: Allowed on the north side of the street
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special 16th Street light unique to the Commons Neighborhood.
- Street Lighting: Standard city light
- Paving: Special paving (unit pavers, such as precast concrete or stone) shall be incorporated into the pedestrian zones on both sides of the street.

Design Guidelines

- Recommended Street Trees (subject to City Forester approval):
 - Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata 'Patmore'*)
 - Common Honeylocust (*Gleditsia triacanthos*)

Spacing: 30' O.C., triangulated spacing
 Caliper: 3" minimum
- Special Amenities: Cafe tables, seating, kiosks, and vendor facilities should be located along both sidewalks. Request for private amenity space (the "private amenity zone") along the public sidewalk should not exceed twelve (12') feet in width.

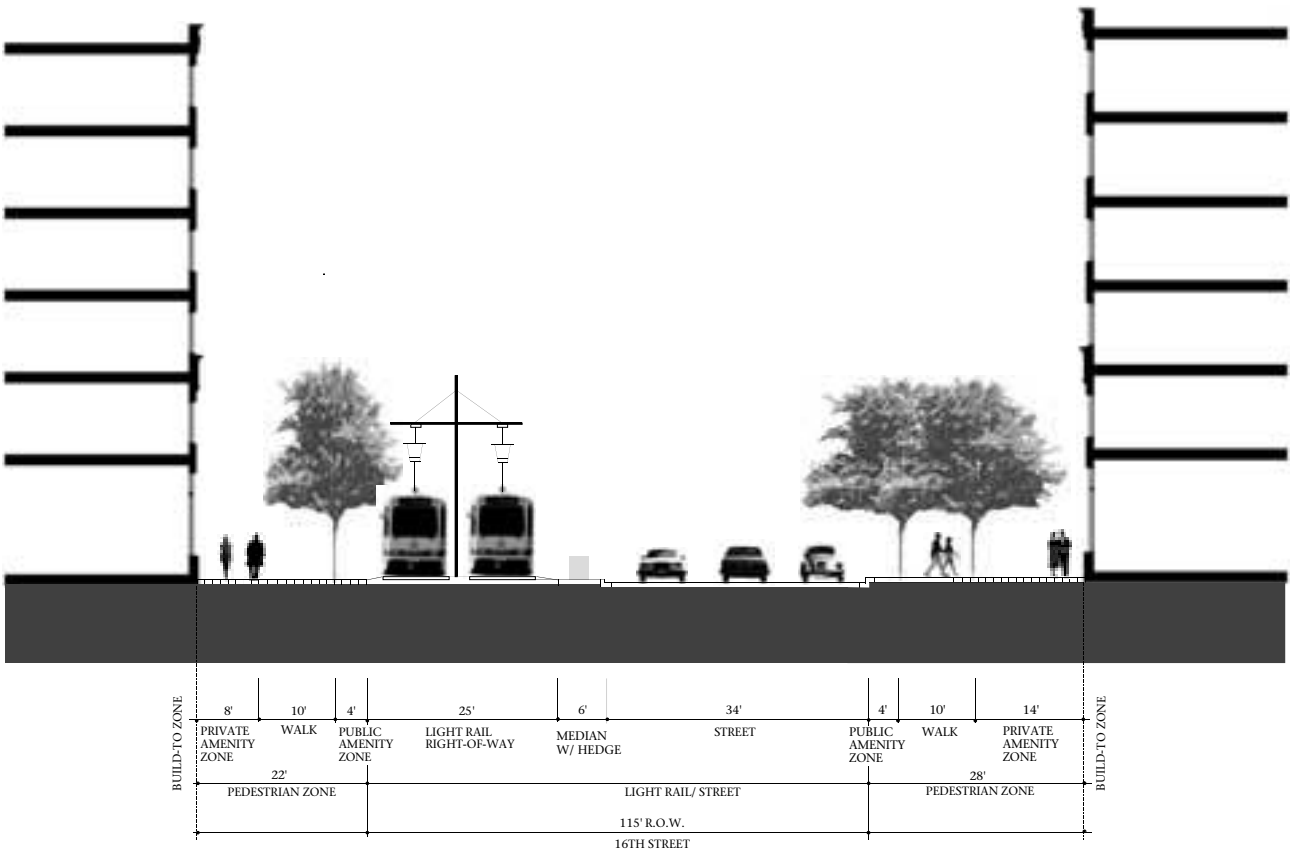
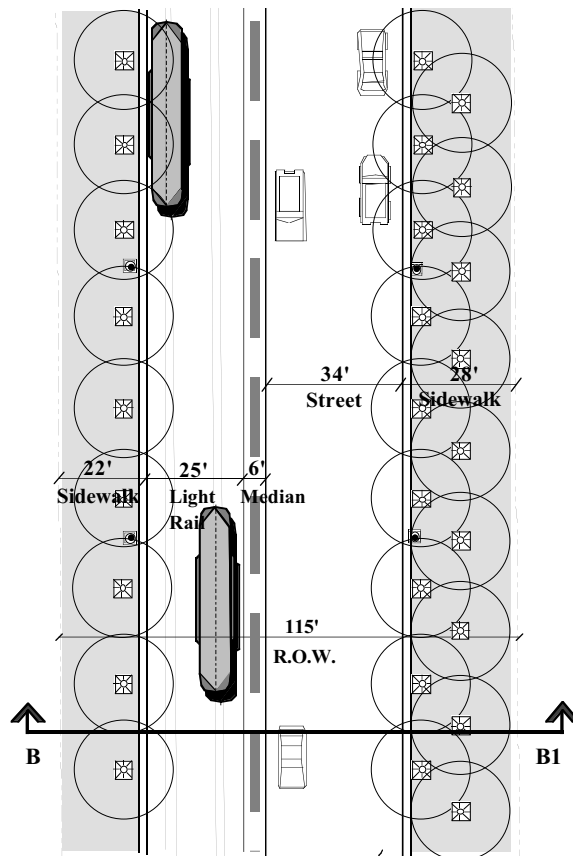


Exhibit 3.3: Section B-B1/ 16th Street Mall (Wewatta Street to Chestnut Street)

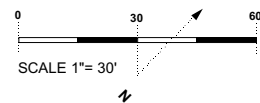
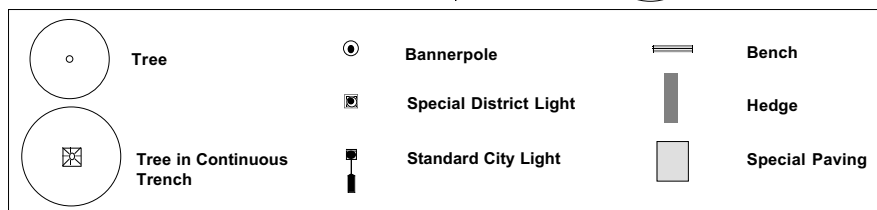
Notes:

1. This section is for illustrative purposes only and does not represent an approved or final design.
2. This drawing is representational only and is not meant to imply that light rail will be provided.

16th Street Plan Enlargement 3.4 Wewatta Street to Chestnut Street



- Notes:
- 1) 6" curb included in the total width of pedestrian zone
2' gutter included in the total width of the street
 - 2) Plan diagrams are for illustrative purposes only and are not to be considered approved or final design.
 - 3) This drawing is a representation only and is not meant to imply the light rail transit will be provided
 - 4) This Plan Enlargement represents the section for 16th Street from Wewatta Street to Chestnut Street only.



December, 1997

T H E C O M M O N S

16th Street (CML to Little Raven Street)

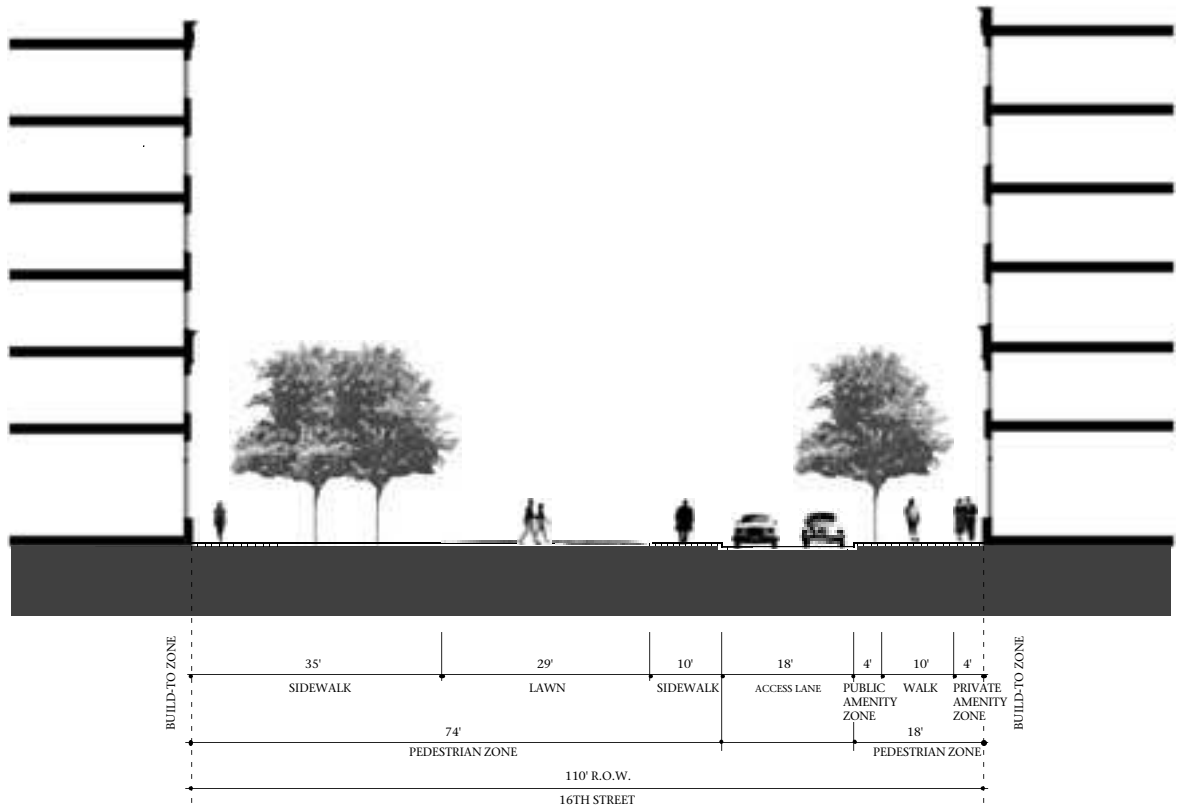
Design Standards

- Proposed Public Right-of-Way: 110' wide
- Access Drive: 18' wide (minimum)
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special 16th Street light unique to the Commons Neighborhood.
- Street Lighting: Standard city light
- Paving: Special paving (unit pavers, such as precast concrete or stone) shall be incorporated into the pedestrian zones on both sides of the street

Design Guidelines

- Recommended Street Trees (subject to City Forester approval):
 - Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata 'Patmore'*)
 - Common Honeylocust (*Gleditsia triacanthos inermis*)

Spacing: 30' O.C.
Caliper: 3" minimum
- Special Amenities: Cafe tables, seating, kiosks, and vendor facilities should be located along both sidewalks. Request for private amenity space (the "private amenity zone") along the public sidewalk should not exceed twelve (12') feet in width.

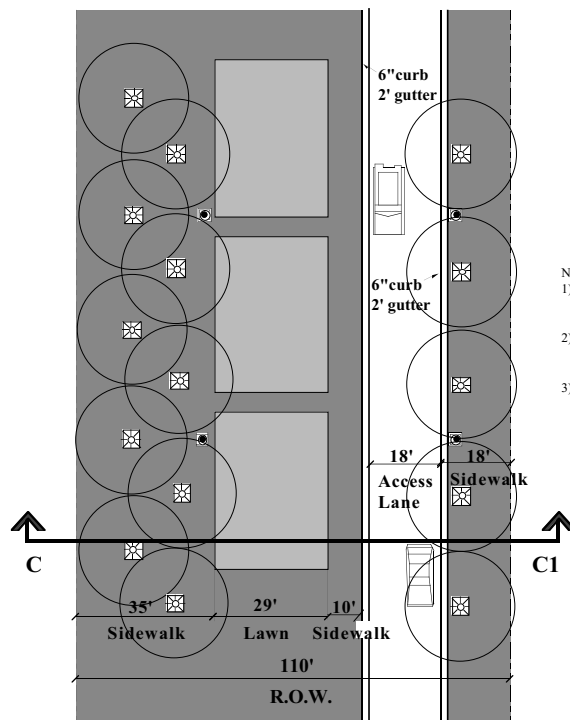


**Exhibit 3.5: Section C-C1/ 16th Street Mall
(CML to Little Raven Street)**

Notes:

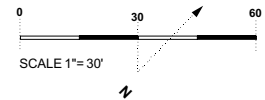
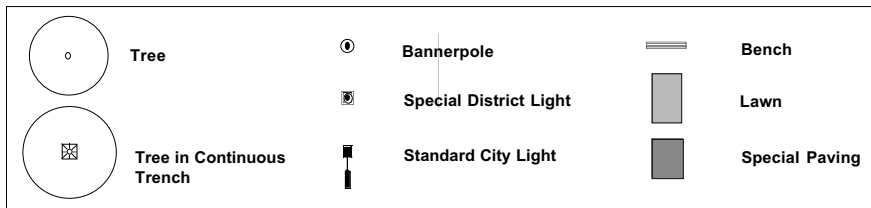
1. This section is for illustrative purposes only and does not represent an approved or final design.
2. This drawing is representational only and is not meant to imply that light rail will be provided.

16th Street Plan Enlargement 3.6 from the CML to Little Raven Street



Notes:

- 1) 6" curb included in the total width of pedestrian zone
2' gutter included in the total width of the street
- 2) Plan diagrams are for illustrative purposes only and are not to be considered approved or final design.
- 3) This Plan Enlargement represents the section for 16th Street from the CML to Little Raven Street only.



December, 1997

T H E C O M M O N S

17TH STREET

Intent

17th Street is intended to accommodate local traffic and is designed as a tree lined roadway with a linear formality reinforced by a single row of trees along the outside edges. The street is designed with a 160' wide right-of-way that incorporates a central open space and provides a unique foreground to the historic Denver Union Terminal. The median pedestrian park incorporates open lawn, steps, planting, seating, sculpture and water features. A section and plan enlargement of 17th Street showing typical dimensions and the location of streetscape elements are contained in Exhibits 3.7 and 3.8.

Design Standards

- Proposed Public Right-of-Way: 160' wide
- On-Street Parking: Allowed and encouraged on both sides of the street
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special district light
- Street Lighting: Standard city light
- Paving: Special paving shall be incorporated into the pedestrian zones on both sides of the street

Design Guidelines

- Recommended Trees (subject to City Forester approval):

Street Trees

- Northern Red Oak (*Quercus Rubra*)
- Common Hackberry (*Celtis occidentalis*)
- American Linden (*Tilia americana*)
- Patmore Green Ash (*Lanceolata 'Patmore'*)

Spacing: 30'-35' on-center

Caliper: 3" minimum

Open Space Park

- Thornless Cockspur Hawthorne (*Crataegus crusgalli 'inermis'*)

Spacing: 30'-35' on-center

Caliper: 3" minimum

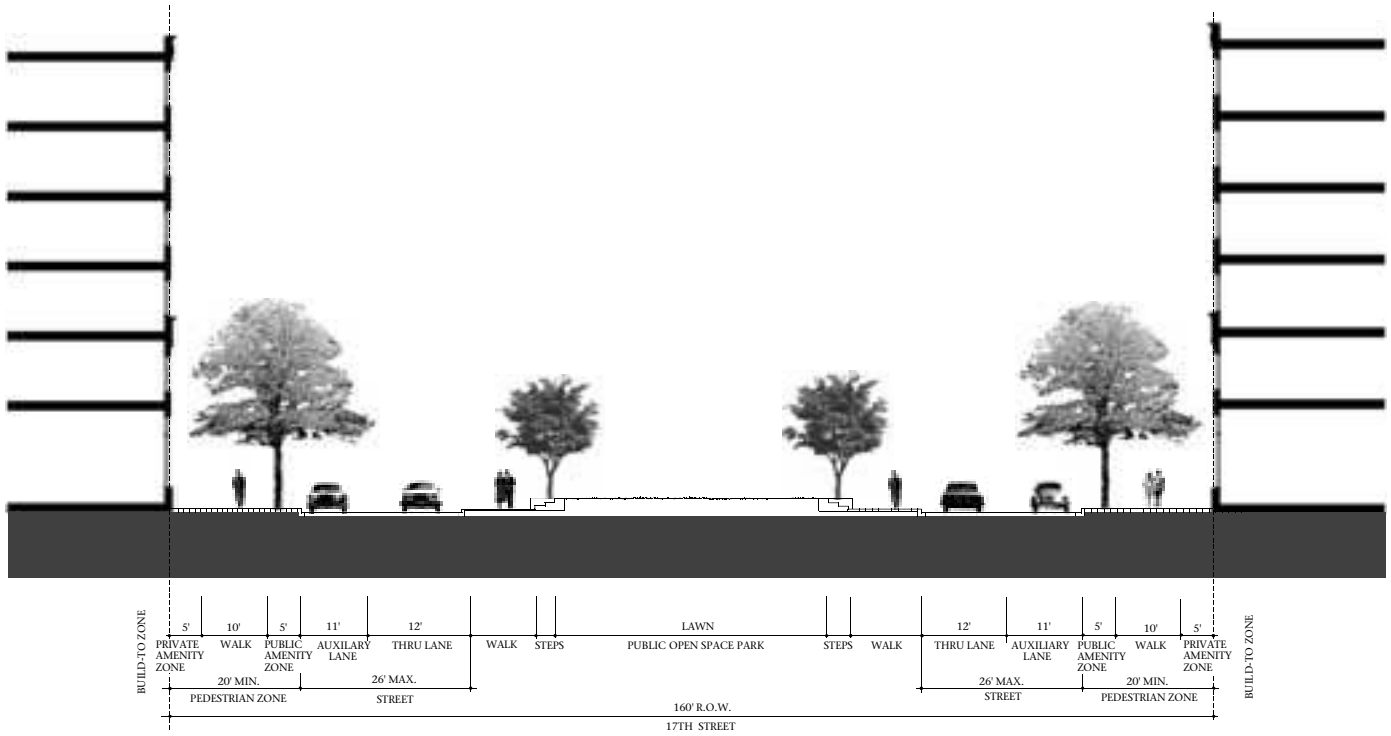
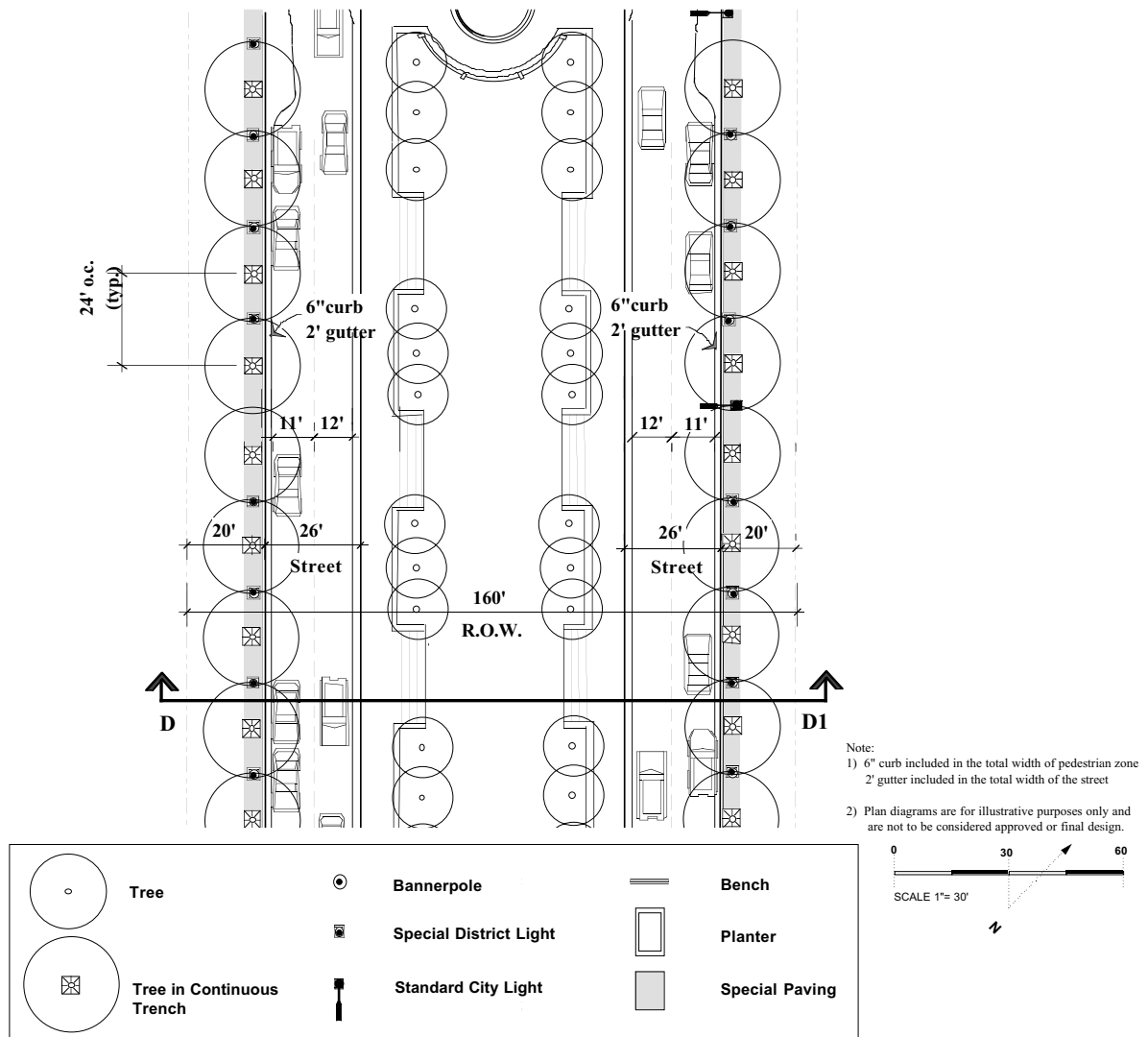


Exhibit 3.7: Section D-D1/ 17th Street

Note:

1. This section is for illustrative purposes only and does not represent an approved or final design.

17th Street Plan Enlargement 3.8



T H E C O M M O N S

WEWATTA STREET

Intent

Wewatta Street is intended to accommodate both regional and local traffic. Wewatta Street provides primary north-south access from Speer Boulevard and serves as the eastern edge to the Commons. It also provides the primary access and drop-off to the proposed intermodal station. A section and plan enlargement of Wewatta Street showing typical dimensions and the location of streetscape elements are contained in Exhibits 3.9 and 3.10.

Design Standards

- Proposed Public Right-of-way: 110' wide
- On-Street Parking: Allowed on the west side of the street.
- Intermodal Drop-off: Allowed on the east side of the street.
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special district light
- Street Lighting: Standard city light
- Paving: Special paving shall be incorporated into the pedestrian zones on both sides of the street.

Design Guidelines

- Recommended Street Trees (subject to City Forester approval):

West Side:

- Columnar English Oak (*Quercus robur* 'Fastigiata')
 - Columnar Norway Maple (*Acer platanoides* 'Columnar')
- Spacing: 20' on-center
Caliper: 3" minimum

East Side:

- Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata* 'Patmore')
- Spacing: 20' staggered
Caliper: 3" minimum

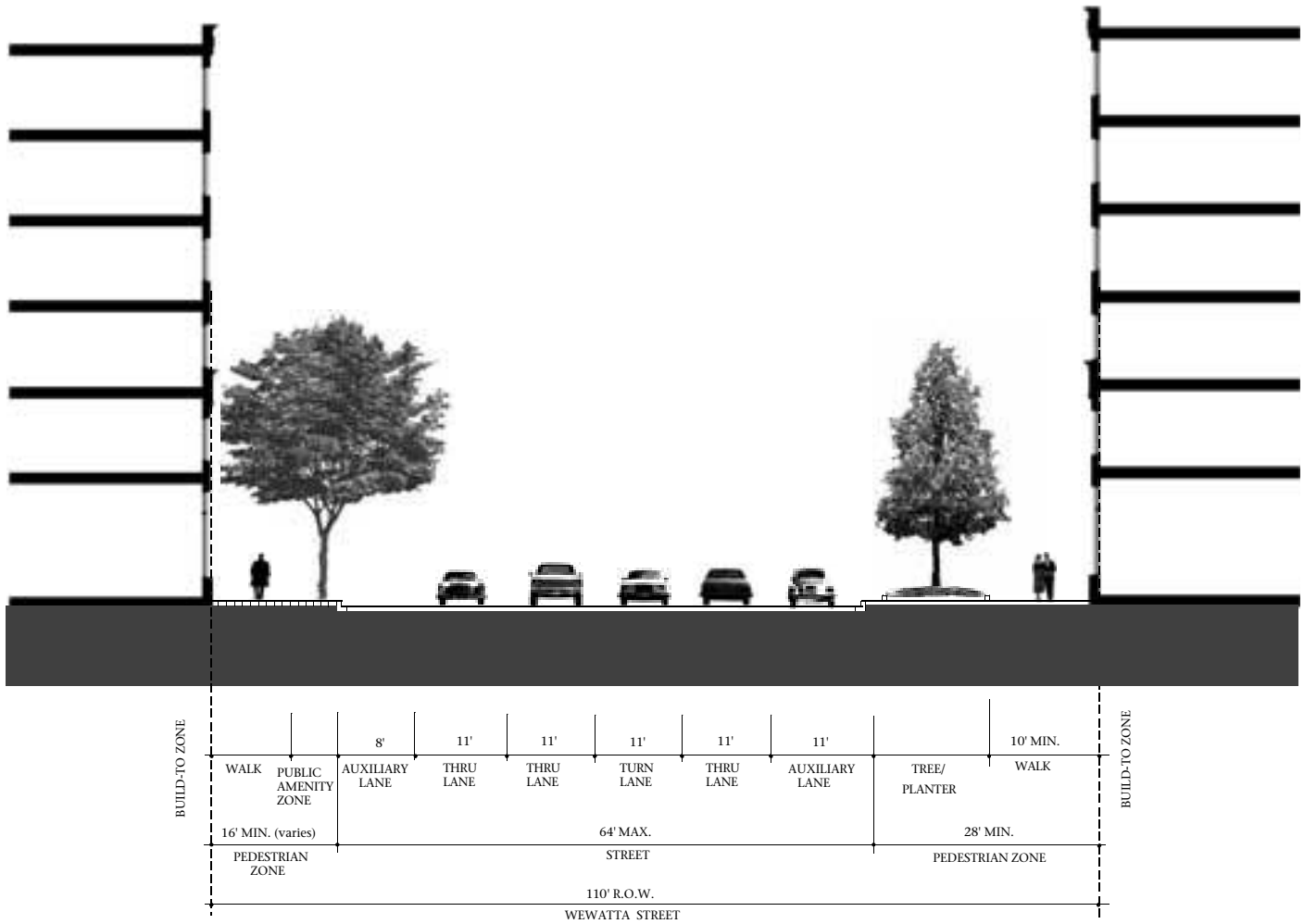
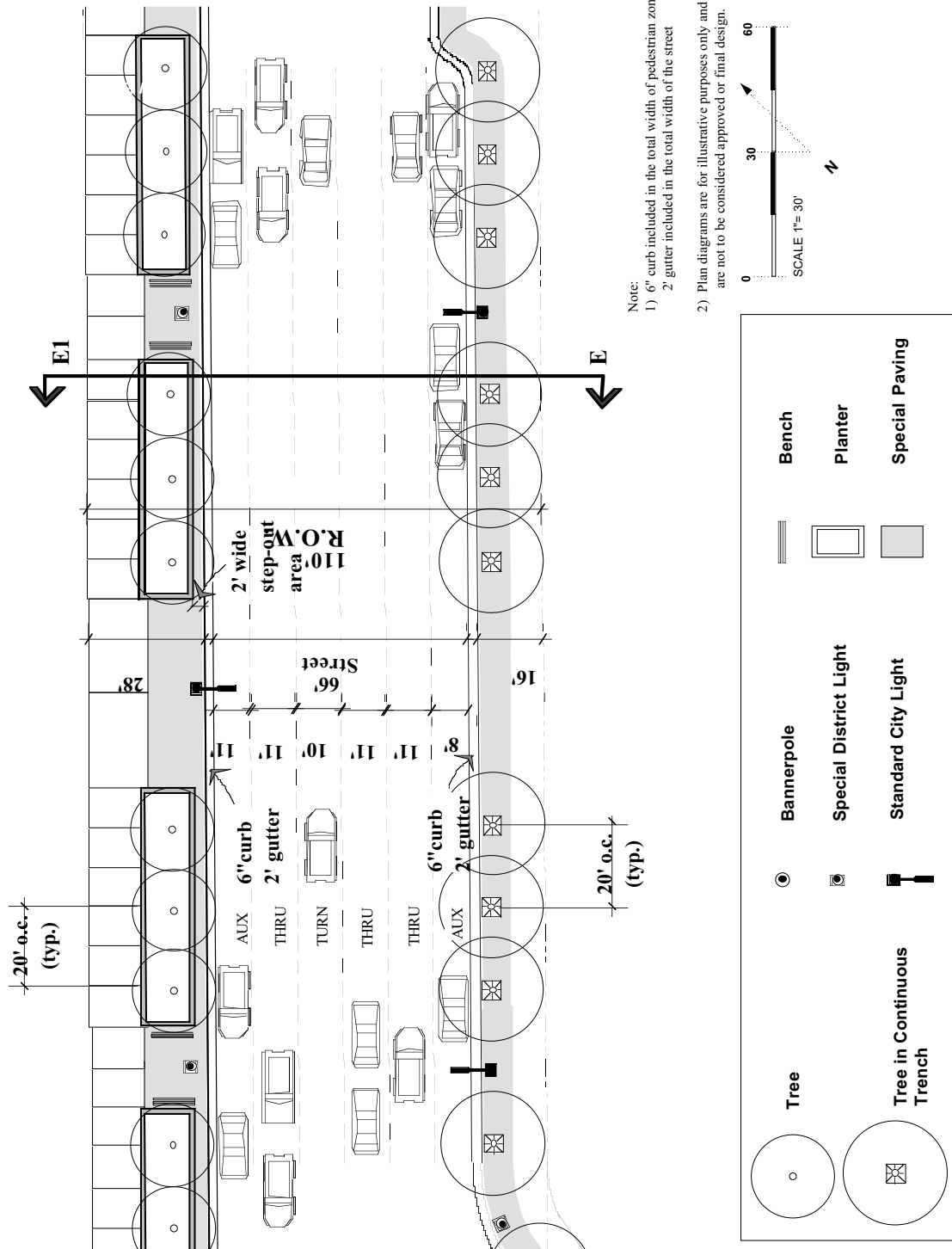


Exhibit 3.9: Section E-E1/ Wewatta Street

Note:

1. This section is for illustrative purposes only and does not represent an approved or final design.

Wewatta Street Plan Enlargement 3.10



T H E C O M M O N S

CHESTNUT STREET

Intent

Chestnut Street is intended as the primary commercial spine and gateway to the Commons Neighborhood from 20th Street. It is designed to accommodate local traffic and serve as a pedestrian-oriented street. Chestnut Street provides the primary north-south access to the Commons from 20th Street. It is designed as a tree lined roadway with a linear formality reinforced by a single row of street trees planted on each side of the street. The pedestrian zone has been shown as 18' wide to accommodate private pedestrian activities. A section and plan enlargement of Chestnut Street typical dimensions and the location of streetscape elements are contained in Exhibits 3.11 and 3.12.

Design Standards

- Proposed Public Right-of-Way: 90' wide
- On-Street Parking: Allowed and encouraged on both sides of the street
- Pedestrian Walking Area: Ten (10') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special district light
- Street Lighting: Standard city light
- Paving: Special paving shall be incorporated into the pedestrian zones on both sides of the street.

Design Guidelines

- Recommended Street Trees: (subject to City Forester approval):
 - Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata 'Patmore'*)

Spacing: 30'-35' on-center
Caliper: 3" minimum
- Special Amenities: Banner poles should be provided along sidewalks on both sides of the street. Request for private amenity space (the "private amenity zone") along the public sidewalk should not exceed 3' in width unless the clear pedestrian walkway zone can be maintained.

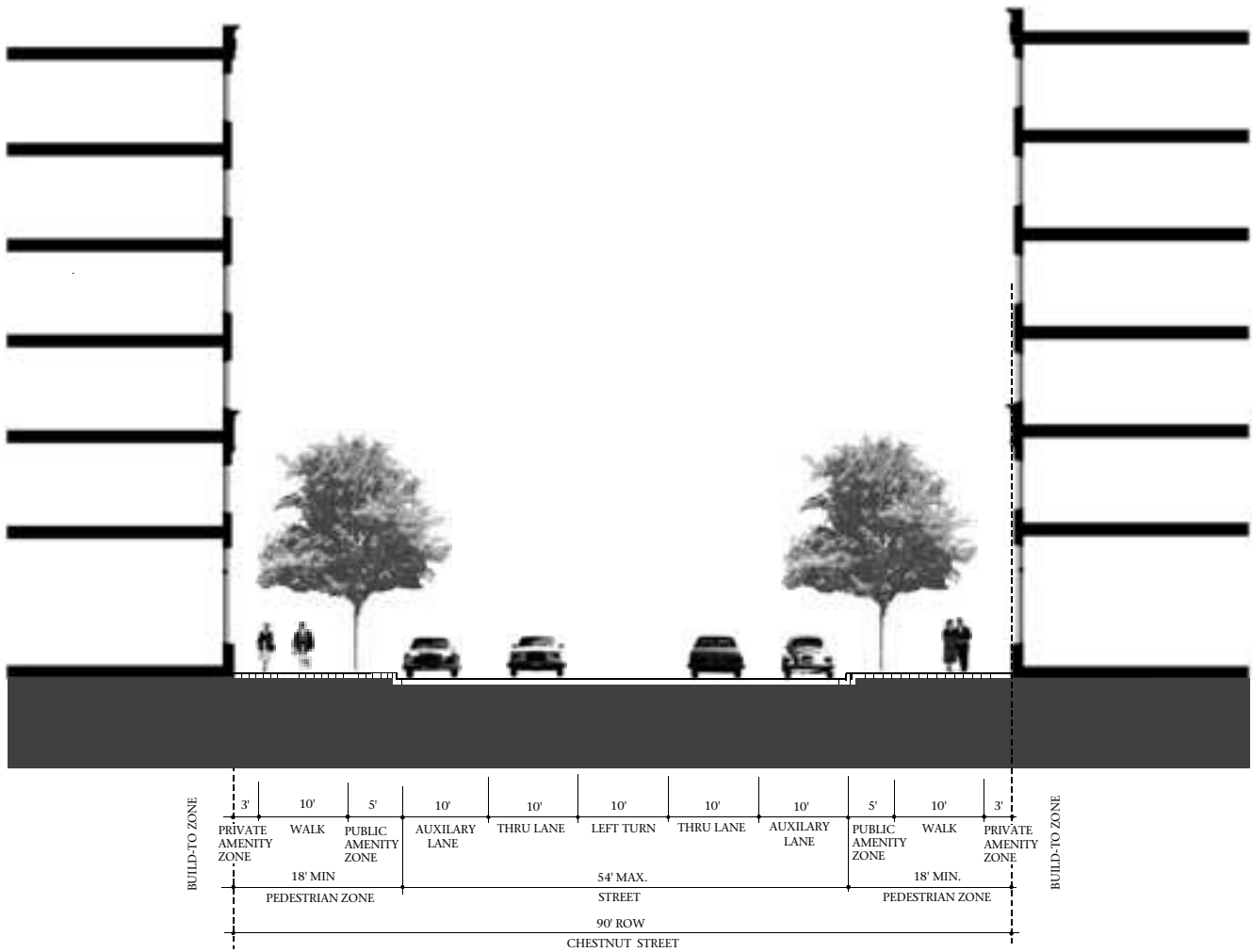
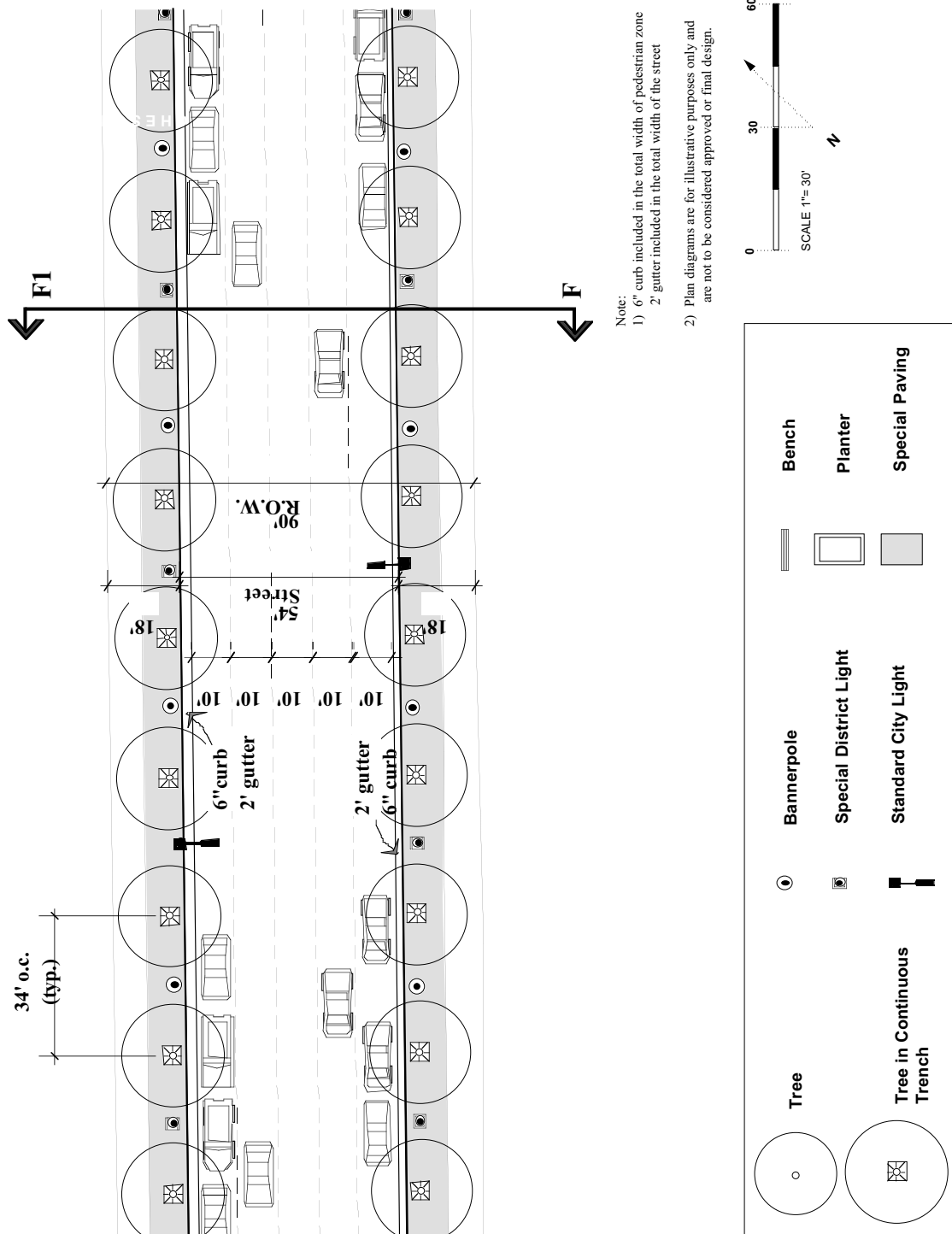


Exhibit 3.11: Section F-F1/ Chestnut Street

Note:

1. This section is for illustrative purposes only and does not represent an approved or final design.

Chestnut Street Plan Enlargement 3.12



December, 1997

T H E C O M M O N S

LITTLE RAVEN STREET

Intent

Little Raven Street is intended as a local access road to serve the residential neighborhoods in Subareas 1A, 2 and 4, as well as the proposed Commons Park. The residential neighborhood edge should be developed as a richly landscaped, linear park promenade (approximately twenty-two feet wide). It should include a double row of trees, 10' wide sidewalk, seating areas and occasional bench alcoves for sitting and viewing park activities. An additional 12' wide setback zone will accommodate private activities and allow for outdoor cafes, retail outdoor merchandise displays, public art, or outdoor semi-private areas for abutting residential uses. Allowable street furniture and equipment include cafe/restaurant tables, retail display areas, public art, common seating and overlook areas. A section and plan enlargement of Little Raven showing typical dimensions and the location of streetscape elements are contained in Exhibits 3.13 and 3.14.

Design Standards

- Proposed Public Right-of-Way: 80' wide
- On-Street Parking: Parking is allowed and encouraged on both sides of the street. Parking should be prohibited from certain areas (street ends, landscape connections, and public open spaces) on the immediate park edge to preserve pedestrian access and views into the park.
- Pedestrian Walking Area: Eight (8') feet wide (minimum) clear pedestrian walking zone on the neighborhood side of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage.
- Pedestrian Sidewalk Lighting: Special district light
- Street Lighting: Standard city light
- Paving: Special paving shall be incorporated into the pedestrian zones on both sides of the street.

Design Guidelines

- Recommended Street Trees (subject to City Forester approval):
 - Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)

Spacing: 30'-35' on-center
Caliper: 3" minimum
- Special Amenities: Benches, public art, kiosks and vendor facilities should be provided adjacent to commercial uses.

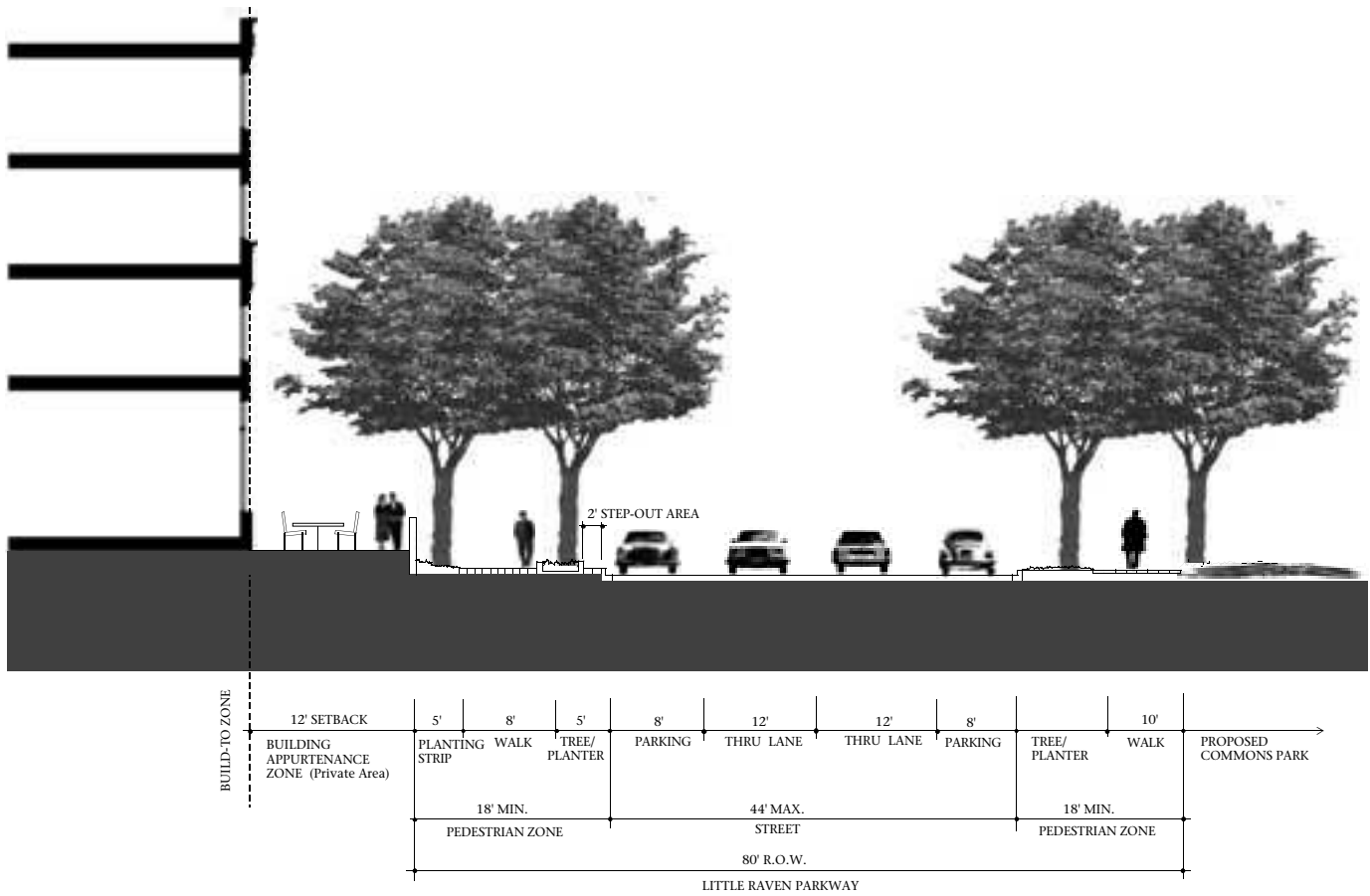
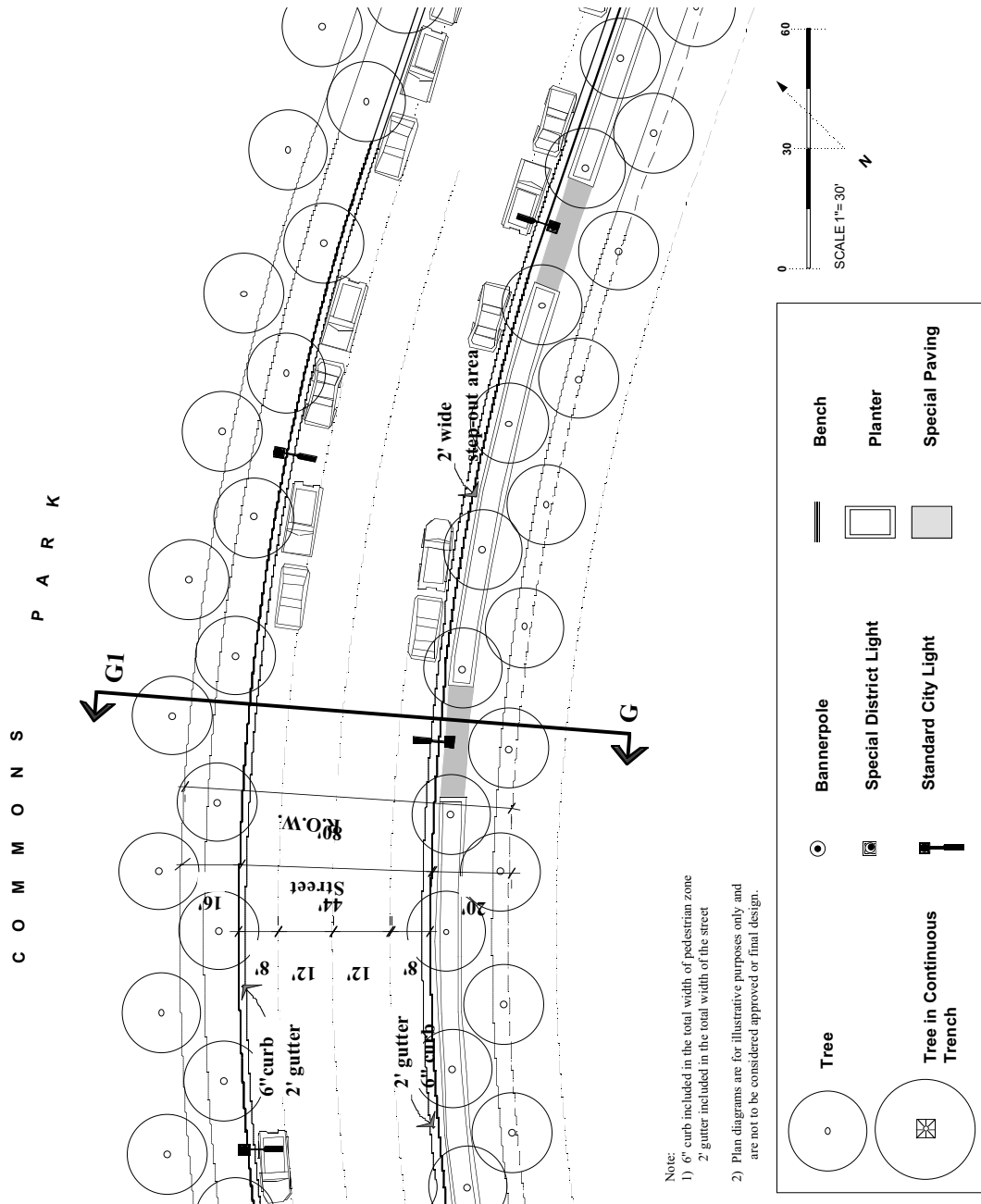


Exhibit 3.13: Section G-G1/ Little Raven Street

Note:

1. This section is for illustrative purposes only and does not represent an approved or final design.

Little Raven Plan Enlargement 3.14



T H E C O M M O N S

18TH/ 19TH STREET

Intent

18th and 19th Streets are intended to accommodate local pedestrian and automobile traffic. Both streets are aligned with the existing grid street system of downtown Denver. A section and plan enlargement of 18th and 19th Streets showing typical dimensions and the location of streetscape elements are contained in Exhibits 3.15 and 3.16.

Design Standards

- Proposed Public Right-of-way: 80' wide
- On-Street Parking: Allowed and encouraged on both sides of the street
- Pedestrian Walking Area: Eight (8') feet wide (minimum) clear pedestrian walking zone on both sides of the street. This space, within the public right-of-way, must be maintained between the public amenity zone along the curb and the private amenity zone along the building frontage. A five (5') appurtenance zone along the building facade shall allow for stoops, porches, terraces and similar encroachments.
- Pedestrian Sidewalk Lighting: Special district light
- Street Lighting: City standard light
- Paving: Special paving shall be incorporated into the pedestrian zones on both sides of the street.

Design Guidelines:

- Recommended Street Trees:
 - Northern Red Oak (*Quercus Rubra*)
 - Common Hackberry (*Celtis occidentalis*)
 - American Linden (*Tilia americana*)
 - Patmore Green Ash (*Lanceolata 'Patmore'*)
- Spacing: 30'-35' on-center
Caliper: 3" minimum

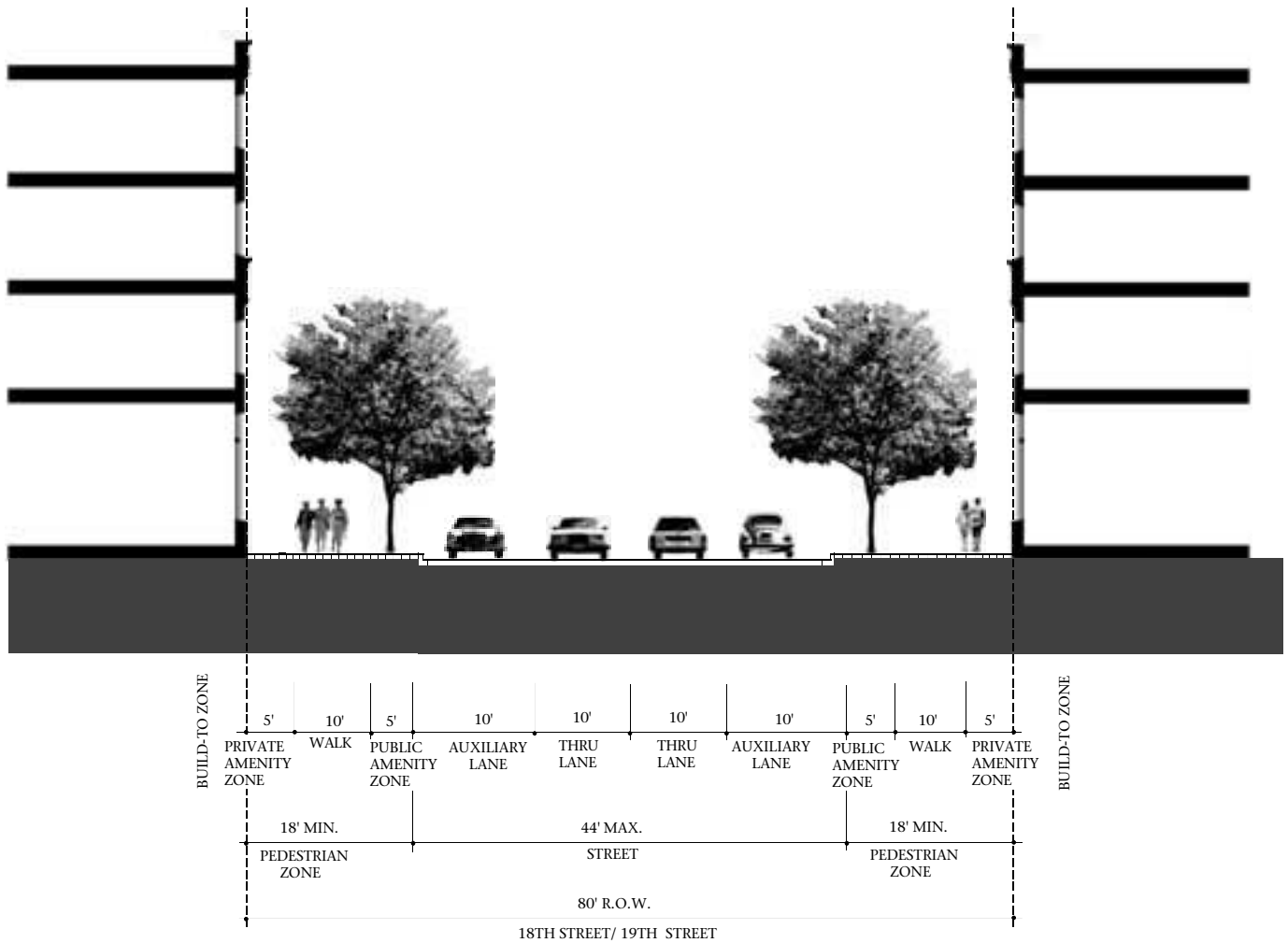
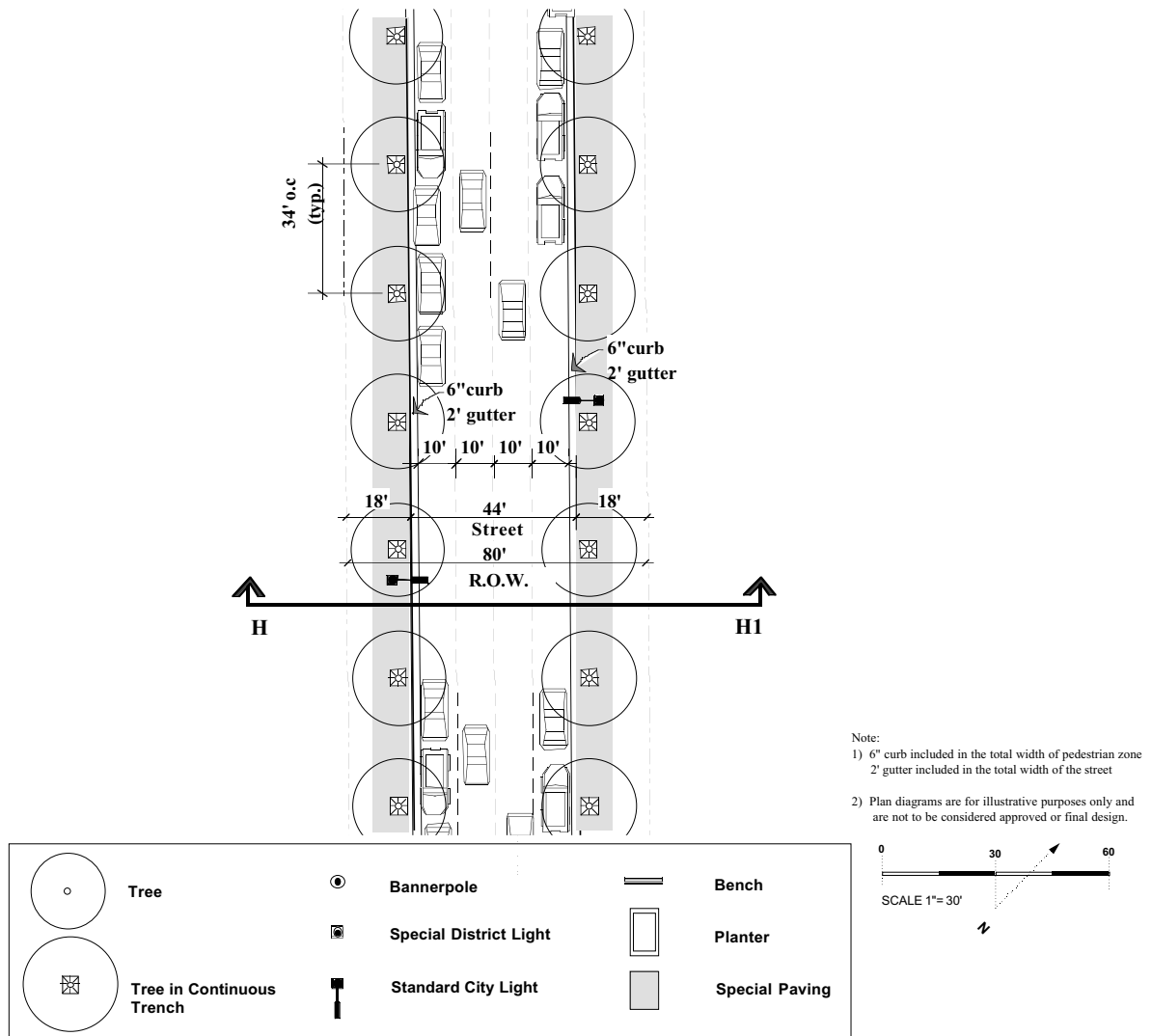


Exhibit 3.15: Section H-H1/ 18th Street and 19th Street

Note:

1. This section is for illustrative purposes only and does not represent an approved or final design.

18th/19th Street Plan Enlargement 3.16



December, 1997

T H E C O M M O N S

LANDSCAPE DESIGN

Landscape Connections

Intent

- To establish a pattern of mid-block landscape connections to ensure that residential development projects are organized with a pattern and scale consistent with the pedestrian character of the neighborhood and park.
- To provide an amenity for the adjacent residential areas.
- To enhance the pedestrian character and scale of the neighborhood.
- To provide an extension of the street/sidewalk system rather than an alternative to it.

Design Standards:

- Within the site area designated as requiring a landscape connection, a minimum of one, thirty (30') foot wide (minimum) corridor shall be required from 18th Street to 19th Street and from Little Raven Street to the proposed street.
- The landscape connection shall provide a continuous pedestrian passage through the entire length of the block. A minimum of ten (10') feet shall be maintained as open passage for pedestrians.
- Landscape connections shall provide for a variety of open space-related experiences. The following is a list of allowable activities within the 30' wide area:
 - Landscaped walkway with adjacent semi-private open space (gardens, decks, or patio space) on either side
 - Residential entry porches or uninclosed building entries
 - Seating areas
 - Play areas
- Encroachments into the landscape connections are allowed as follows:
 - Belt courses, sills, and lintels may project eighteen (18) inches into the designated landscape connection area.
 - Cornices, eaves, and gutters may project three (3) feet into the designated landscape connection area.
 - Outside stairways and building accessories designed and intended to control light entering a building may project five (5) feet into the designated landscape connection area. Access ramps for the handicapped may further encroach into designated landscape connection area providing no alternative location is available, the ramp construction is compatible with the character of the structure, and that the minimum pedestrian passage is maintained.
 - Unwalled porches, terraces, and balconies may extend eight (8) feet into the designated landscape connection area.
 - Steps serving unwalled porches, terraces, and balconies not more than three (3) feet above grade may extend eight (8') feet into the designated landscape connection area.
 - Any structure or part thereof that is below the grade of any landscape connection area may project any distance into the designated landscape connection area.
 - Canopies may project eight (8') feet into the designated landscape connection area.
- Activities not allowed in a landscape connection include:
 - storage of private vehicles, boats, mobile homes, or similar vehicles
 - trash receptacles
 - Utilities, transformers, pedestals, etc.

- The site area within which landscape connections are required is illustrated in Exhibit 3.0: *Streetscape and Open Space Masterplan*, located at the beginning of this section.

Design Guidelines:

- Building facades that front onto landscape connections should include architectural elements such as unwallled porches, terraces, and covered entries, that contribute to the pedestrian experience and animate the street. Access to parking, including garage doors or entries should be kept to an absolute minimum. This is not intended to be a service drive.
- A portion of the 30' wide landscape connection may be used as a private street with open space, including sidewalks, on either side.
- Second level walkways and pedestrian bridges or underground pedestrian networks are inappropriate since they take energy and activity away from the ground level and are only applicable in special circumstances.

Expanded Sidewalks and Plaza Areas

Intent

- To provide open spaces such as plazas and courtyards which give relief and interest to the streetscape.
- To introduce elements of nature into the urban environment.
- To allow for additional space to accomodate special amenitites such as cafe seating, sculpture and planters.

Design Standards

- All design standards for plazas and open space shall be required within 40' feet of the right-of-way area.
- No less than 75% of the plaza frontage shall provide direct unobstructed access. Where elevation changes or other obstructions must be accommodated no walls or other obstructions within 20' of the public right-of-way may be more than 3' in height above the adjoining public sidewalk.
- No portion of the area of a plaza shall be at a level more than 3' above or below nearest adjoining sidewalk.
- No less than 65% of building frontages adjoining plaza shall be occupied by pedestrian active uses. Walks must provide continuous unobstructed access along the full length of building frontage occupied by pedestrian active uses.
- There shall be a minimum of 1 linear foot of seating for every 30 square feet of plaza. Seating must meet the following requirements
 - Seating must have a minimum depth of 16"
 - Seating 30" or more in depth may count double provided there is access to both sides.
 - Surfaces higher than 36" or less than 12" shall not count toward meeting the seating requirements.
 - The tops of walls including those for planters, pools, and fountains may be counted toward meeting the seating requirements provided they meet the dimensionsl requirements above and are not obstructed by foliage.

- Areas actively in use for public outdoor cafes are exempted in from the calculation in the seating area requirement. Remaining areas of walk or plaza must meet the seating requirement.
- One tree (minimum 3" caliper at time of planting) must be provided for each 625 square feet or plaza or portion thereof up to 2,500 square feet. One additional tree is required for each additional 1,000 square feet of plaza. No less than 25% or more than 40% of the plaza area shall be utilized for planted landscaping.
- Litter receptacles shall be provided at a minimum of four cubic feet of capacity per 800 square feet of open plaza space
- The following amenities are permitted within the eligible plaza area:
 - Ornamental fountains. Fountain design should consider winter time appearance as well as decorative water affects.
 - Food kiosks, not to exceed 150 square feet in area per use or more than 50% of the total plaza area in food service and cafe seating.
 - Public art
 - Arbors and trellises may exceed 25% maximum landscape area when incorporating public seating.

Design Guidelines:

- Plazas and courtyards should connect to other activities such as outdoor cafes, restaurants, and building entries.
- As public amenities, open space and plazas should be designed to be easily accessible and comfortable for as much of the year as possible.
- Open space and plazas should be oriented to take advantage of views and sunshine.

VEHICULAR CIRCULATION AND ACCESS

Intent

- To minimize vehicular access (curb cuts) on primary building frontages to reinforce a clear hierarchy and organization of circulation within the Commons.
- To maximize uninterrupted public sidewalks and minimize conflicts between vehicles and pedestrians.
- To minimize the visual presence of automobile circulation as well as service functions, such as deliveries and refuse pick up by locating parking and service access away from primary building frontages.

Design Standards

- Development shall limit curb cuts to those areas where curb cuts are allowed as illustrated in Exhibit 3.17: *Vehicular Circulation and Access*. A maximum of two (2) curb cuts shall be allowed within each contiguous zone identified as allowing curb cuts.
- Service and delivery activities shall be separated from the primary public access and screened from public view by means such as:
 - locating underground

- locating internal to structures
- providing walls, fences and/or landscaping of sufficient height and density.
- Such areas shall not be visible from streets, other public areas, or adjacent properties. Roofs shall be required if the area is overviewed by residential uses.
- Adequate loading and maneuvering space shall be provided for trucks and other service vehicles.

Design Guidelines:

- Wherever possible, curb cuts and driveways should be shared or common between multiple projects.
- Driveways should be oriented ninety (90°) degrees to the street.
- Driveways located between the street and any structures on the property should be avoided or minimized. Exceptions will be allowed for hotel porte cocheres. However build-to requirements should be substantially maintained by bringing hotel drop-offs into courts or under the building mass.

BLOCKS AND ZONE LOTS

Intent

- To organize proposed blocks as a simple extension of the existing street grid system.
- To establish the block pattern that will dictate building placement.
- To reinforce the pedestrian environment and street edge.
- To divide individual blocks into zone lots following a grid pattern.

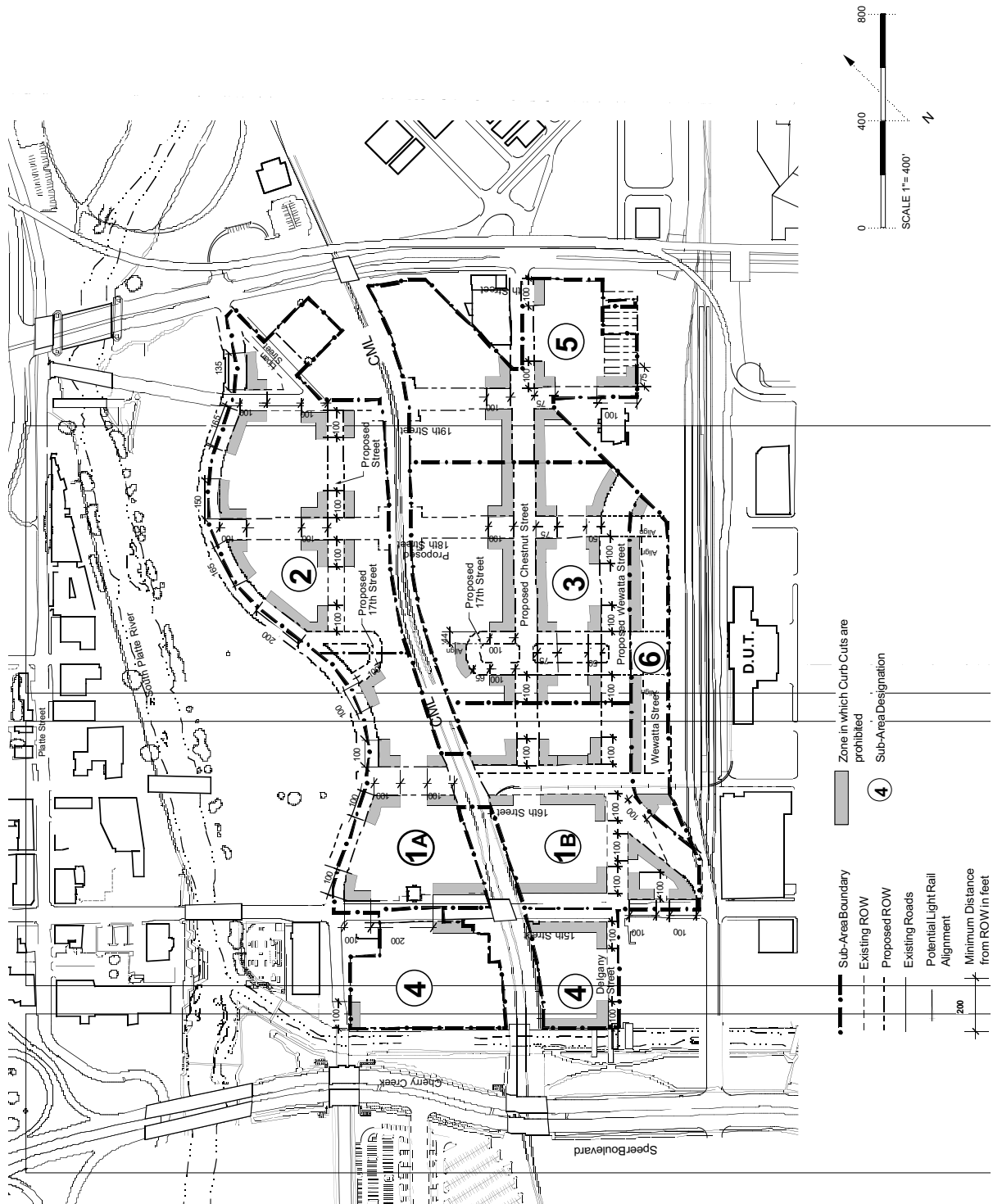
Design Standards

- Elimination or closure of streets, as illustrated in the PUD, shall not be allowed.

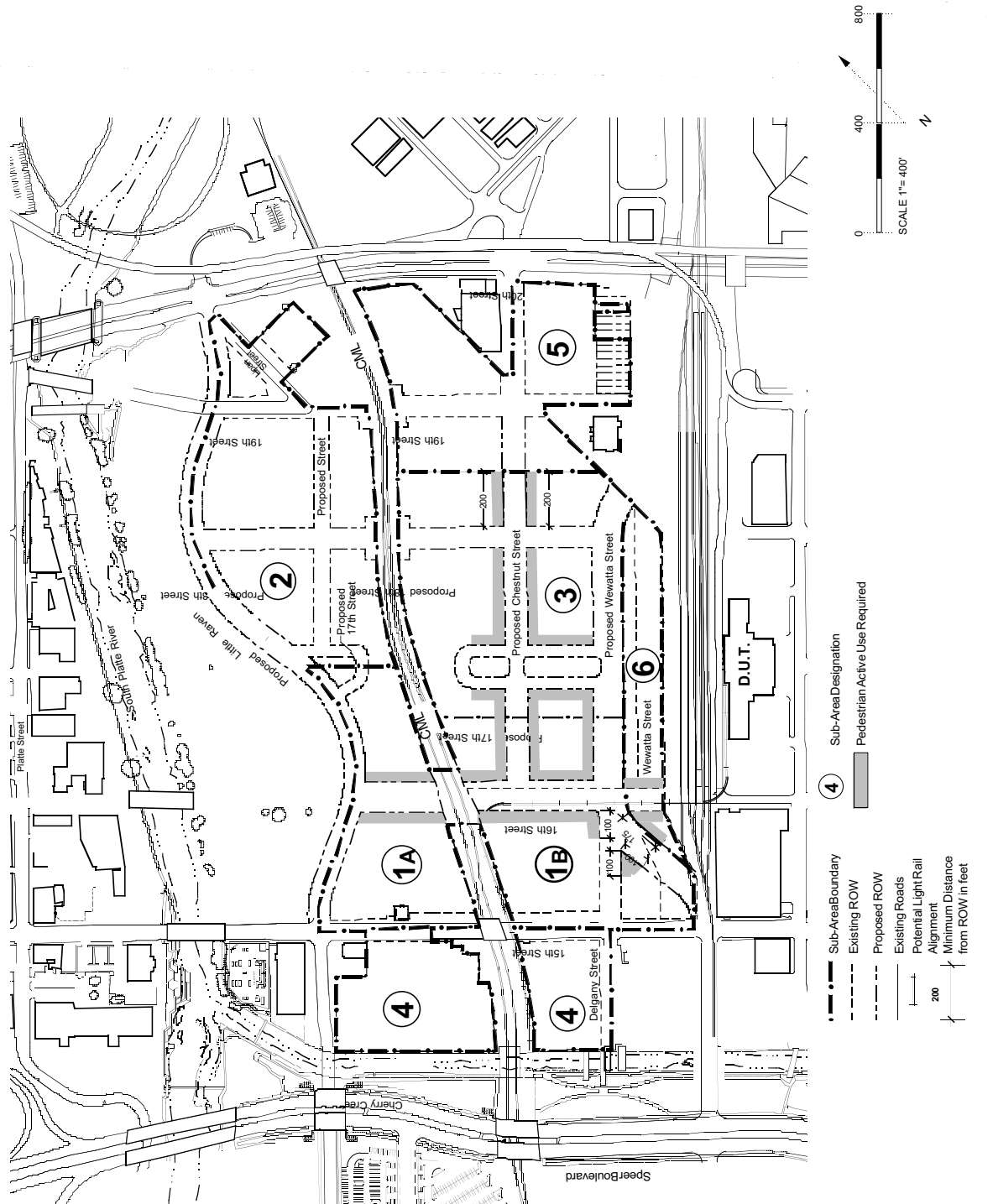
Design Guidelines

- Lots should follow a mutually perpendicular pattern similar to Denver's traditional city lot pattern and should avoid fragmentation of land into awkward or inconsistent lots.
- Lots should provide relative consistency in the size of individual parcels. Maximum project size will be governed by the street and block pattern.
- All lots should be adjacent to a public right-of-way. The edge of the lot that is adjacent to the right-of-way should be at least 25% of the length of the longest side of the lot.

Vehicular Circulation and Access 3.17



Active Use Diagram 3.18



PEDESTRIAN ACTIVE-USE REQUIREMENTS

Intent

- To provide continuity of street oriented, pedestrian active-uses that will support an active public environment. "Pedestrian-active uses" are defined as pedestrian-oriented businesses that engage the interest of people passing by on adjacent sidewalks and allow views into store windows and building interiors. See definition of pedestrian active use- Sec. 59-2 (94.3) Zoning- In General.

Design Guidelines:

- Buildings located in areas designated as requiring pedestrian active uses should have all ground floor frontages within thirty (30') feet of the property line occupied by pedestrian active uses. Street frontage requiring "pedestrian-active" uses at the ground floor is illustrated in Exhibit 3.18: *Active Use Diagram*.
- Buildings should provide open and inviting facades and as many external, street oriented entries as possible to ground floor "pedestrian-active" uses.

SETBACK AND BUILD-TO REQUIREMENTS

Intent

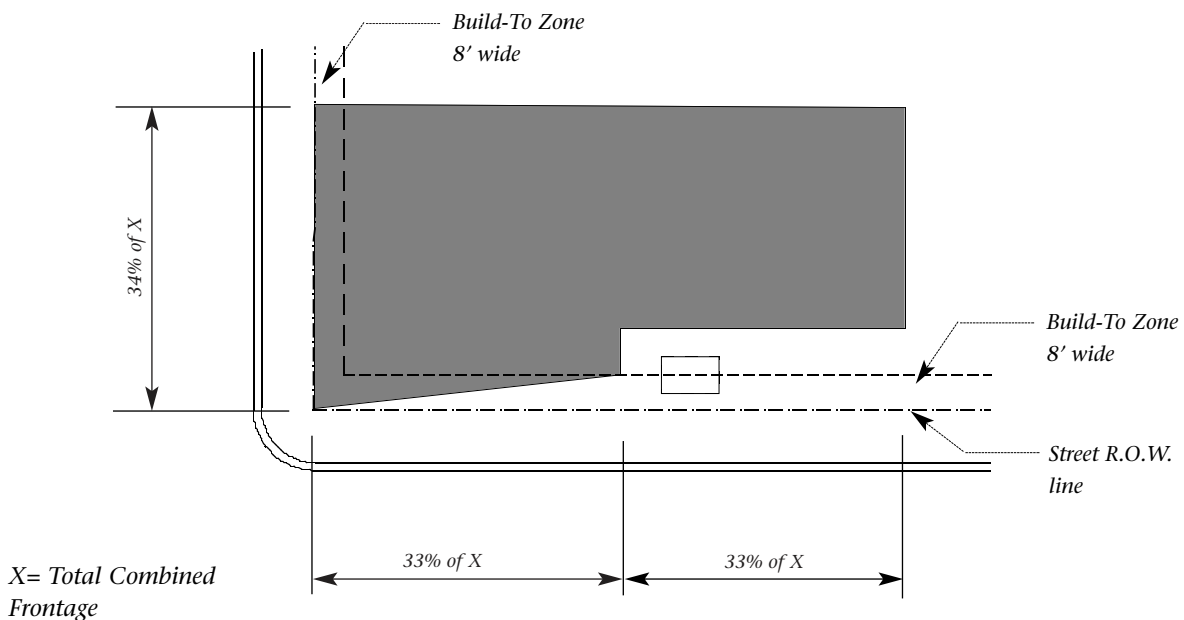
- To control the location of buildings to define and contain the street space; concentrate and reinforce pedestrian activity; create a sense of the street as a "place"; provide adequate space between structures and public spaces; accommodate associated activities; provide necessary light, air, and scale relationships.
- To allow a minimum separation between potentially incompatible activities.
- To provide for associated auxiliary structures and uses. The location of setbacks that affect development within the Commons are illustrated in Exhibit 3.19: *Build-To/ Setbacks Diagram*.

Design Standards

Where so designated by a build-to zone, the front building facade shall be located on or near the designated property line or setback line as explained below. The frontage shall be measured along the designated property line, and for corner lots shall mean the length of the combined frontage of front property lines.

- A portion of the building facade shall be located on the designated property line or setback line for at least thirty-three (33) percent of the property frontage; and
- An additional portion of the building facade shall be located on or within eight (8) feet of the designated property line or setback line for a distance of at least thirty-three (33) percent of the property frontage.

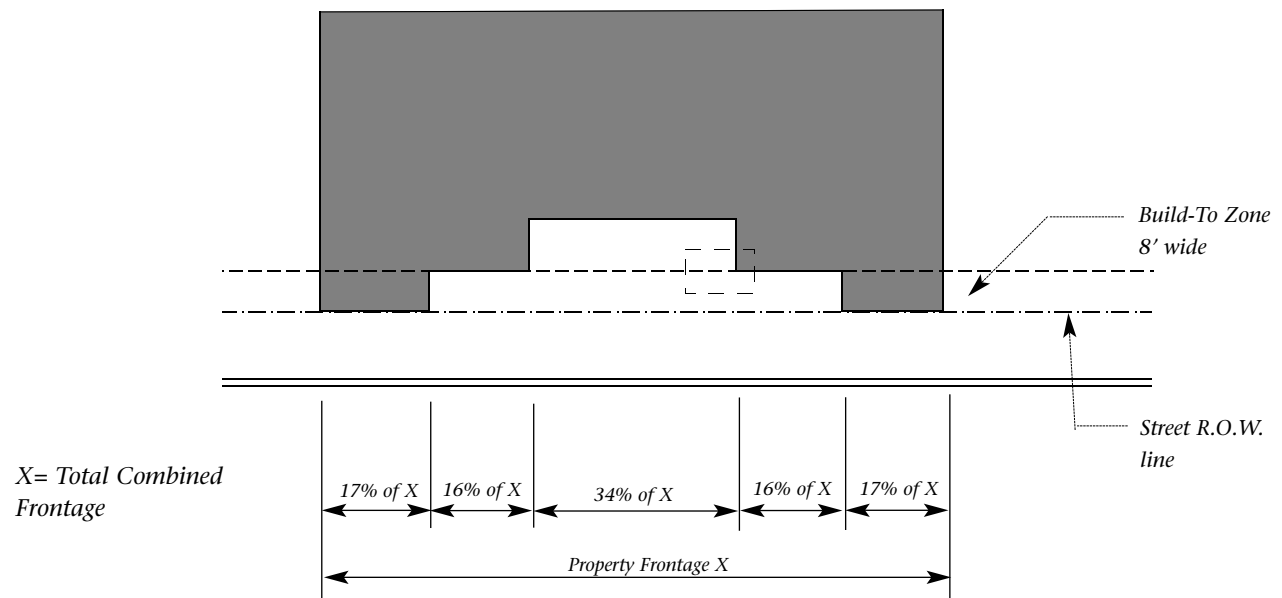
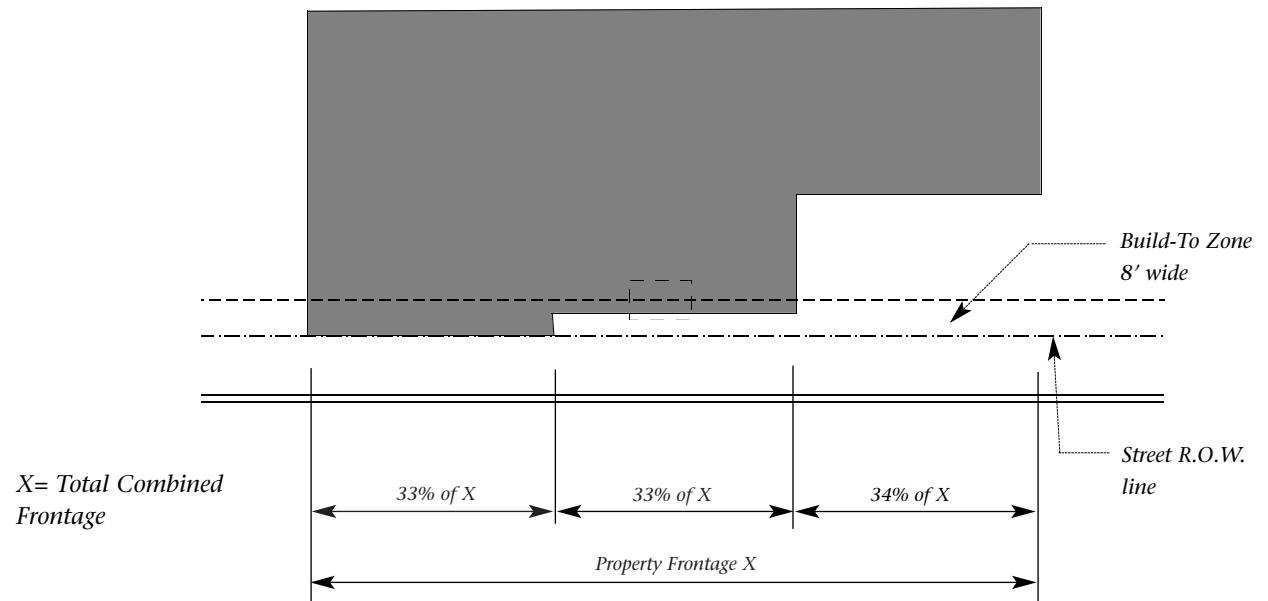
The criteria for specific build-to zones are described in Section One through Section Six of the Commons PUD. Note: A building facade that is substantially built to the required line or zone, allowing for typical architectural variation in the wall plane, shall be considered to meet the build-to requirement.



Build-To Zone- Corner Example

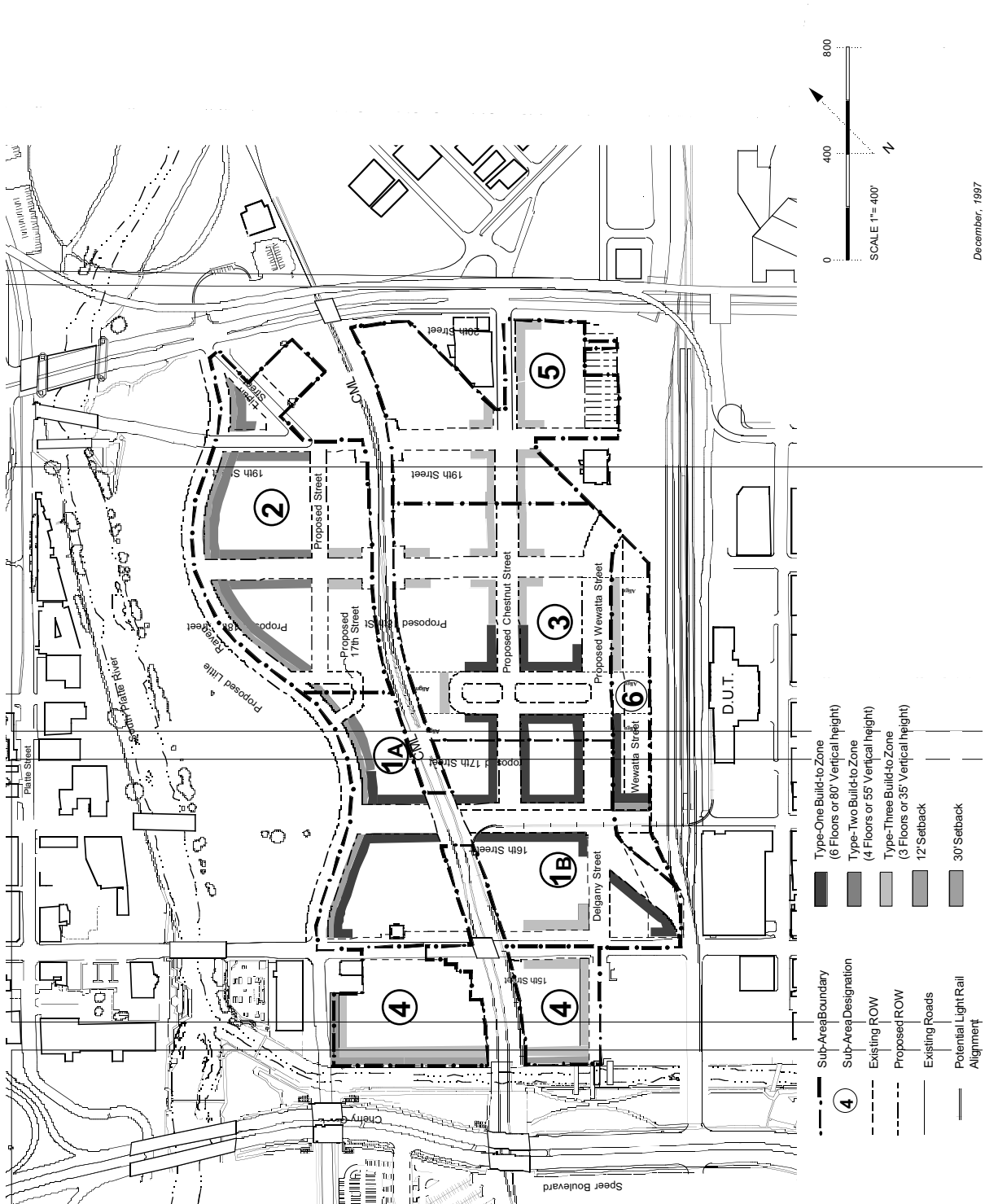
Design Guidelines

- The majority of the building facade should be built at or near the property line.
- Setbacks should be utilized primarily to accommodate active public uses.



Build-To Zone- Midblock Examples

Build-to Diagram 3.19



December, 1997

CRITERIA FOR BUILDINGS OVER 140' IN HEIGHT

Intent

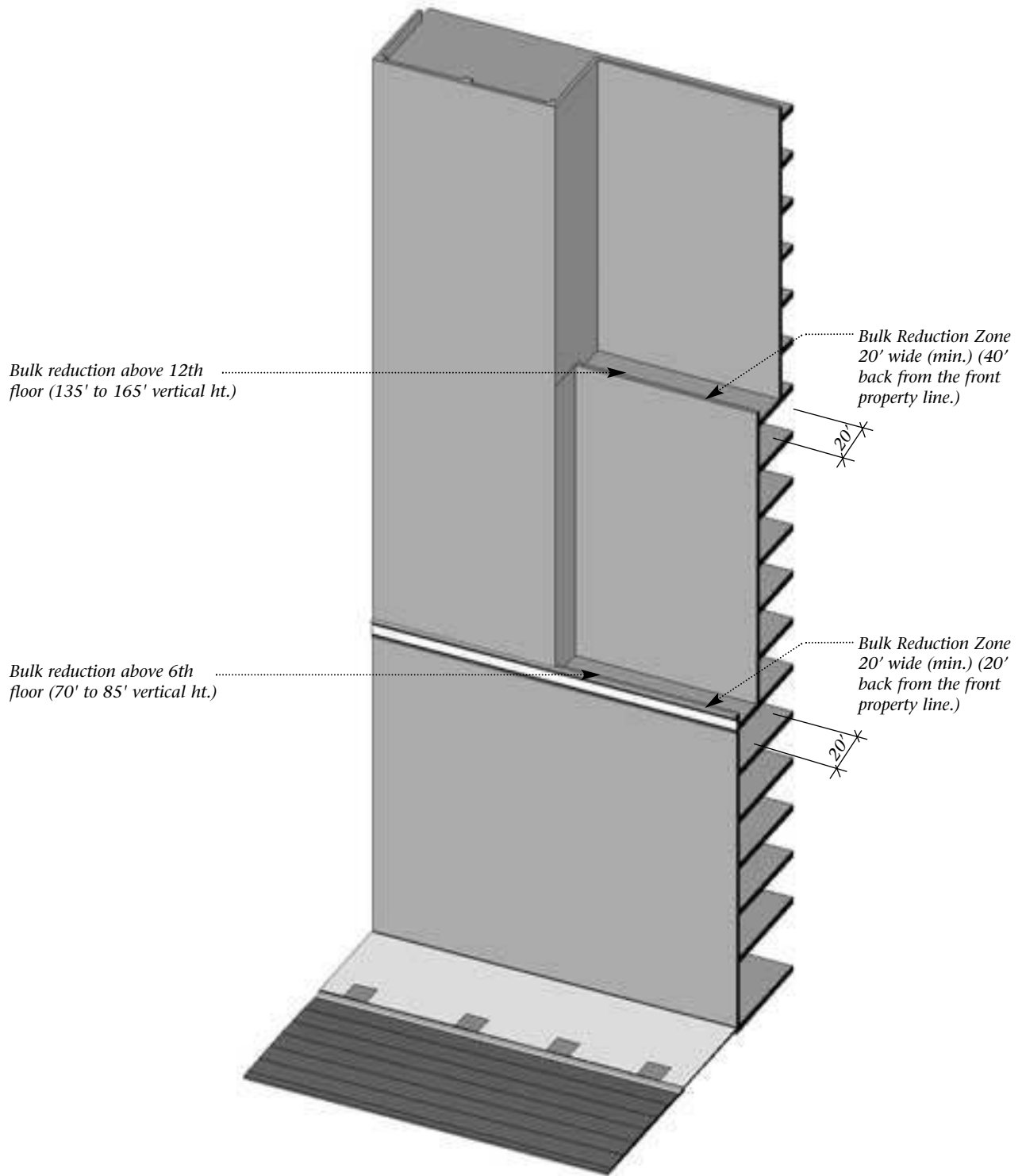
- To ensure that buildings over 140' in height are integrated into the context of surrounding adjacent lower-scale buildings through variation in building form and mass, bulk reduction, detailing, materials, or other features that correspond to the heights and proportions of the lower buildings.
- To require that buildings over 140' in height are sized and spaced to avoid the creation of a "wall-effect" in which the separation between structures would not significantly exceed the mass of the structures themselves. The arrangement of tall buildings should not create a "wall-effect."

Design Standards

- In Subarea 2, not more than 60% of the long dimension (generally parallel to the CML) of any block shall be occupied by building mass above a height of 140'.

Design Guidelines

- Tall buildings adjacent to lower structures should 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 structures.
- To avoid "slab" buildings that block views and sunlight, building floor plates above 12 floors or 140' vertical height should be generally symmetrical (within 20%).
- Building foot prints should be mutually perpendicular (orthogonal) and correspond to the orientation of the predominant street grid.
- Buildings should be designed to minimize their shadow impacts on Commons Park, public rights-of-way, and other public open space.



Type One Bulk Reduction: Subareas 1B, 3 and 5

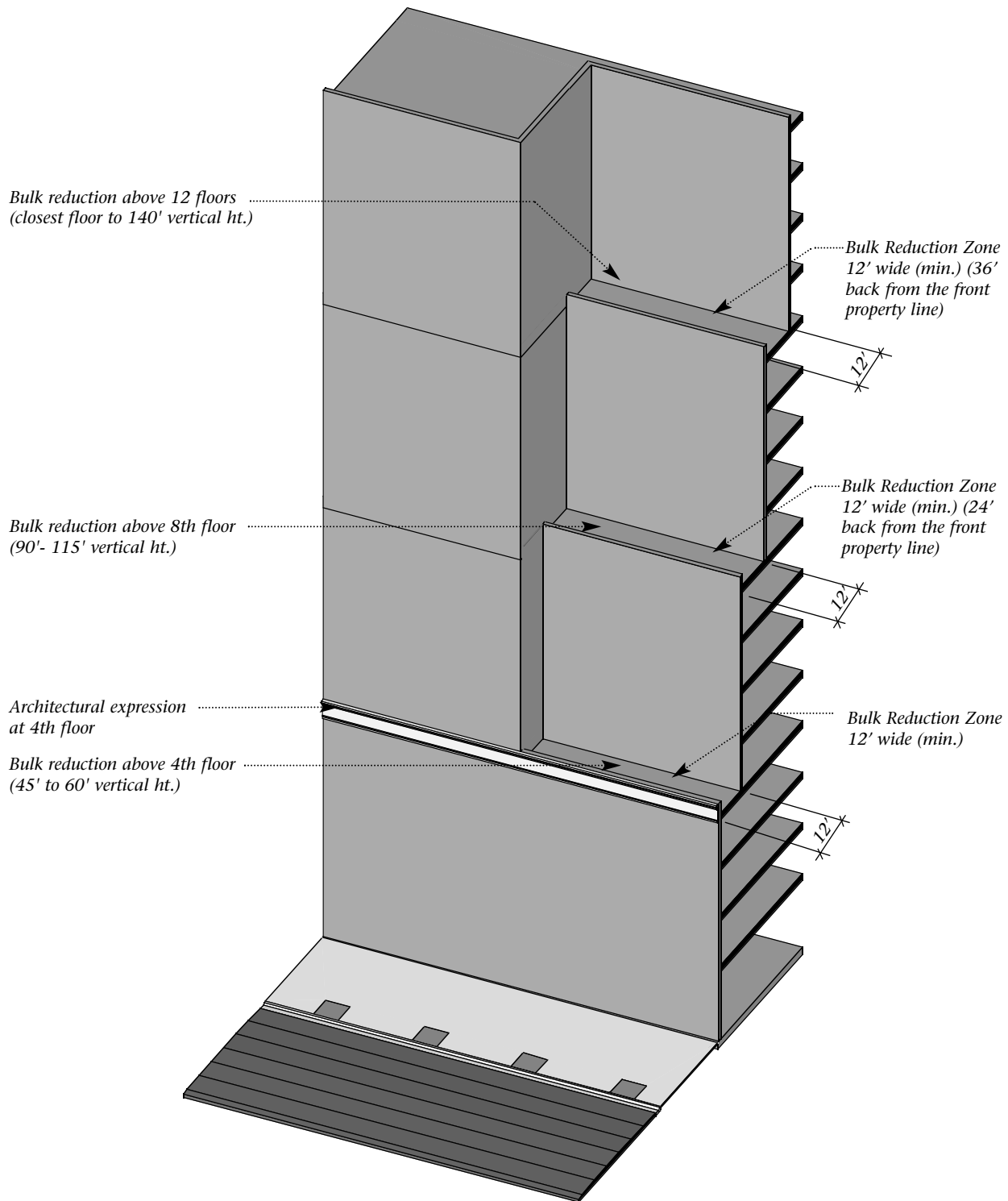
TYPE ONE COMMERCIAL HIGH-RISE BULK REDUCTION: SUBAREAS 1B, 3, 5, AND 6

Intent

- To create buildings which are ‘sculpted’ to reduce the overall appearance of mass.
- To promote architectural scale relationships between buildings of varying height and mass and between the Commons Neighborhood and adjacent urban districts.
- To mitigate the effects of wind and downdrafts from tall buildings and buildings of varying heights.
- To provide light and air through increased sky exposure to the public streets.

Design Standards

- Ground floor up to six (6) floors (70'-85' vertical height) may be 100% of the building footprint size.
- The floor area of buildings that continue above 6 floors (70'-85' vertical height) shall be reduced in proximity to the surrounding street frontage. The floor area reduction shall occur within a zone that extends a distance of twenty (20') feet back from the street front property line(s) on all street frontages of said building. Bulk reduction along the building facade that faces the rear property line will not meet the requirements of this section and is not required. The required reduction will be calculated as a percentage of the total zone area and will equal (at a minimum) 50% of the area described by said zone.
- The floor area of buildings that continue above 12 floors (or the closest floor to 140' vertical height) shall be additionally reduced to achieve the intended bulk reduction above that height. Floor area shall be reduced within a zone that extends an additional 20' from the lower level bulk reduction zone (a distance of 40' back from the front property line(s)). The reduction shall be calculated as a percentage of the total zone area and will equal (at a minimum) 50% of the area described by said zone. In addition, the total building floor area above the noted height shall not exceed 80% of the average floor area of those building floors between the 6th floor and that height. The maximum floorplate size above the noted height shall not exceed 25,000 s.f.
- To avoid long expanses of high and unbroken street walls, and to help reduce the impact of wind on adjacent pedestrian spaces, the dimensions of walls along streets shall be regulated. Any portion of the building wall that is located both above the first bulk reduction zone and less than twenty (20') feet from the street-side property line shall be limited to 60' in length. Any portion of the building wall that is located both above the second bulk reduction zone and less than twenty (20') feet from the previous zone shall be limited to 40' in length.
- Note: Residential buildings with floor plates less than 10,000 s.f. and height greater than 140' shall be governed by the Type Two Bulk Reduction that follows.



Type Two Bulk Reduction: Subareas 1A, 2 and 4

TYPE TWO RESIDENTIAL HIGH RISE BULK REDUCTION: SUBAREAS 1A, 2 AND 4

Intent

- To create buildings that are 'sculpted' to reduce the overall appearance of mass.
- To promote architectural scale relationships between buildings of varying height and mass and between the Commons neighborhood and adjacent urban districts.
- To mitigate the effects of wind and downdrafts from tall buildings and buildings of varying heights.
- To provide light and air through increased sky exposure to the public streets.

Design Standards:

- Architectural scale relationships between adjacent buildings shall be expressed through a common "reference line" at the top of the fourth floor (45' to 60' vertical height). Architectural scale relationships may include alignment of a cornice or other architectural expressions such as belt courses, alignment of fenestration, changes in material, color or module, and building setbacks. More than one method may be appropriate or necessary.
- Ground floor up to four (4) floors (45' to 60' vertical height) may be 100% of the building footprint size.
- The floor area of buildings that continue above 4 floors (45'-60' vertical height) shall be reduced in proximity to the surrounding street frontage. The floor area reduction shall occur within a zone that extends a distance of twelve (12') feet back from the front property line(s). Bulk reduction along the building facade that faces the rear property line will not meet the requirements of this section and is not required. The required reduction will be calculated as a percentage of the total zone area and will equal (at a minimum) 50% of the area described by said zone.

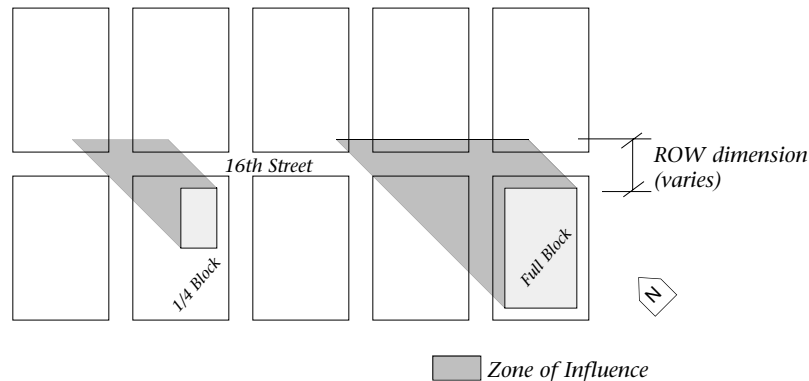
Note: The above notwithstanding, all buildings with frontage on Little Raven Street shall have a 10' continuous stepback above the 4th floor in zones where the height limit exceeds 55' feet.

- The floor area of buildings that continue above 8 floors (90'-115' vertical height) shall be additionally reduced in proximity to the surrounding street frontage. The floor area reduction shall occur within a zone that extends an additional 12' from the lower level bulk reduction zone (a distance of 24' feet back from the front property line(s)). The reduction shall be calculated as a percentage of the total zone area and will equal (at a minimum) 50% of the area described by said zone.
- The floor area of buildings that continue above 12 floors (or the closest floor to 140' vertical height) shall be additionally reduced in proximity to the surrounding street frontage. The floor area reduction shall occur within a zone that extends an additional 12' from the lower level bulk reduction zone (a total distance of 36' feet back from the front property line(s)). The reduction shall be calculated as a percentage of the total previous zone area and will equal (at a minimum) 50% of the area described by said zone. In addition, the total building floor area above the noted height shall not exceed 80% of the average floor area of those building floors between the 8th floor and that height.
- To avoid long expanses of high and unbroken street walls, and to help reduce the impact of wind on adjacent pedestrian spaces, the dimensions of walls along streets shall be regulated. Any portion of the building wall that is located both above the first bulk reduction zone and less than twelve (12') feet from the street-side property line shall be limited to 60' in length. Any portion of the building wall that is located both above the previous bulk reduction zone and less than twelve (12') feet from the previous zone shall be limited to 48' in length.
- The bulk reduction formula shall also apply to those buildings which are oriented to the required twelve (12') foot setback along Cherry Creek in Subarea 4. The setback line shall function as a front line for the purposes of bulk reduction.

SUNLIGHT ACCESS

Intent

- To ensure that areas of sunlight will be maintained within the 16th Street and 17th Street right-of-ways, including the 16th Street pedestrian crossing over the CML, throughout the day.



16th Street Example

Definitions

"Zone of Influence" shall mean that portion of the public right-of-way of 16th or 17th Streets lying between two (2) lines extended due north from the easternmost and westernmost points of a zone lot located between either 15th and 16th Streets or 16th and 17th Streets, regardless of whether or not such zone lot extends across a public alley. The 16th Street right-of-way is one hundred and ten (110) feet wide. The 17th Street right-of-way is one hundred and sixty (160) feet wide.

"Project Zone of Influence" shall mean the zone of influence extending from the zone lot for the proposed structure or project.

"Overlapping Zone of Influence" shall mean any zone of influence that overlaps all or a portion of the project zone of influence, regardless of whether or not such zone of influence is related to a zone lot that is adjacent to the project zone lot.

"Excluded Zone of Influence" shall mean a zone of influence for a zone lot where the maximum permitted gross floor area from all sources could not at any point exceed the height of a plane originating at the southwest right-of-way of either 16th Street or 17th Street respectively and rising over the property southwesterly at an angle of sixty (60) degrees from the horizontal.

"Test Time" shall mean 1:00 p.m., Mountain Daylight Time, on September 21.

"Minimum Required Amount" shall mean:

- For a zone lot of more than fifteen thousand (15,000) square feet: three-tenths (.3).
- For a zone lot of fifteen thousand (15,000) square feet or less: two-tenths (.2).

Design Standards

All structures located between 15th Street and 17th Street shall comply with subsection a. below or is otherwise permitted under subsection b. below or the project zone of influence is an excluded zone of influence.

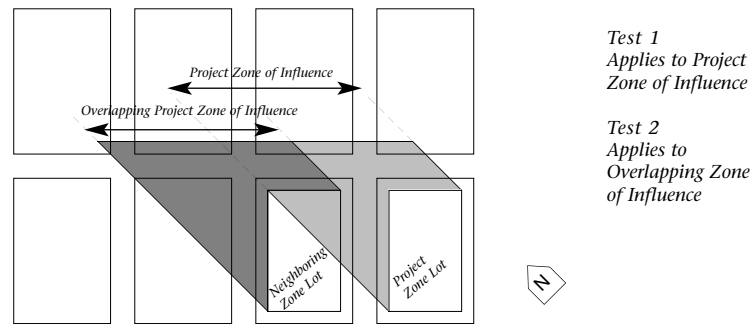


Illustration of Test 1 and 2

a. Minimum Sunlight Preservation Requirement

Test 1. Each structure and project shall be designed so that, after construction, the minimum required amount of the project zone of influence shall remain in sunlight at the test time; and

Test 2. All structures and projects located on zone lots of more than fifteen thousand (15,000) square feet shall be designed so the minimum required amount of each overlapping zone of influence that extends further west and/or further east than the project zone of influence shall remain in sunlight at the test time.

CRITERIA FOR COMMERCIAL BUILDING

Concept

Commercial buildings are encouraged to exhibit an urban character and compliment the mixed-use and residential character of adjacent areas. The objective is for building design to reinforce active streets with visual interest for pedestrians and to avoid dull, scaleless, inarticulate buildings that deaden the streetscape.

Architectural Scaling Elements

Intent

- To create a comfortably scaled and well detailed urban environment through the establishment of an organized variety of building massing, architectural form, and detail.
- To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character.
- To avoid large areas of undifferentiated or blank building facades.
- To create building facades that take advantage of Denver's sunny climate to bring out changes in plane, material texture, and detail through the interplay of light and shadow.
- To establish architectural scale patterns or features that relate to adjacent developments.

Design Standards

- Each building facade oriented to a public street or open space shall incorporate architectural scaling patterns that incorporate three or more of the following elements:
 - Expressions of building structural elements such as floors (banding, belt courses, etc. not less than 1" deep and 4" wide), columns (pilasters, piers, quoins, etc. not less than 4" deep and 1' wide), and foundations (watertables, rustication);
 - Patterns of window and door openings that are emphasized through change of plane (not less than 4" deep), and/or the use of sills, lintels, mullions, muntins, and other scale providing elements;
 - changes in material;
 - changes in color;
 - changes in texture;
 - changes in material module or pattern;
 - patterns of architectural ornament integral to the building materials.
- Each change of material shall involve at least 1" variation in wall plane. Reveals shall be not less than 1" deep and 1" wide.
- Architectural scaling patterns shall occur both horizontally and vertically.

Design Guidelines

- Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.

- Required scaling elements should be integral with the building form and construction, not a thinly applied facade.
- Variation in building massing and detail should relate to the scale and function of pedestrian oriented uses along the street.
- Architectural detail may relate to but not necessarily mimic traditional building details, such as pilasters and belt courses, to establish a human-scale vocabulary. Detail patterns may also relate to the inherent formal qualities of architectural structural systems.
- For buildings above 80 feet, changes in the building form, pattern and detail, should relate to the scale of surrounding buildings and the context in which it is seen.

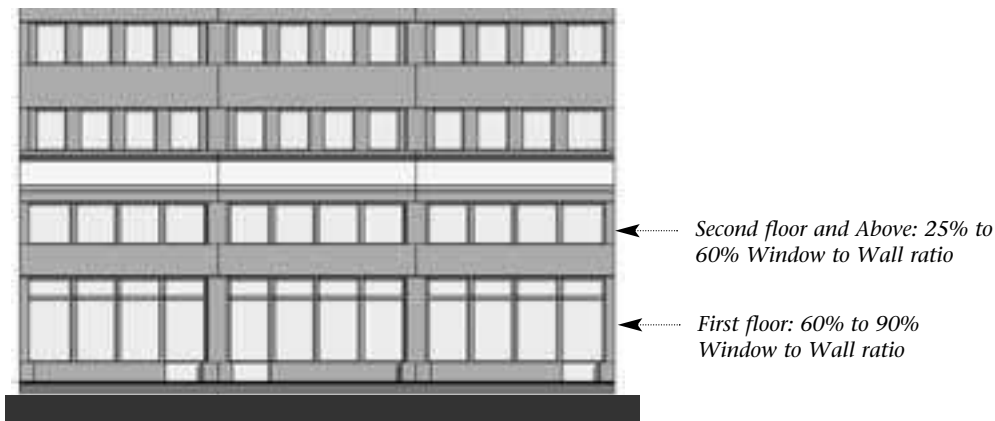
Fenestration

Intent

- To provide a high degree of transparency at the lower levels of building facades.
- To insure the visibility of pedestrian active uses.
- To provide an active, human scaled architectural pattern along the street.
- To establish a pattern of individual windows at upper floors that provide a greater variety of scale through fenestration patterns, material variation, detail, and surface relief.

Design Standards

- Between 60% and 90% of the ground floor facade shall be constructed of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities.
- Between 25% and 60% of the second floor facade and above shall be transparent glazing.
- Transparent glass shall possess a minimum 60% light transmittance factor.
- Areas of the building that are functionally restricted from providing vision glass may be exempted provided other architectural scaling techniques are employed.



Window to Wall Ratio

- No highly reflective glazing shall be permitted within the lower 80% of the building facade (maximum reflectance factor of .20). No first surface reflective coating is permitted.
- Upper floors may utilize opaque glass to meet maximum glazing requirements. Where for reasons of transparent glazing is not feasible, opaque glazing shall not exceed 15% of the facade area of any building facade adjoining a public street or open space.

Design Guidelines

- The majority of the lower floor facades should be transparent glazing.
- The majority of the upper floor facades should be opaque wall surfaces punctuated by windows that also provide scale and pattern to the facade.
- The location and patterns of glazing should enhance building function and scale. Variations in fenestration patterns should be used to emphasize building features such as entries, shifts in building form or differences in function.
- Recessed glazing and substantial glass framing and mullion patterns may be used to provide depth and substance to the building facade and should consider the play of sunlight across the facade.
- The recessed glazing requirement may be waived at the ground floor if it can be shown to detract from the implementation of retail or other pedestrian-oriented display and access systems.

Building Materials

Intent

- To reinforce the masonry traditions of Denver and regional architecture.
- To encourage human scaled buildings through the use of smaller material modules.
- To ensure the consistent use of high quality materials appropriate to the urban environment.

Design Standards

- All facades facing public streets or open space shall be constructed of high quality materials including the following:
 - Masonry, including stone, brick, terra cotta, architectural precast concrete, cast stone and pre-fabricated brick panels.
 - Architectural metals, including metal panel systems, metal sheets with expressed seams, metal framing systems, or cut, stamped or cast, ornamental metal panels.
 - Glass and glass block
- Material modules, other than glazing systems, shall not exceed either five (5) feet horizontally or four (4) feet vertically without clear expression of a joint.
- Glazing systems shall typically utilize framing and mullion systems that stand out from the surface of the glass to provide scale and surface relief.

Design Guidelines

- Building materials used at the lower floors adjacent to street frontage should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.
- Building materials should be selected with the objectives of quality and durability appropriate within an urban context.
- Carefully detailed combinations of materials should reinforce architectural scaling requirements.

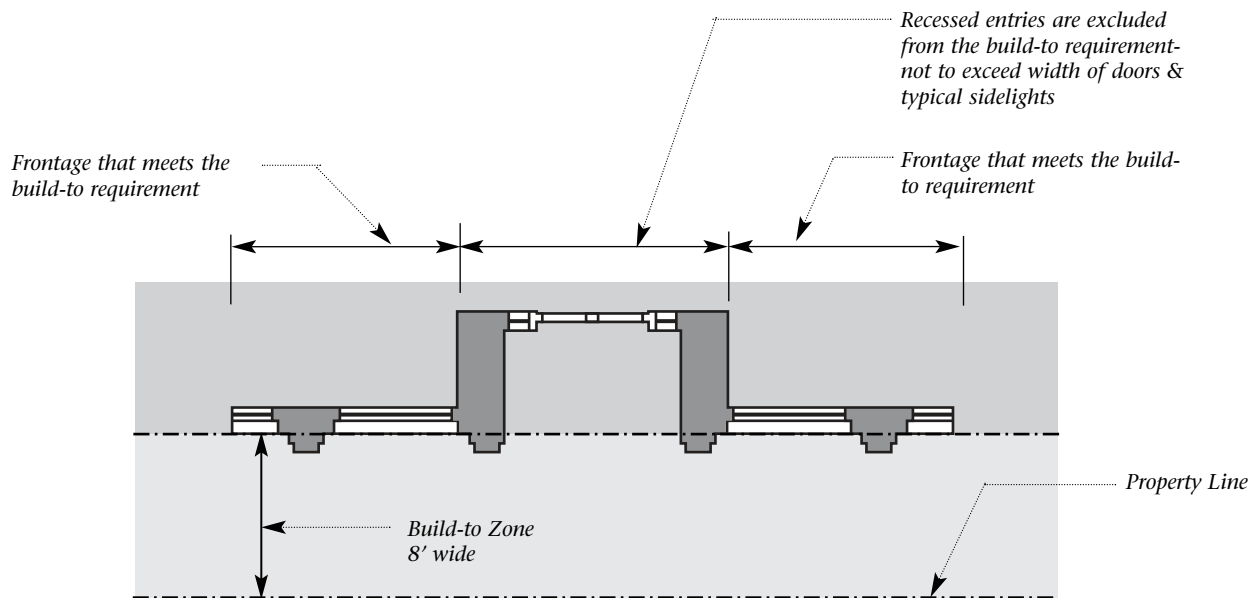
Building Entries

Intent

- To enhance the scale, activity, and function of the public streets by orientating primary building entries to the streets.
- To reinforce the convenience of pedestrian activity and circulation along the street by creating as many external, street oriented entries as possible to ground floor, pedestrian-active uses.

Design Standards

- All buildings shall provide at least one primary building entry orientated directly to a public street.
- There shall be at least one primary building entry located on any building facade with 125 linear feet or more of street frontage.
- All pedestrian active uses with street level, exterior exposure shall provide at least one direct pedestrian entry from the street.
- Entries recessed within the building mass shall be excluded from the build-to requirements.



Recessed Entries

Design Guidelines

- Primary building entries should be emphasized through changes in wall plane or building massing, differentiation in material and/or color, greater level of detail, and enhanced lighting as well as permanent signage.
- Entries to ground floor uses should be direct and as numerous as possible to encourage active pedestrian use.

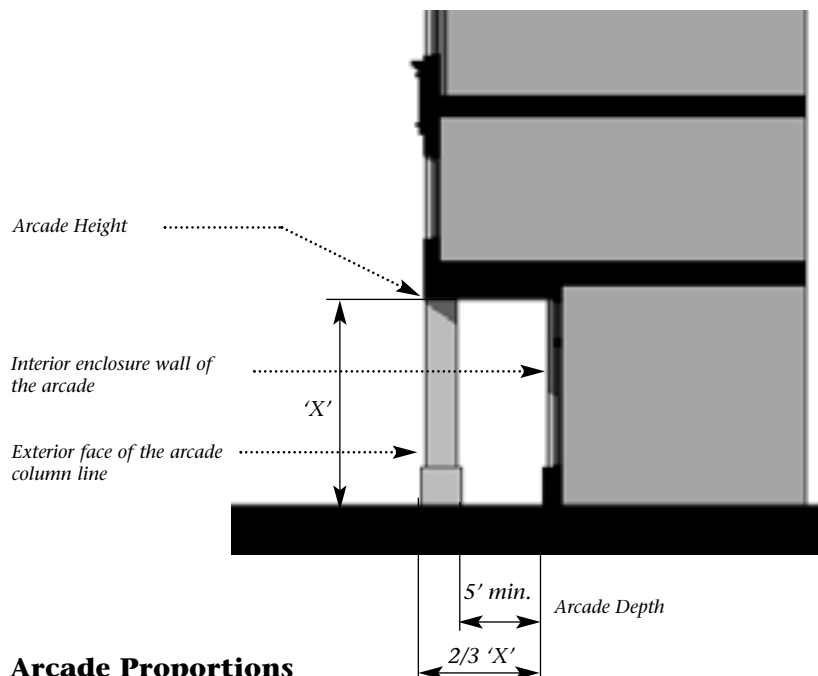
Arcades

Intent

- To allow arcades where they will enhance the pedestrian environment of the street through location and proportions that will facilitate pedestrian movement, access and visibility to ground floor uses. An arcade is a linear, uninclosed portion of a building that adjoins and extends the width of the sidewalk parallel to the public street. An arcade is spatially defined on its exterior face by columns supporting upper floors of the building and on its interior face by the facade of the ground floor.

Design Standards

- Arcades will be permitted to satisfy the build-to requirements when:
 - the arcade column line satisfies the architectural scaling requirements
 - the depth of the arcade as measured from the exterior face of the columns is no greater than $\frac{2}{3}$ the average clear height,
 - the arcade does not visually separate retail frontage from pedestrian traffic and exposure,
 - the exterior plane of the columns generally continues the plane of the building wall above,
 - the exterior face of the columns is located within the build-to zone,
 - the minimum depth of the arcade is five (5) feet, measured from the back face of the columns to the ground floor facade.



Design Guidelines

- Arcade column and opening proportions should allow maximum unobstructed visibility to ground floor uses while maintaining the required building street wall at the build-to line.
- The ground floor facade within the arcade should be primarily glass unless an arcade has been used to create scale on a facade that is functionally restricted from providing clear glazing at the ground floor.

Roofs

Intent

- To require buildings to integrate all building systems within a complete architectural form.
- To respect the character of and views from the surrounding context.
- To make a positive contribution to the downtown skyline.

Design Standards

- All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture in terms of form and material. All mechanical, electrical and telecommunications systems shall be screened from view of surrounding streets and structures.

Design Guidelines

- The architecture of the building's upper floors and termination should complete the building form within an overall design concept for the base, middle, and top that works in concert with architectural scaling requirements.
- Roof form should consider and respect 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.
- Flat roofs are discouraged.

PARKING GARAGES

Intent

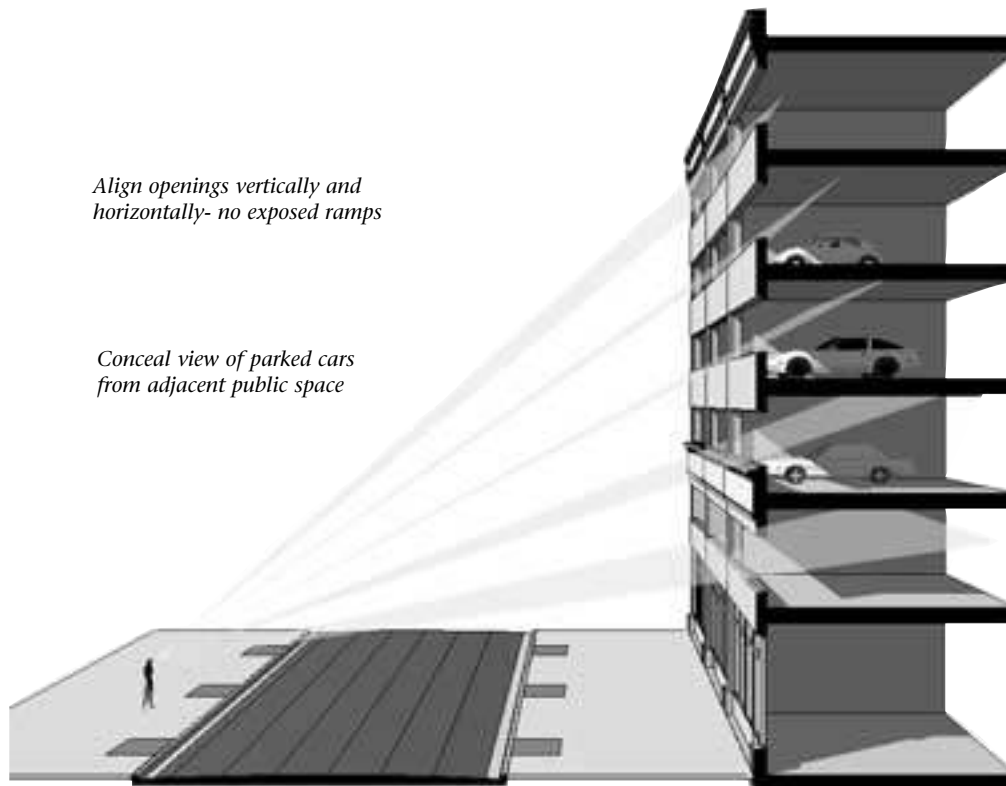
- To minimize the visual impact of parking structures on adjacent development and the pedestrian environment, particularly in residential districts.
- To minimize the impact of vehicle noise and headlights from within parking structures on adjacent streets.
- To activate street level garage frontage in commercial districts and nodes.

Design Standards

- Parking structures shall conform to commercial building standards and guidelines pertaining to architectural scaling elements and building materials.
- Parking structures shall be designed to conceal the view of all parked cars and internal light sources from adjacent public right of way or public open space for the full height of the structure.
- Facade openings which face any public right of way or open space shall be vertically and horizontally aligned and the floors fronting on such facades shall be level.
- Parking structures shall provide adequate ground floor dimensions to allow use by or conversion to pedestrian-active uses. Adequate dimension shall include floor to floor heights, structural, driving aisle and utility layouts within 30 feet of the public right of way designed to accommodate occupancy by pedestrian active uses.

Design Guidelines

- Parking structures should not exceed 50% of any given block frontage along 16th Street, 17th Street, Chestnut Street, and all residential streets.
- Parking structures should utilize materials and architectural detailing found in the primary development being served.
- Parking structures with exposed street frontage in otherwise primarily residential blocks should set back the parking structure facade at least 8 feet to accommodate greater landscape screening and to allow greater exposure of residential building corners.



Parking Garage Screening

SIGNAGE

Intent

- To create an organized and inter-related systems of signs, sign structures, lighting and graphics
- To provide high quality sign and graphic design and durable materials appropriate to an urban setting.
- To create signs and graphic elements that are appropriate to and expressive of the use they identify.
- To create signs and graphic elements that are related to and/or respect the architecture of the building which they serve.
- To encourage a variety of signs and graphic elements which are compatible with, and enhance the character of the surrounding district.

Design Standards

- Mixed-use buildings shall provide locations on the commercial areas of the building facade that are specifically designed to accommodate changeable tenant signage including wall signs, projecting signs and window signs. Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and repairable as tenant sign needs change.
- Signage locations shall be oriented to the public right-of-way and shall avoid facing residential uses wherever possible.
- Direct exposure of light sources and internally illuminated signage shall be avoided in residential areas. Indirect and external light sources shall be the preferred option where lighting is required. Orientation of any illuminated sign or light source shall be directed to avoid visibility, spill light or glare into residential uses.
- Small scale signs projecting from the building face, perpendicular to the right-of-way, shall be considered appropriate in pedestrian oriented contexts.

Design Guidelines

- Signs should creatively use two and three dimensional form, profile, and iconographic representation: lighting, typography; color, and materials in expressing the character of the use, the identity of the development, the character of the neighborhood, and the architecture of the building.
- Signs should fit within the architectural features of the facade and compliment the building's architecture. Signs should not overlap and conceal architectural elements.

CRITERIA FOR RESIDENTIAL AND MIXED-USE BUILDINGS*Concept*

The Commons neighborhood will be a mixed-use community providing unique opportunity to integrate residential uses with working, shopping, dining, and services. In the primarily residential sub-areas all new development, including large multi-unit and high-rise buildings, are encouraged to incorporate frequent street oriented dwelling units and residential entries to establish the residential scale and diversity of the district. Convenient commercial uses are encouraged to integrate into the residential scale and pattern of the district in a manner complementary to residential uses. Strong street orientation of residential and commercial uses will help ensure an active and safe community.

Building Scale and Massing*Intent*

- To ensure that high-rise projects and developments with long block frontages provide varied street oriented building massing that reinforces residential scale and character
- To provide variation of building massing that relates to the scale and proportions of individual residential unit.
- To reinforce the distinctions between residential and commercial space in mixed-use developments.

Design Standards

- Streets facing residential building facades shall include at least 2 variations in wall plane per 100 linear feet of street frontage. Variations shall be not less than 3 feet in depth or projection and not less than 2 stories in height.
- Commercial floors and frontage within mixed-use buildings shall not be required to meet the above standard.

Design Guidelines

- Large scale variations in building massing should reflect typical Denver lot and block patterns.
- Changes in the massing of street-oriented building facades should include variations in wall plane and building height and should reflect the dimensions of residential units, room sizes and/or structural modules.
- Balconies and terraces should be incorporated into vertical and horizontal shifts in building massing wherever possible to avoid building facades that are dominated by cantilevered balcony projections.
- Commercial floors and frontage in mixed-use developments should be distinguishable from the residential facades and may be used to establish a strong building base or street level corners.
- Street level residential floors should be elevated a few steps above the level of the public sidewalk to promote privacy.
- Street level commercial space should be at the same elevation as the public sidewalk to promote easy access.
- Floor to floor heights should vary between residential and commercial spaces..

Architectural Scaling Elements

Intent

- To promote elements typical of pedestrian oriented environments, specifically related to the scale of individual residences and businesses at the street level.
- To ensure that building facades are visually active and scaled through the interaction of architectural detail, materials, texture and color.
- To avoid large areas of undifferentiated building facade.

Design Standards

- Each building facade oriented to a public street or open space shall at a minimum incorporate architectural scaling patterns with three or more of the following scaling elements:
 - Expression of building structural elements such as floors (banding, belt courses, etc. not less than 1" deep and 4" wide), columns (pilasters, piers, quoins, etc. not less than 4" deep and 1' wide), foundation (watertables, rustication);
 - Patterns of window and door openings that are emphasized through change of plane(not less than 4"), and/or the use of sills, lintels, mullions, muntins and other scale providing elements;
 - Changes in material;
 - Changes in color;
 - Changes in texture;
 - Changes in material module or pattern;
 - Patterns of architectural ornament integral to the building materials.
- Each change of material shall involve a minimum 1" variation in wall plane. Reveals shall be not less than 1" deep and 1" wide.
- Architectural scaling patterns shall occur both horizontally and vertically.

Design Guidelines

- Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building scaling corresponding to architectural or structural bay dimensions, individual dwelling units, or room dimensions. 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.
- Required scaling elements should be integral with the building form and construction, not a thinly applied facade.
- Variation in building scaling and detail should relate to the scale and function of pedestrian oriented uses along the street.
- Architectural detail may relate to but not necessarily mimic traditional building details, such as pilasters, belt courses and cap or reveal, to establish a human-scale vocabulary. Detail patterns may also relate to the inherent formal qualities of architectural structural systems.
- For buildings above 80 feet, changes in building form, pattern and detail, should relate to the scale of surrounding buildings and the district context in which it is seen.

Fenestration

Intent

- To reinforce distinctions between residential and commercial structures and uses
- To establish window to wall ratios and proportions that reinforce architectural scaling requirements
- To promote visibility that reinforces the safety and activity of the street.

Design Standards

- Commercial building facades fronting on public streets or open space shall be not less than 40% or more than 90% clear glazing.
- Clear glass shall have an exterior reflectance rating not to exceed .20. No first surface reflective coatings shall be permitted.

Design Guidelines

- Mixed-use developments should utilize a variety of glass-to-wall ratios that reflect the different uses within the building. Typically residential uses are characterized by less window-to-wall and commercial uses by greater window-to-wall ratios.
- Window size, proportion, and pattern should relate to unit types and room layouts as well as varied uses and be used to reinforce organized patterns of scale and variety within the building facades.
- Dimensions of commercial storefronts in the lower floors of mixed-use buildings should be divided by areas of wall and columns that relate to the dimensions and proportions of residential bays above to visually bring the building mass and support to the ground.
- Clear, Low E or slightly tinted glazing should be used to ensure the visibility of pedestrian-oriented commercial uses and to limit glare off of glazed areas.
- Minimal use of opaque glass is acceptable to continue glazing patterns in areas where screening of structure, utilities, or uses is required.
- All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling requirements.

Building Materials

Intent

- To reinforce the masonry traditions of Denver and regional architecture.
- To encourage human scaled buildings through the use of smaller material modules.
- To ensure the consistent use of high quality materials appropriate to the urban environment.

Design Standards

- Not less than 70% of all facades (not including door and window areas) facing public streets or open space shall be constructed of masonry materials defined as including the following: stone, brick, terra cotta, architectural precast concrete, cast stone and prefabricated brick panels.

Design Guidelines

- All building materials should be selected with the objectives of quality and durability in the urban context as well as positive interaction with the pedestrian environment through such qualities as scale, color, and texture. 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.
- Carefully detailed combinations of materials should be used to reinforce architectural scaling requirements.
- Colors used on large areas of building facades should respect Denver's traditions of masonry construction.
- Material selection and detailing in commercial storefront areas should accommodate installation of signage types appropriate to the mixed-use context.

Building Entries

Intent

- To provide frequent individual residential unit entries, common building entries and business entries oriented to the public streets; to establish pedestrian scaled streets and to encourage active, secure neighborhoods.

Design Standards

- Multi-unit residential buildings shall have at least one primary entry oriented and directly accessed from the street.
- Primary and/or secondary entrances shall be provided for every 125 linear feet of street oriented residential building frontage.
- Townhouses and other similar street level dwelling units within multi-unit structures shall have individual street oriented entries for each unit.
- Each commercial use with exterior, street oriented exposure shall have an individual public entry from the street.
- All street oriented building entries shall be directly connected to the public sidewalk via paved walk, stair or ramp.

Design Guidelines

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

- Secondary street entries serving smaller groups of dwelling units should be provided in large, multi-unit buildings.
- Street facing, ground floor dwelling units should have individual street oriented entries.
- Neighborhood serving commercial uses should orient to and provide access from the street.
- Commercial uses should aggregate in nodes, such as street intersections, that facilitate pedestrian activity.
- Commercial uses in mixed use developments should orient entries, outside activity, and service access in a manner that will minimize impacts on residential uses.
- Building entries should have direct access to the public sidewalk and street on which they front.
- Individual residential entries should transition a few steps above grade to enhance privacy.
- Common multi-unit residential entries and commercial entries should be at the same elevation as the public sidewalk to promote easy access.

Signage- See *Criteria for Commercial Buildings*

APPENDIX

Document Images:

- iv Art 1. Victor Arnautoff, Detail of City Life, 1934, fresco, Coit Tower, San Francisco
- iv Art 2. Alfred Sisley, Village on the Seine (Villeneuve - LA - Garenne), 1872, the Museum of Modern Western Art, Moscow
- iv Art 3. Georges Seurat, Sunday Afternoon on the Island of La Grande Jatte, 1884-1886, Approx. 6'9" x10' (Helen Birch Bartlett Memorial Collection) © The Art Institute of Chicago, all right reserved
- v 1. Progressive Architecture, March 1988, P.90 / Battery Park City, Park Rose River Rose (parcel H,I), Architect : Charles Moore & Rothzeit Kaiserman
- v 2. Progressive Architecture, June 1991, P.107 / Frederick Douglass Boulevard Housing, New York, Architect : Strickland & Carson Associates
- vi 6. Architectural Record, November 1988, P.91 / Mixed - income Housing, Tent City, Boston, Architect : Goody, Clancy & Associates, Inc.
- vi 7. Architecture Magazine, November 1989, P.55 / The Heritage on the Garden, (TAC's) mixed - use complex in Boston
- vi 11. Kohn Pedersen Fox Architecture and Urbanism (1986-1992), Edited by Warren A. James, P.189 / Rockefeller Plaza West, New York, 1987 - 1991
- vi 12. Architectural Record, January 1984, P.102 / Museum Block, South Street Seaport, New York City
- vii 15. Designing the Successful Downtown, Cyril B. Paumier, The Urban Land Institute, P.32
- vii 16. Progressive Architecture, March 1988, P.89 / Battery Park City, Hudson Tower (parcel E,F), Architect : Davis , Brody & Associates
- vii 17. World Architecture, Issue 30, P.46
- vii 18. Art through the Ages, Horst de la Croix & Richard G. Tansey, 1926, P.884 / Louis Sullivan, Carson, Pirie, Scott Building, Chicago, Illinois, 1899 - 1904
- viii 19. Kohn Pedersen Fox Architecture and Urbanism (1986-1992), Edited by Warren A. James, P.89 / Capitol Cities (ABC Headquarters) , New York , New York , 1986-1989
- viii 20. Architecture Magazine, November 1989, P.55 / The Heritage on the Garden, (TAC's) mixed - use complex in Boston
- viii 21. Backen Arrigoni & Ross, Inc. / Francisco Place, San Francisco, California
- viii 22. Architecture Magazine, November 1989, P.55 / The Heritage on the Garden, (TAC's) mixed - use complex in Boston
- viii 23. Kohn Pedersen Fox Architecture and Urbanism (1986 - 1992), Edited by Warren A. James, P.56 / Procter & Gamble General Offices Complex, Cincinnati, Ohio, 1982-1985
- viii 24. Progressive Architecture, January 1994, P.48 / San Antonio Family & Senior Housing, Oakland, California, Architect : Pyatok Associates & the Ratcliff Architects.