

Cherokee Redevelopment of the Former Gates Rubber Factory



Urban Design Standards and Guidelines

December 2, 2005

City and County of Denver

CHEROKEE DENVER, LLC • DESIGN WORKSHOP
NOLTE ENGINEERING • MATRIX DESIGN GROUP

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Urban Design Standards and Guidelines**

CITY AND COUNTY OF DENVER

December 2, 2005

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TABLE OF CONTENTS

1.0 Introduction 1

1.0 Preamble 1

1.1 Overview..... 1

1.2 The Site..... 1

1.3 The Vision 2

1.4 The Plan 3

 1.4.1 Sub-Area 1: Transit Multi-Modal Sub-Area..... 3

 1.4.2 Sub-Area 2: Acoma Street Sub-Area 3

 1.4.3 Sub-Area 3: South Mississippi Sub-Area..... 3

 1.4.4 Sub-Area 4: Vanderbilt Park East Sub-Area 3

 1.4.5 Sub-Area 5: South West Sub-Area..... 4

 1.4.6 Sub-Area 6: Open Space Sub-Area..... 4

2.0 Urban Design Criteria in the Form of Standards and Guidelines7

2.1 Introduction.....7

 2.1.1 Design Intent Statements, Standards and Guidelines.....7

 2.1.2 General Compliance..... 8

 2.1.3 Definition of Terms..... 8

2.2 Vehicular and Pedestrian Circulation 10

 2.2.1 Vehicular Circulation and Access..... 10

 2.2.2 Pedestrian-Oriented Use Areas 11

2.3 General Architectural Standards and Guidelines..... 16

 2.3.1 Build-To Requirements..... 16

 2.3.2 Building Mass and Form..... 16

 2.3.3 Architectural Scaling Elements 17

 2.3.4 Building Materials..... 20

 2.3.5 Building Entries 20

 2.3.6 Fenestration..... 21

 2.3.7 Roofs and Parapets 21

2.4 Sub-Areas.....22

 2.4.1 Transit Multi-Modal Sub-Area..... 22

 2.4.2 Acoma Street Sub-Area 26

 2.4.3 South Mississippi Sub-Area..... 28

 2.4.4 Vanderbilt Park East Sub-Area 30

 2.4.5 South West Sub-Area 31

 2.4.6 Open Space Sub-Area 34

2.5 Parks and Plazas.....34

 2.5.1 Introduction 34

 2.5.2 Plazas and Expanded Streetscapes..... 34

 2.5.3 Vanderbilt Park East..... 35

2.6 Parking37

2.7 Signage.....37

3.0 Design Review39

3.1 Design Guidelines Review Process.....39

3.2 Criteria for Special Review Uses40



Figure 1 Cherokee Redevelopment Site

chapter 1.0

INTRODUCTION

“Transit-oriented developments are distinctly different because these land uses have a direct correlation to the function of a mass transit system. These development sites are located at stations or stops along bus or rail lines within a mass transit network. Transit-oriented developments offer an alternative to traditional development patterns by providing housing, services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access.

—Blueprint Denver, 2000

1.0 Preamble

These Urban Design Standards and Guidelines (UDSG) are Rules and Regulations adopted by the Planning Board pursuant to Section 59-313(b) and Chapter 12 of the Revised Municipal Code of the City and County of Denver. Amendments to the UDSG are subject to the approval of the manager of Community Planning and Development (CPD) in accordance with the Revised Denver Municipal Code Section 59-313 (b) and Chapter 12. All amendments shall be filed and/or recorded in the same manner as the original Urban Design Standards and Guidelines. However, only the changed pages together with a statement from CPD or the director of planning, certifying that the amendments have been approved, need to be filed and recorded.

1.1 Overview

The Cherokee Redevelopment of the Former Gates Rubber Factory (Cherokee Redevelopment) is located on an approximately 72-acre in-fill site (the Site) containing property owned by Cherokee Denver, LLC (Cherokee), the Regional Transportation District (RTD) and the City and County of Denver (City). The Site is generally located at the intersection of I-25 and Broadway in Denver, Colorado. (A full legal description of the Site can be found on sheets four through eight in the General Development Plan (GDP) recorded on March 22, 2005, reception number 2005048794). The Site was rezoned to Transit Mixed-Use (T-MU-30) on June 16, 2003 (ordinance 468, Series of 2003), and the framework for

development has been established by the GDP. The document presented here, the Urban Design Standards and Guidelines (UDSG), will guide developers and architects through the process of creating buildings, streets and outdoor spaces in this transit-oriented and pedestrian-focused urban area.

1.2 The Site

Cherokee Denver, LLC, a wholly owned subsidiary of Cherokee Investment Partners, acquired an approximately 50-acre property from the Gates Rubber Company with the vision of turning the former rubber manufacturing site into a vibrant mixed-use development that captures the benefits of light-rail transit, integrates with existing neighborhoods and maximizes the potential of the land.

The Site is generally bounded by I-25, Broadway, Mississippi Avenue and Santa Fe Drive.

The RTD portion of the Site is adjacent to I-25 and Broadway Station. This approximately 19-acre area will serve as a major multi-modal transit facility for the city.

The City-owned portion of the Site is Vanderbilt Park East, a 3.4-acre designated city park that will be integrated into this new mixed-use neighborhood. There is also a City-owned park, Vanderbilt Park West, adjacent to the redevelopment area on the west side of the South Platte River and Santa Fe Drive, which is not part of the Site.

While clearly one of the largest in-fill opportunities in Denver, the Site's many assets are balanced by a complex set of constraints. The Site opportunities and constraints help to determine development patterns, arrangement of public spaces and building forms.

The assets and resources of the Site are many. Less than two miles from Denver's central business district, the Site is a convergence of several transportation modes in the city. Located at the confluence of Broadway, I-25 and Santa Fe, the Site is easily accessible by car. RTD's Broadway Station currently serves two light-rail lines, several local and express bus routes and Park-and-Ride facilities. Following the completion of the T-REX project in 2006 the Site will service three additional light-rail lines connecting riders to central downtown, Denver Union Station, Littleton, I-225 and South Lincoln Avenue. The build out of the approved FasTracks program will ultimately connect the Site to the entire Denver metropolitan region, including Denver International Airport (DIA).

The Site's challenges require specific approaches to development and built form. The perimeter of the Site has limited access. The Site is bisected by a 150-foot-wide railroad corridor called the Consolidated Main Line (CML). The alignment of the new light-rail line places an elevated flyover and a retaining wall between the Cherokee parcel and the RTD's Broadway Station. Additionally, the Washington Park View Plane ordinance limits the height of building on-site.

1.3 The Vision

The Cherokee Redevelopment will create a mixed-use, transit-oriented community on the Site of the former Gates Rubber factory. The Site is emerging as one of the most important places in metro Denver; a place that will help define Denver's exciting new future that is envisioned in *Blueprint Denver*. The vision for the Site is to turn this former manufacturing location into a world-class, urban, transit-orientated development (TOD) that maximizes city-wide assets, integrates with the existing,

well established neighborhoods and captures the benefits of its strategic location, visibility and multi-modal transit accessibility.

The Cherokee Redevelopment has the opportunity to provide a quality of life unique to Denver. Situated between Downtown Denver and the Denver Tech Center, the Site is a place accessible by all modes of transportation including light rail, bus, bicycle, automobile, pedestrian and even kayak. When completed, this new community may include residential, retail and commercial buildings, offices, galleries, shops and restaurants. The project will contain activity around the transit station and vibrant mixed-use pockets surrounding public plazas, streets and parks.

The Cherokee Redevelopment is based on the philosophy that streets are public spaces to enjoy. The streets respond to Denver's traditional grid and will reflect elements of the City's most attractive streets. They will feature the consistent use of generous pedestrian sidewalks, benches, street lights, and other street furnishings. Trees planted in elegant rows will create places for people to use and enjoy.

While the streets differ in dimension and design, together they create an interconnected network that promotes physical comfort and visual interest for pedestrians. The plazas, bridges, streets and parks define a sequence of public spaces that provide connections throughout the Site. Residents, employees, guests, neighbors and transit riders will benefit from an integrated system that provides pleasant and convenient access to the surrounding community and amenities such as Vanderbilt Park West and the South Platte River Greenway.

The development will be visually cohesive. Buildings of different sizes and uses will relate to each other in a way that creates an active, pedestrian-scaled site. Buildings at the edge of the Site will transition into the surrounding

neighborhood through well-scaled architecture that uses appropriate building mass and form.

The Cherokee Redevelopment GDP articulates seven principles that guided the development plan:

- Create a diverse mixed-use urban area.
- Celebrate the public realm.
- Maximize transit opportunities.
- Protect the environment.
- Reconnect with the community.
- Be a good neighbor.
- Create a collaborative process.

1.4 The Plan

The Cherokee Redevelopment will foster an urban area that offers everything good about urban life. The plan recognizes that cities are complex organisms blending diverse neighborhoods, activities and streetscape elements. Each of the six distinct sub-areas has a unique mix of land uses that make up its character. (See Fig. 2)

1.4.1 Sub-Area 1: Transit Multi-Modal Sub-Area

The intent of the Transit Multi-Modal Sub-Area is to build upon the influence provided by the adjacent RTD Broadway transit facility. This area will primarily focus on transit and it is envisioned that this Sub-Area will have a high degree of pedestrian activity and energy as people transfer between light rail lines and exchange modes of transportation, from foot to car to bus to rail. The preliminary concept of land uses consists of a mix of retail, office, residential and commercial buildings adjacent to the transit facility. The distribution of uses may be mixed throughout the Sub-Area; however, office may be better suited to the north of the Sub-Area because of its proximity to the Interstate. It is planned that this Sub-Area will be of mid to high density expressed by floor area ratios ranging from 3:1 to 5:1. This Sub-Area will promote connections to adjacent Sub-Areas and neighborhoods through an integrated network of public spaces and streets.

1.4.2 Sub-Area 2: Acoma Street Sub-Area

The Acoma Street Sub-Area is planned to be centered on a richly vibrant, mixed-use street that accommodates both pedestrian activity and vehicular movements. This street, generally lined with commercial uses at the ground floor, is envisioned to become the center of the public space network and the mixed-use core of the project. The current plan of this Sub-Area allows for the integration of the existing historical brick building façades that add unique character. The preliminary concept of uses consists of ground floor, commercial uses on Acoma Street and mixed-use buildings that promote street activity. The distribution of uses may be mixed throughout the Sub-Area with commercial and residential uses planned to be vertically integrated. Active ground floor commercial uses should extend to Broadway and reinforce its commercial corridor presence. Proposed densities expressed by floor area ratio may range from 3:1 to 5:1.

1.4.3 Sub-Area 3: South Mississippi Sub-Area

The land use intent for the South Mississippi Sub-Area anticipates a more residential development with some commercial uses. The distribution of uses may be mixed throughout the Sub-Area with active ground floor commercial uses along Broadway that reinforce its commercial corridor presence and with residential uses above. It is envisioned that this Sub-Area will be of low to mid density expressed by floor area ratios ranging from 2:1 to 3:1. The Sub-Area is intended to provide appropriate density and scale transition to the adjacent low-rise commercial and residential land uses.

1.4.4 Sub-Area 4: Vanderbilt Park East Sub-Area

The land use intent for the Vanderbilt Park East Sub-Area will generally have uses that are oriented toward Vanderbilt Park East. Some retail uses, including shops and restaurants that front the adjacent park are anticipated and it is planned that these ground floor uses could “spill out” and engage the park. Residential uses will generally be located on the upper floors to capitalize on the panoramic views. The area also benefits from visibility along I-25

and adjacency to the transit facility. A pedestrian bridge will connect this Sub-Area to the Transit Multi-Modal Sub-Area and shared parking could be integrated into the development. Overall, this Sub-Area could have a varied mix of commercial and residential uses and the distribution of uses may be mixed throughout the Sub-Area. Proposed densities expressed by floor area ratio may range from 3:1 to 5:1.

1.4.5 Sub-Area 5: South West Sub-Area

The land use intent for the South West Sub-Area anticipates residential and commercial uses to be mixed together vertically. This area benefits from visibility along Santa Fe and Mississippi Avenue and should have a mix of complementary commercial uses. The distribution of uses may be mixed throughout the Sub-Area generally with commercial uses on the ground floor and residential uses above. Proposed densities expressed by floor area ratio may range from 2:1 to 5:1.

1.4.6 Sub-Area 6: Open Space Sub-Area

The land use intent for the Open Space Sub-Area will generally be parks-and-recreation-oriented and be integrated with the adjacent City-owned Vanderbilt Park West on the west side of the South Platte River.

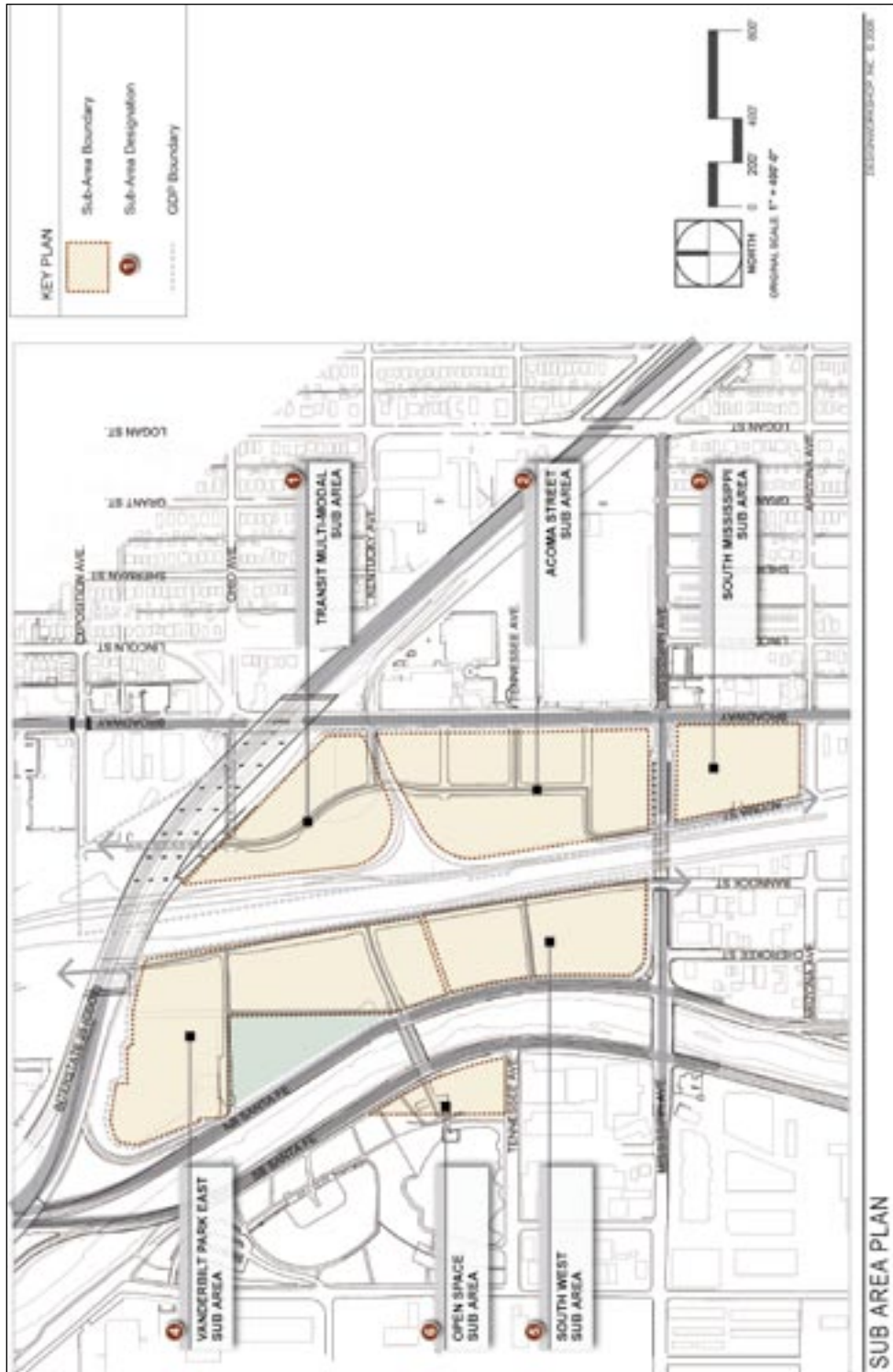


Figure 2 GDP Sub-Areas

chapter 2.0

URBAN DESIGN CRITERIA IN THE FORM OF STANDARDS AND GUIDELINES

“If a city’s streets look interesting, the city looks interesting”

—Jane Jacobs, “The Death and Life of American Cities”, 1961

2.1 Introduction

Urban design criteria in the form of standards and guidelines are fundamental ideas to guide planning and design decisions by providing direction as to how the vision articulated in Chapter 1.0 may be achieved. Design criteria will guide developers and designers through the process of creating a transit-oriented and pedestrian-focused, urban area, promoting a clear and consistent process for development within the Cherokee Redevelopment.

While the criteria focus on achieving the vision, they also are flexible and encourage design creativity. They do not, for example, mandate a particular architectural style or building material. Instead the design criteria:

- (1) Recognize that the Site will be built and evolve over time;
- (2) Integrate and transition new development into the surrounding community;
- (3) Create and maintain a standard of quality that will sustain value;
- (4) Promote a cohesive development pattern, while allowing for diversity and variety in the design and construction of individual projects;
- (5) Assist city staff, planners, designers, developers, and users/owners in making consistent choices that reinforce the vision and;
- (6) Provide a clear process for design review approval.

2.1.1 Design Intent Statements, Standards and Guidelines

The three components of the urban design criteria — Intent Statements, Standards and Guidelines — are used together to achieve the vision for the project. The goal is to ensure a level of structure and objectivity without eliminating creativity and flexibility. This system allows multiple paths to a mutually satisfactory result.

The three components are defined as follows:

Intent Statements

Intent Statements clearly establish the goals for each subject area or topic in the UDSG. The Standards and Guidelines provide tactical approaches to achieving those goals. In circumstances where the appropriateness or applicability of a Standard or Guideline is in question, the Intent Statement will provide additional direction.

Design Standards

Design Standards are objective criteria that provide a specific set of directions for achieving the Intent Statement. Standards denote issues that are considered critical. Standards use the term “shall” to indicate that compliance is expected.

Design Guidelines

Design Guidelines provide alternative solutions for accomplishing the goals set forth in the Intent Statements. They are more flexible and harder to quantify than Standards. Guidelines often amplify a Standard. Guidelines use the term “should” or “may” to denote they are considered relevant to achieving the Intent Statement, and will be pertinent to the review process. Where they amplify a

Standard, they are preferred, but not mandatory criteria. Guidelines will, however, be strongly considered in circumstances where a Standard is not being met and an alternative is being sought. In such a case, it must be demonstrated that the alternative meets one or more of the following criteria:

- the alternative better achieves the Intent Statement;
- the Intent Statement that 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 Intent Statements will be improved by not applying the Standard, in this particular circumstance.
- unique site characteristics make the Standard impractical or cost prohibitive.

References to Intent Statements, Design Standards and Design Guidelines listed throughout this document pertaining to the public right-of-way are used to convey intent, are for illustrative purposes and are not being formally adopted by the Department of Public Works.

It is acknowledged that the outcome of the Broadway NEPA process, final access approvals from the Colorado Department of Transportation, license agreements from appropriate railroad companies, other previously enacted ordinances, adopted rules and regulations and existing conditions must be provided for in the approval of any construction plans pertaining to this development.

2.1.2 General Compliance

All projects in the Cherokee Redevelopment must comply with any and all applicable statutes, ordinances, rules and regulations promulgated by the City and other agencies which have jurisdiction over the project.

2.1.3 Definition of Terms

The following are general definitions of terms used in this document:

Amenity Zone

The portion of the public right-of-way streetscape adjacent to the back of the curb reserved for amenities. The purpose of the Amenity Zone is to locate Streetscape Elements in a consolidated area outside the Pedestrian Walking Zone. (see Fig. 3)

Building Related Zone

The area adjacent to the building façade, outside the public right-of-way. This zone is intended for uses that enhance the pedestrian experience, for example: sidewalk seating, café seating, sculpture, planters, removable signage and displays. (see Fig. 3)

Commercial (land use)

Commercial buildings are primarily non-residential in use and can include retail stores, entertainment, restaurants, office space, hotels and other service uses relating to commercial activities.

Mixed-Use (land use)

Mixed-use refers to the combination of commercial and residential land uses on the same site. Mixed-use developments have different uses in close proximity (horizontal integration) and in the same building (vertical integration). Denver's Transit Mixed Use (T-MU-30) Zone District allows a broad range of uses.

Pedestrian-Oriented Uses

Building and land uses that actively engage and respond to pedestrians and pedestrian activity. The primary use considered is a street-front business that engages the interest of people passing by on adjacent sidewalks and allows views into commercial windows and building interiors. Examples include stores, galleries, restaurants, cafes, hotels, cultural facilities like museums and libraries. Residential and office buildings may be included, pro-

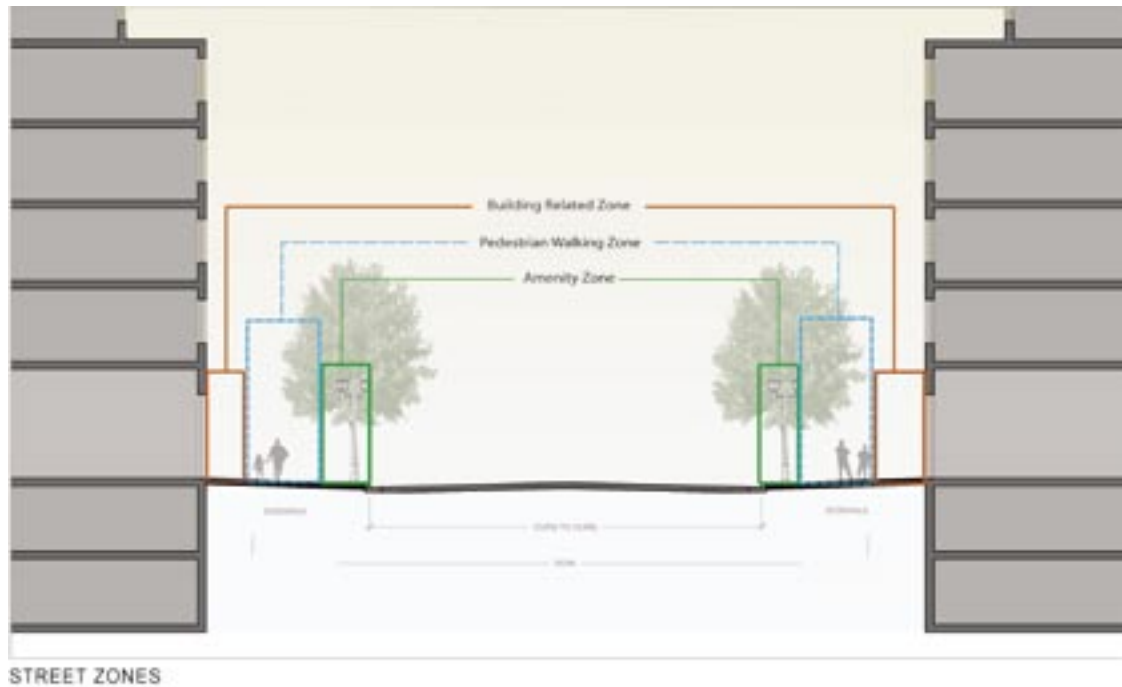


Figure 3 Street Zones

vided they engage pedestrians with transparent façades opening on to lobbies and other active spaces.

Pedestrian Walking Zone

The portion of the public right-of-way reserved for pedestrian use. The Pedestrian Walking Zone is to remain clear and unobstructed for ease of travel and maintenance. (see Fig. 3)

Plaza

An open space, not in the public right-of-way, that is accessible to the public and generally intended for pedestrian uses. It may take the form of a square, courtyard with public access or other open area incorporating landscaping and paving.

Public Right-of-way

The area of land owned by the City over which a road or sidewalk is built. The public right-of-way includes the roadway, the Amenity Zone and the Pedestrian Walking Zone.

Residential (land use)

The Residential land use designation is used for land that is occupied by residential uses, including multiple unit dwelling, live/work residential, residence for older adults, institutional/special residence, rooming and/or boarding house and artist studio. A Residential building is one that contains residential uses. Buildings in Mixed-Use developments often combine Residential and Commercial uses.

Retail (land use)

The Retail land use designation applies to buildings that will primarily contain businesses that are involved in conducting retail trade with consumers. This includes the buying and selling of goods and services, for example, restaurants, cafés, other consumer food service businesses and entertainment venues are often classified as retail. Retail buildings can be approximately grouped into three main categories: Large Scale or Regional, Medium Scale and Small Scale.

Sidewalk

The area of land adjacent to the roadway comprised of two components: the Amenity Zone and the Pedestrian Walking Zone.

Special Corner

Area of land, including the sidewalk and a portion of the building, at an intersection that is significant because of its location and/or use. Special Corners shall receive particular design attention, which may include architectural elements, public art, monumentation, lighting and/or landscape features. (see Fig. 4)

Streetscape Elements

Streetscape Elements are components that are placed in the Amenity Zone. Elements may include street trees, tree lawns, street lights, pedestrian lights, traffic signage, benches and other seating, trash receptacles, bike racks, newspaper corrals and kiosks, enhanced paving, planter pots, bollards and bus shelters.

2.2 Vehicular and Pedestrian Circulation

The essence of the vision for the Cherokee Redevelopment starts at the street level with a hierarchical system of urban streets and blocks that serves regional, district, and local needs (see Fig. 4 and Fig. 6). The circulation system reflects the Denver grid. Wherever possible, the streets from the surrounding neighborhoods are integrated into the Site. Design treatments of the streets have been established for appropriate vehicular and pedestrian uses of each street, which have, in turn, helped to form the land uses of the adjacent parcels and the architectural character of the buildings along each street.

The specific details on number and designation of lanes in streets have not been provided in this document. That information is to be provided in the Infrastructure Master Plan (IMP). The IMP is a technical study of the capacity of public and private infrastructure, including streets, to verify their quantity and capability to handle

the build-out of the site. The IMP considers the parcels in the Cherokee Redevelopment and the Lionstone property to the east and will be updated as those developments take shape.

The primary locations where the site connects to the surrounding neighborhoods and the major circulation routes are designated as “special corners.” (see Fig. 4) These corners will serve as major entries for vehicular and pedestrian traffic.

The public environment created by the local streets is of great importance, particularly for pedestrians. Streets such as Acoma Street and Tennessee Avenue on the east side of the Site carry much of the life of the mixed-use urban site, creating pleasant walking environments for residents or visitors heading to the light rail station, shopping, going to a theater, eating at a sidewalk cafe, or walking to home or work. The design of the streetscape environments and their amenities will unify the development and provide character and identity for the Cherokee Redevelopment as a distinct location. The pedestrian uses of the street are balanced with a need to serve vehicles and manage traffic flows for the transit station, offices, shops, restaurants and residences.

2.2.1 Vehicular Circulation and Access

Intent

- To establish a practical, interconnected system of streets, walkways and bridges that allow easy orientation and convenient access.
- To provide clear entry points, or “gateways,” to the site for pedestrians and cars.
- To utilize public spaces, such as streets, parks, and plazas to organize and guide development.
- To encourage alternative transportation, especially walking, bicycle and transit use.
- To reinforce a clear hierarchy and organization of circulation within the Cherokee Redevelopment.

- To minimize conflicts between vehicles and pedestrians by limiting vehicular access (i.e. curb cuts) along certain streets and building frontages.
- To minimize the visual presence of automobile circulation, surface parking and service functions, such as deliveries and refuse pick up, by locating parking and service access away from primary public access points and providing screening where necessary.

Design Standards

- Development shall not make curb cuts in those areas where curb cuts are prohibited (see Fig. 5).
- Parking shall not be permitted between the main building façade and the primary public right-of-way for a particular building.
- Service and delivery activities shall be separated from the primary public access points and shall be screened from public view by means such as:
 - Locating underground or internal to structures,
 - Providing walls, fences and/or landscaping of sufficient height and density,
 - Providing a private or screened meter, equipment or trash receptacle access location.
 - Locating along alleys and service roads adjacent to the CML.
- On-site loading shall not be located in the required Pedestrian Oriented Use areas. (see Fig. 7)
 - Adequate loading and maneuvering space on site shall be provided for trucks and other service vehicles.
- Adequate loading and maneuvering space shall be provided for transit operations (bus and service vehicles).
- Surface parking shall be located behind or beside the building it serves (i.e. not in front of the primary public access point) with the exception of RTD station parking and parking in the public right-of-way.
- Private service equipment shall not be placed in the public right-of-way, or be visible from the public right-of-way, and must be screened at all times.
- Driveways shall be perpendicular to the street.

Design Guidelines

- Special Corners should either create additional space for a landscape or other amenity by means of a setback or they should feature an architecturally prominent building corner.
- Curb cuts and driveways should be shared or common between multiple projects.

2.2.2 Pedestrian-Oriented Use Areas

Intent

- To provide continuity of Pedestrian-Oriented Uses that will support an active public environment.
- To provide common usable space that is of mutual benefit to surrounding property owners, businesses, residents, guests and neighbors.
- To unify intensively-used pedestrian areas by means of streetscapes with unique character.
- To create a built environment that is pedestrian in scale and character.
- To engage the interest of people passing by on adjacent sidewalks and allow views into commercial windows.

Design Standards:

- Buildings located in areas designated as Pedestrian-Oriented Use Area Required shall have 75 percent of the ground floor frontages occupied by Pedestrian-Oriented Uses (see Fig. 7).
- At least sixty percent (60%) of ground floor façades on commercial buildings in required Pedestrian-Oriented Use Areas shall be constructed of transparent materials or otherwise designed to allow pedestrians to view activities within the building or advertising or informational displays.
- A minimum of forty percent (40%) of second floor façades on commercial buildings in required Pedestrian-Oriented Use Areas shall be constructed of transparent materials.
- Ground floor building façades in required Pedestrian-Oriented Use Areas not occupied by Pedestrian-Oriented Uses shall meet all other applicable Standards for street level fenestration or

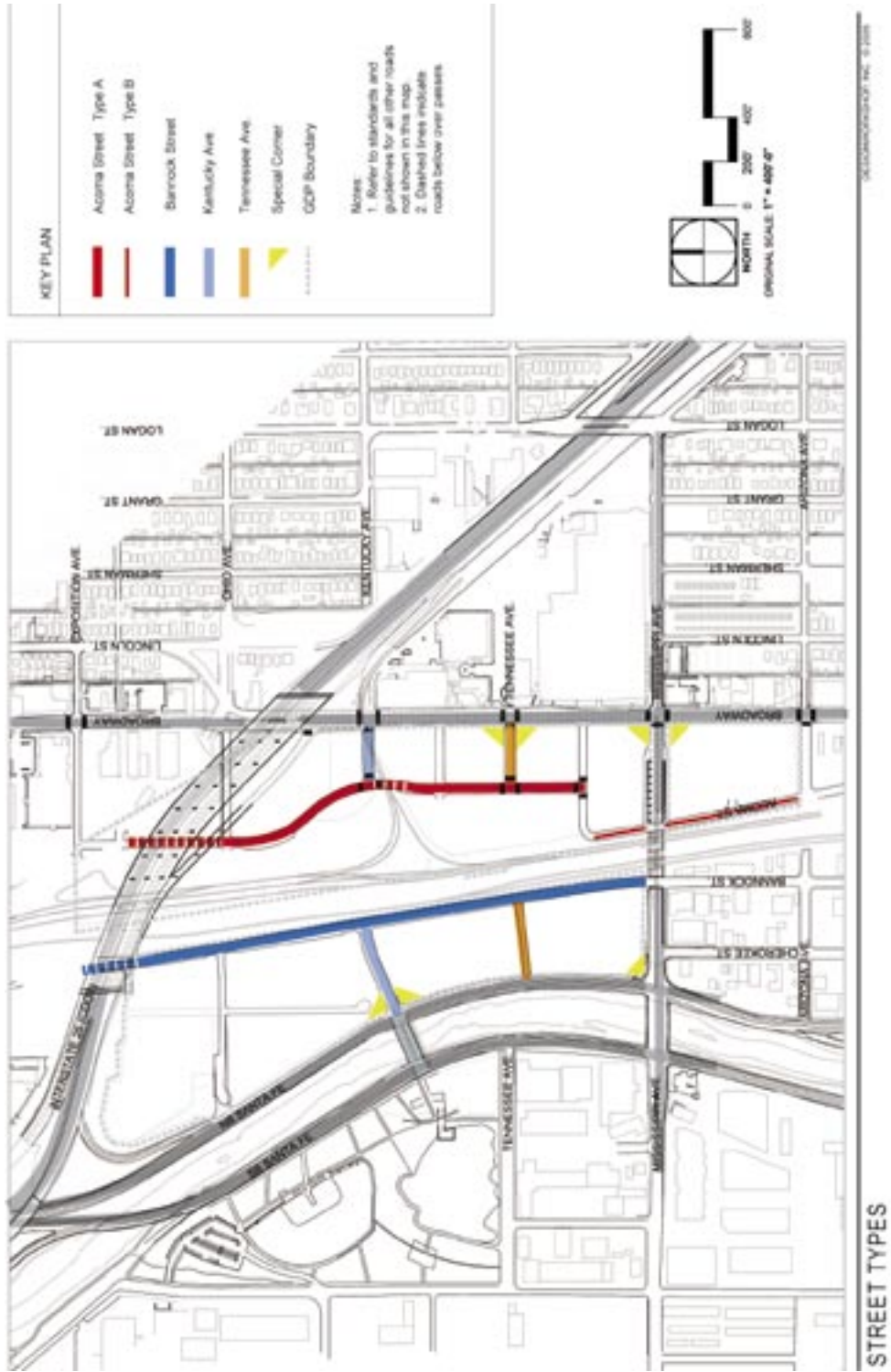


Figure 4 Street Types

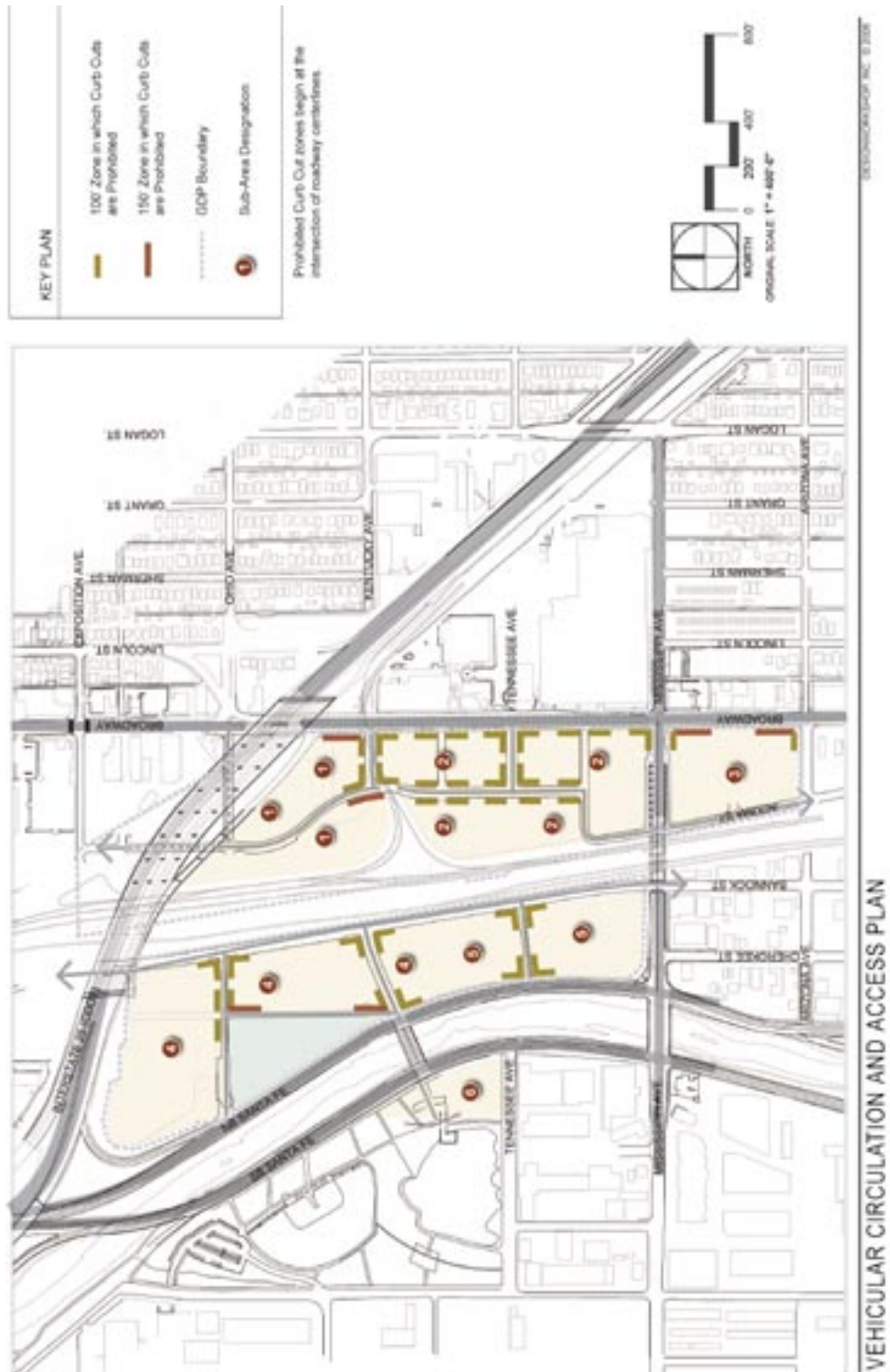


Figure 5 Vehicular Circulation and Access Plan

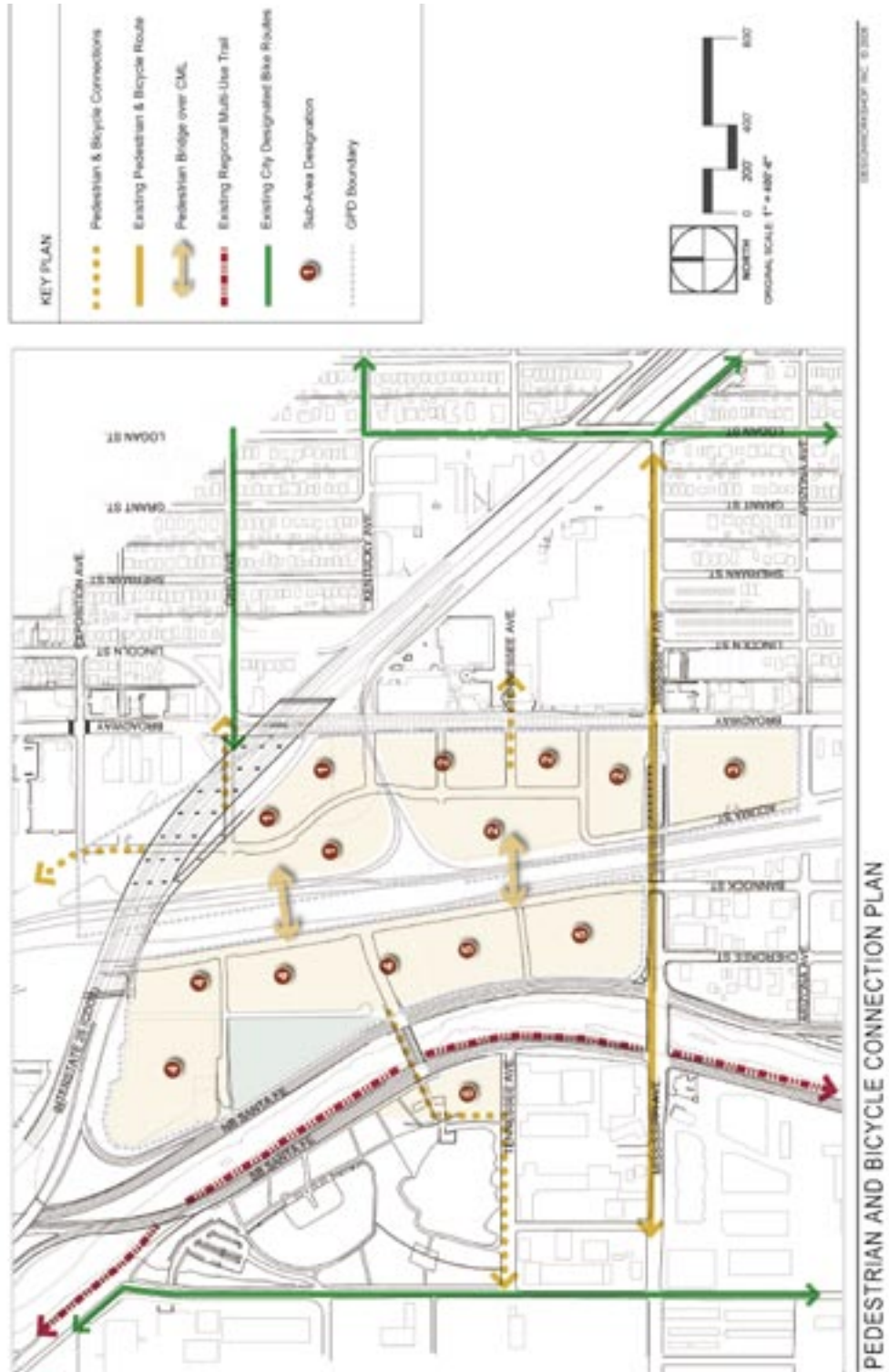


Figure 6 Pedestrian and Bicycle Connections

architectural scale and material quality in Pedestrian-Oriented Use areas.

Design Guidelines

- Buildings located in areas designated as Pedestrian-Oriented Use Area Preferred should provide Pedestrian-Oriented Uses along a majority of the first floor façade.
- Blocks within all Pedestrian-Oriented Use Areas should provide variety (in terms of uses, finishes and set backs) at the street level to create rhythm, pattern and texture.
- Residential buildings within all Pedestrian-Use Areas should have visually-open lobbies, outside seating areas, visually engaging windows, plantings or displays or have shops integrated into the building at street level.

2.3 General Architectural Standards and Guidelines

2.3.1 Build-To Requirements

Intent

- To shape the location of building walls and to define and contain the street space in a way that reinforces pedestrian activity and creates a street environment as a “place.”
- To increase the level of comfort for the pedestrian by providing human scale, interest and variation.

Design Standards

- Build-to lines are mandatory in the areas designated as Pedestrian-Oriented Use Areas Required. (see Fig. 7)
- In areas in which build-to lines are required, the entire front building wall shall be set back seven feet (7') from the property line, and a minimum of 75 percent (75%) of the building shall be built to the setback line.

Design Guidelines

- Build-to lines at the property line are preferred in the areas designated as Pedestrian-Oriented Use Areas Preferred. (see Fig. 7)
- Buildings in Pedestrian-Oriented Use Areas Preferred should have a majority of the building façade on the property line.
- Portions of the building not aligned with the build-to line should be related to building uses that complement pedestrian activities along the street, such as plazas, patios and building entries.
- Building frontages should follow the street with allowances being made for tolerances of manufactured elements, building components and glazing.

2.3.2 Building Mass and Form

Intent

- To create buildings with mass and form that provide an appropriate relationship between structures, streets and plazas.
- To create interesting and comfortable scale variation within the site through vertical and horizontal modulation of building massing and relationships in scale between buildings.
- To promote the exposure of streets and plazas to the sun and sky.
- To use building forms to create interesting skylines, create iconic corners, enhance entrances to the site, and block undesirable views.

Design Standards

- Mass reduction standards shall be required in the areas designated as “required” on the Building Mass Reduction Plan (see Fig. 8).
- The buildings in these areas shall conform to the following three setback zones (see Fig. 10):
 - *Base Zone* — The lowest portion of the building at sidewalk level, extending up 16 to 24 feet above the Sidewalk.
 - *Middle Zone* — That portion of the building above the Base Zone that establishes the primary massing

around the middle of the building. At least fifty percent (50%) of the Middle Zone massing between the second and fourth stories shall align along the property setback or build-to line.

- *Upper Zone* — The portion of the building above the Middle Zone. The Upper Zone can have varied heights that range from four stories and up. At least fifty percent (50%) of the Upper Zone shall be set back a minimum of ten feet (10') from the Middle Zone along the building frontage.

Design Guidelines

- Mass reduction Standards should be followed in the areas designated as “preferred” on the Building Mass Reduction Plan (see Fig. 8).
- Buildings under four stories need not have stepbacks horizontally, but they should use vertical setbacks to break up long façades.
- Additional stepbacks above the Base Course are encouraged for buildings on the south or east sides of streets and public spaces in order to provide more sun penetration to the ground level.
- The Upper Zone should be set back at a visually significant distance from the Middle Zone.
- Building massing and form should be modulated so as to minimize the impact of shadows on plazas and other open spaces.
- Architectural scale relationships between buildings of varying heights should be expressed through a compatible horizontal relationship of architectural features. These may include, but are not limited to, the alignment of cornices or other architectural expressions such as belt courses, fenestration, changes in material, color or module, and building stepbacks. More than one method of achieving architectural scale relationship may be appropriate or necessary to achieve a harmonious relationship.
- 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.

2.3.3 Architectural Scaling Elements

Intent

- To establish an urban character along streets by producing visual interest for pedestrians and motorists with architectural variety.
- To enhance Special Corners with a powerful, coherent and cohesive architectural presence that expresses the character of the redevelopment area.
- To provide human-scaled architectural elements that take advantage of Denver’s climate and bring out changes in plane, material texture, and detail through the interplay of light and shadow.
- To avoid large areas of undifferentiated or blank building façades.

Design Standards

- Architectural scaling elements (such as banding, belt coursing, sills, lintels, mullions, and changes in texture, material module and pattern) shall be used to break down the appearance of large building façades into architectural patterns and component building forms. Horizontal and/or vertical variation shall be used.
- Architectural scaling elements shall continue around the corner of the building from any façade facing a public right-of-way a distance appropriate to the scale of the building.
- Building façades shall provide variation of building detail corresponding to architectural or structural bay dimensions, individual dwelling units or room dimensions.

Design Guidelines

- 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.
- Required scaling elements for buildings should be integral with the building form and construction, and not a thinly applied façade or veneer.

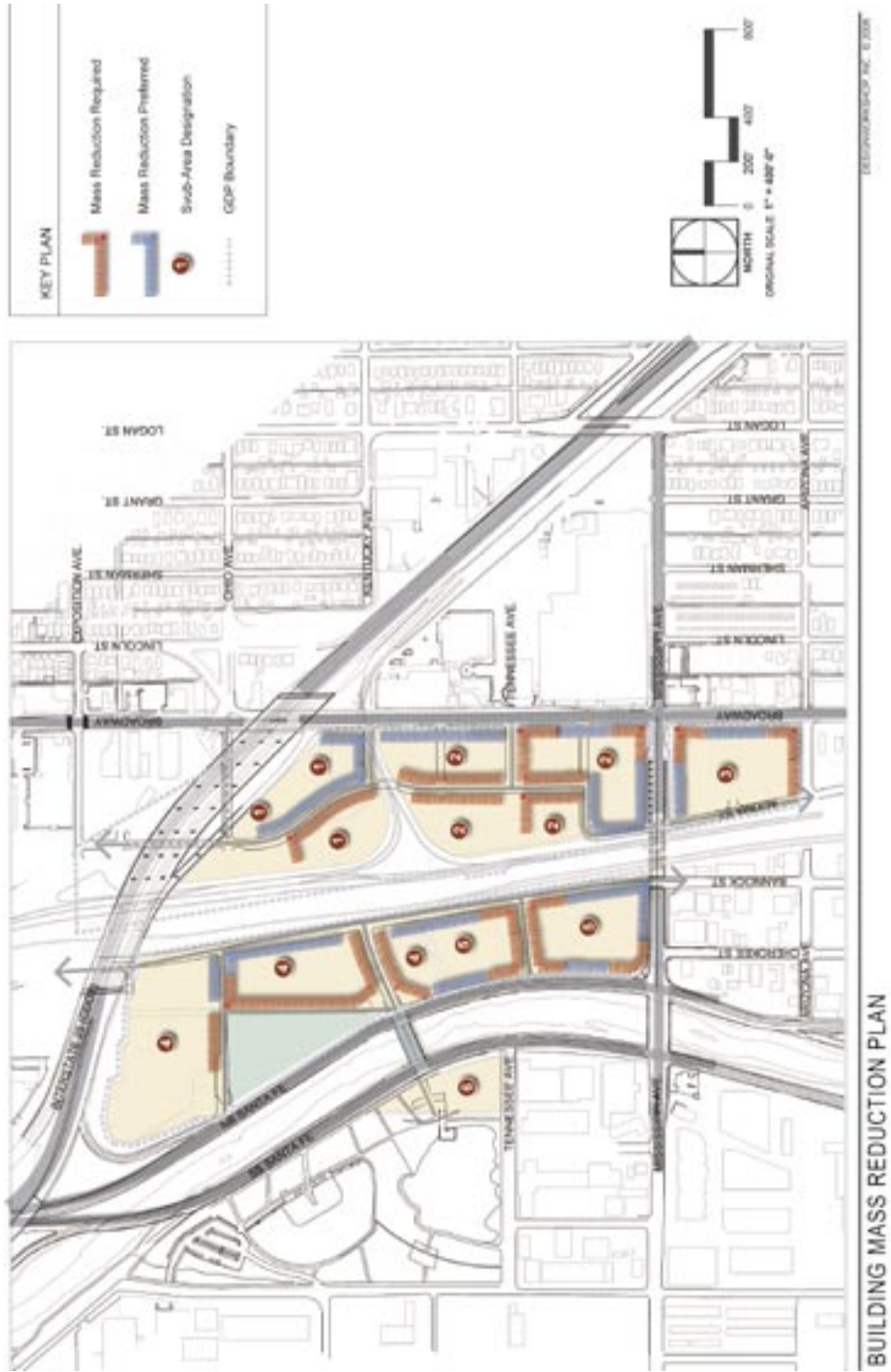


Figure 8 Building Mass Reduction

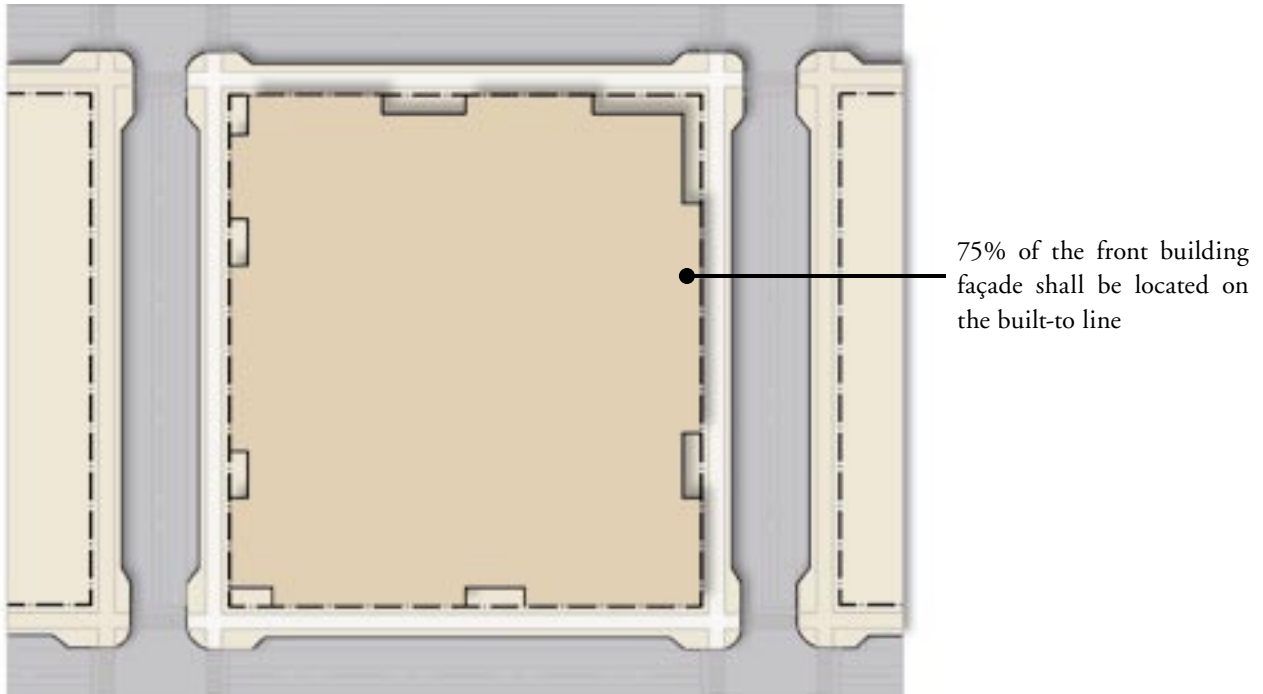


Figure 9 Build-To Requirements

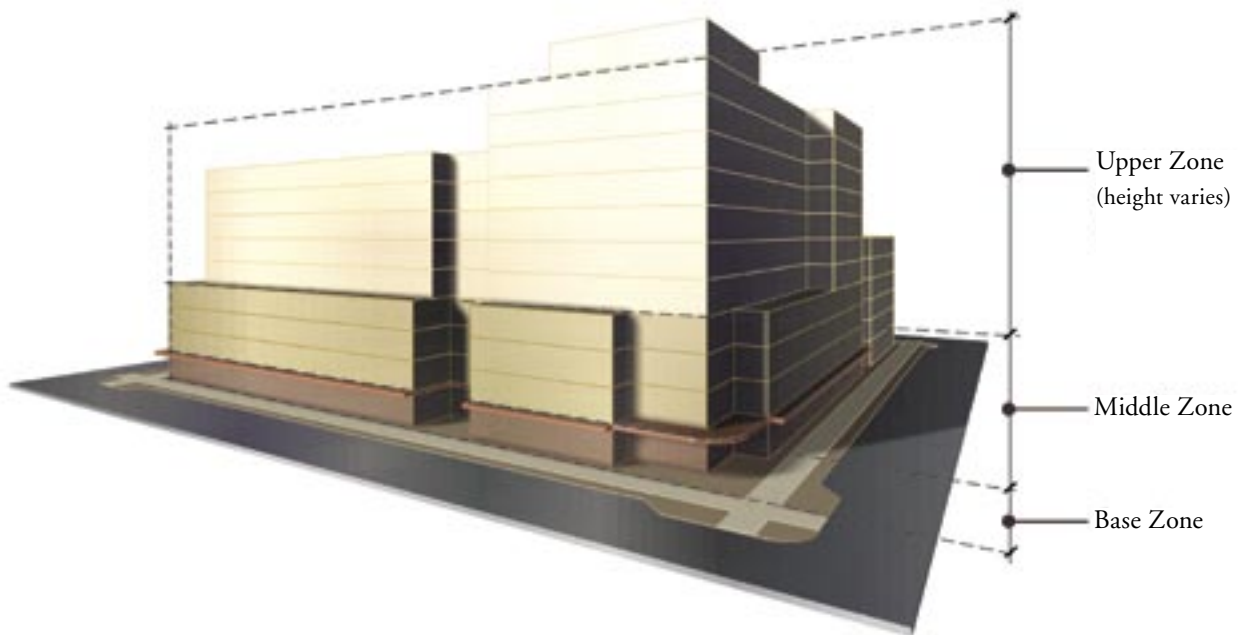


Figure 10 Building Stepback Zones

- Where balconies and terraces are used, they should be incorporated into vertical and horizontal shifts in building massing wherever possible to avoid building façades dominated by cantilevered balcony projections.

2.3.4 Building Materials

Intent

- To create a rich variety of visual qualities that reinforce the local architectural styles through the use of materials, finishes and details that are lasting and durable.
- To encourage human-scaled buildings through the use of smaller material modules and detailed combinations of materials.
- To ensure the consistent use of quality materials appropriate to the urban environment.

Design Standards

- Building materials shall be selected with the objectives of quality and durability appropriate to an urban context and the prevailing climate conditions.
- A minimum of sixty percent (60%) of the façades at street level facing the public right-of-way or open space shall be constructed of material that is durable and appropriate to pedestrian contact such as: brick, stone, architectural precast concrete, architecturally cast concrete, cast stone, specially treated concrete, masonry units, terra-cotta, stucco, glass and glass block, metal panels, metal sheets with expressed seams or metal framing systems.

Design Guidelines

- Building materials used at the lower floors adjacent to street frontage in all Pedestrian-Oriented Use Areas should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.
- Material modules are encouraged in building façades. Units should be appropriate to material type and manufacturing standards, but typically should not

exceed five feet (5') horizontally or four feet (4') vertically without clear expression of a joint.

- The use of synthetic materials that imitate natural materials should be avoided as much as possible. Synthetic materials should be used in ways that reflect their intrinsic characteristics.
- Building materials may include new technologies and materials that contribute to the redevelopment's character and promote environmental sustainability as well as architectural methods and materials that are energy resource responsible.

2.3.5 Building Entries

Intent

- To enhance the scale, activity, and function of the public streets.
- To promote the convenience of pedestrian activity and circulation along the street by creating external, street-oriented entries.
- To visually emphasize the major entry or entries to a building or ground floor use.

Design Standards

- All buildings shall provide at least one primary building entry oriented to a public right-of-way.
- All street-oriented building entries shall be directly connected to the public sidewalk via paved walk, stair or ramp.
- Primary building entries shall be emphasized by recessing the door a minimum of four inches (4"), by changes in wall plane or building massing, by differentiation in material or by color and greater level of detail.
- Service access for buildings shall be located out of sight from the primary building entry (e.g. in an alley or at the back of the building).

Design Guidelines

- Entries to ground floor uses in all Pedestrian-Oriented Areas should be direct, numerous and at street level to encourage active pedestrian use.

- Commercial uses in mixed-use buildings should orient entries, outside activity, and service access in a manner that will minimize impacts on residential uses.
- Street level dwelling units within multi-unit structures should have street-oriented entries but can be above street level (e.g. stoops).

2.3.6 Fenestration

Intent

- To provide a high degree of transparency of building façades at the street level for pedestrians.
- To create patterns and rhythm for architectural detailing of buildings.
- To provide daylight to buildings, while reducing glare on the street.

Design Standards

- All glazing shall have a minimum of sixty percent (60%) light transmittance factor.
- No highly reflective glazing shall be permitted. All glazing shall have a maximum reflectance factor of 0.20. No first-surface reflective coatings shall be permitted.
- Provide a minimum glass to wall ratio of sixty percent (60%) of the building façade at street level in Pedestrian-Oriented Use Areas.
- Provide a minimum of forty percent (40%) glass-to-wall ratio of the building façade at the second floor in Pedestrian-Oriented Use Areas, unless the use is for parking (see Section 2.6).

Design Guidelines

- 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 and use.
- Areas of buildings that are functionally restricted from providing vision glass may be exempted provided other architectural scaling techniques are employed.

- Recessed glazing and substantial glass framing and mullion patterns may be used to provide depth and visual character to building façades and should consider the play of sunlight across the façade.
- Mixed-use buildings should utilize a variety of glass-to-wall ratios that reflect the different uses within the building.
- 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.

2.3.7 Roofs and Parapets

Intent

- To make a positive contribution to the city skyline by visually creating upper building forms with roof lines that respect the context in which they are viewed.
- To encourage architectural integrity through consistency of building elements.

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 and electrical systems shall be screened from view of surrounding public rights-of-way.
- Building elements shall be consistent so as to establish architectural integrity.

Design Guidelines

- Building roof forms should respect the context in terms of height, proportions, views of the building from other buildings and the skyline.
- The architecture of the building's upper floors and termination should complete the building form within an overall design concept for the Pedestrian, Base Course, and Upper Base Zones (see Fig. 10) that works in concert with architectural scaling requirements.
- Additional elements such as parapets, canopies or other shaped roof forms or rooftop open space that will provide visual interest and additional amenity, seen from above or below are encouraged.

- Roof-top mechanical and electrical systems should be screened from view of adjacent structures and the public right-of-way.

2.4 Sub-Areas

The streetscape and architectural Standards and Guidelines are organized according to the sub-areas of the Cherokee Redevelopment. The character of each sub-area in the development is derived from the functions and uses of the buildings and streets in that area, and in turn is expressed through them. Consequently, the relationship between street and building changes in different parts of the Site, providing a variety of experiences and opportunities.

Design standards and design guidelines for the public right-of-way (R.O.W.) within this section are for illustrative and intent purposes only. The approval of any right-of-way improvements must meet the standards of the Department of Public Works.

2.4.1 Transit Multi-Modal Sub-Area

Intent

- To establish a pedestrian-friendly environment that promotes access to transit via foot or bicycle.
- To improve vehicular connections to the multi-modal transit station.
- To create identity and character for the Transit Multi-Modal Sub-Area through careful selection of appropriate building materials, architectural scale and form, plant material, site furnishings, lighting and paving.
- To provide Pedestrian-Oriented Use areas, where appropriate, along a convenient walking route lined by street trees and illuminated by pedestrian lighting.
- To provide comfortable seating and gathering spaces for pedestrians by providing a sequence of amenity areas that complement adjacent building uses and correspond with the rhythm of the streetscape design.
- To provide transit-oriented retail as part of the mix of uses adjacent to the transit station.

- To provide an entrance to the Site at the multi-modal transit station that establishes the character and identity of the redevelopment.
- To connect the eastern and western portions of the Site across the CML via a pedestrian bridge.
- To create a special treatment for South Broadway that enhances the design objectives in the Broadway Corridor Transportation and Urban Design Study (Broadway Corridor Study).
- To avoid building designs that may project Interstate 25 (I-25) traffic noise back into the southwest corner of West Washington Park.

2.4.1.1 Streetscape

Design Standards

- Illustrative section — Acoma Street Type A (see Fig. 11) shall be representative of Acoma Street in this sub-area.
- Illustrative section — Kentucky Avenue East (see Fig. 12) shall be representative of Kentucky Avenue in this sub-area.
- Bicycle access to the site shall be along Ohio Avenue East. (see Fig. 6)
- Broadway shall have a sidewalk sixteen feet (16') wide including an Amenity Zone and a Pedestrian Walking Zone. (see Fig. 15).
- Streetscape elements for Broadway shall be coordinated with the Broadway Corridor Study.
- On all public streets except Broadway, a clear Pedestrian Walking Zone shall be eight feet (8') wide and shall be organized to create a continuous pedestrian walkway for ease of travel and maintenance.
- On all public streets except Broadway, the Amenity Zone shall be five feet (5') wide and shall contain streetscape elements.
- Trees species shall be selected to create a sense of unity and continuity, in part through a connected canopy. A minimum of two species shall be selected to avoid a monoculture.
- All trees on Acoma Street and Broadway shall be deciduous and be located in tree grates; they shall be

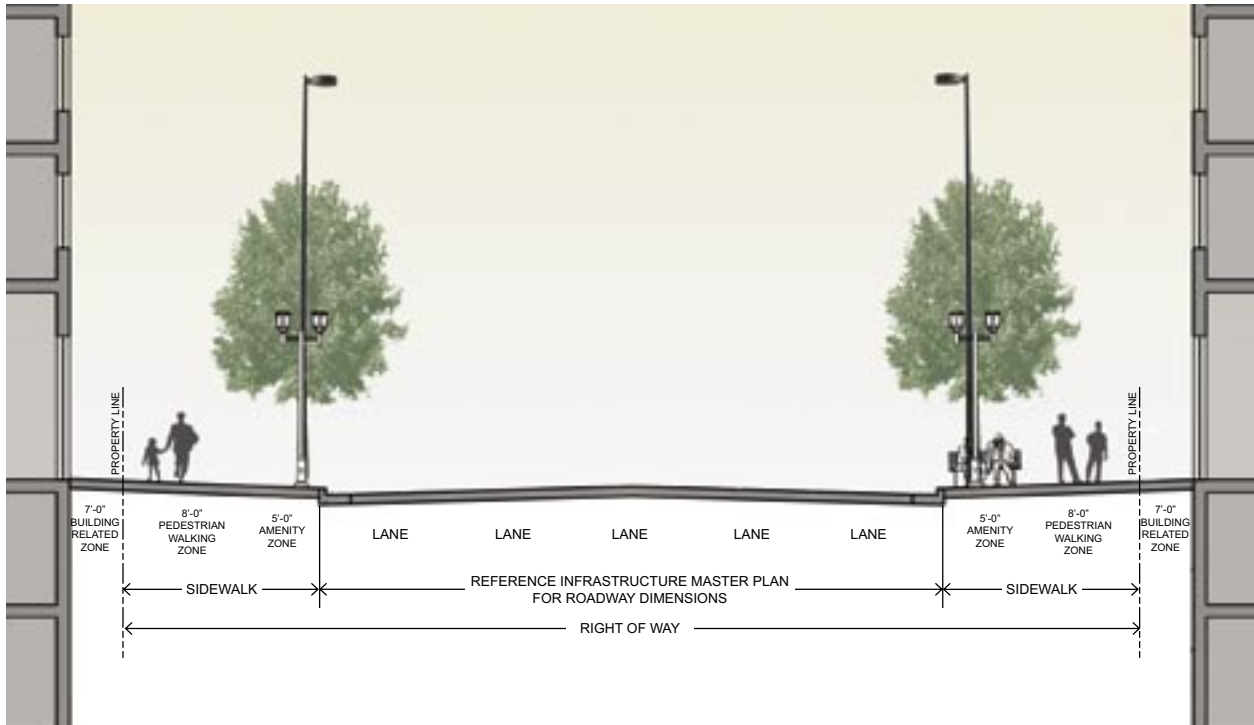


Figure 11 Illustrative Section — Acoma Street Type A

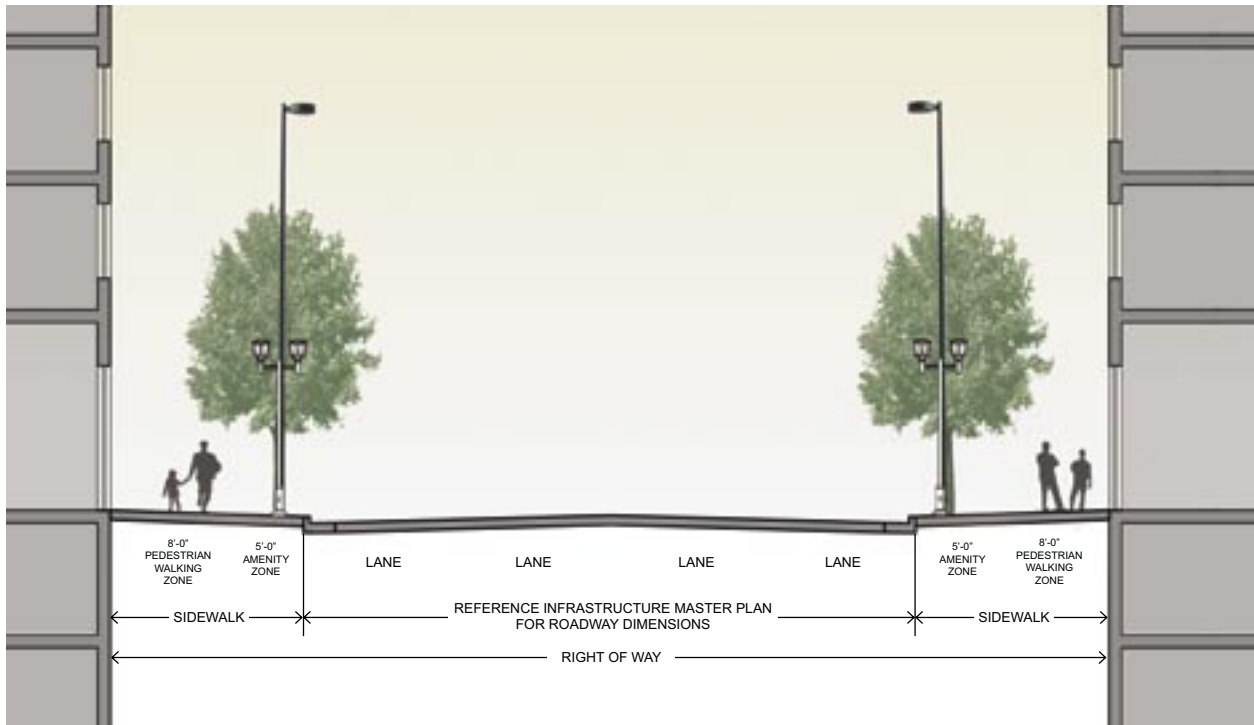


Figure 12 Illustrative Section — Kentucky Avenue - East

at least two and one-half inch (2.5") caliper at time of installation and spaced a maximum of 35-feet on center (O.C.).

- Artificial plant material shall not be used.
- Pedestrian and street lighting fixtures shall be selected or designed to create an ambiance by utilizing moderate to low level lighting fixtures and shall be screened to prevent glare and light trespass.
- On Acoma Street, pedestrian lighting fixtures shall be selected or designed to create a continuous lighting pattern that reinforces the tree planting on the street.
- Any public rights-of-way identified during site plan development shall meet the requirements established in the IMP as it stands at that time.
- Any private streets established as part of the site plan development shall be coordinated with the IMP.
- Adequate loading and maneuvering space shall be provided for transit operations (bus and service vehicles).
- The transit plaza shall be urban in character and scaled appropriately to its use as an area of high pedestrian traffic, and it shall provide seating and shelter from wind and sun.

Design Guidelines

- Plaza paving should be created in a pattern that distinguishes pedestrian passage and gathering spaces.
- The street should be visually unified and have a cohesive rhythm created by the street trees, furnishings and lighting.
- Furnishings should be located efficiently within the Amenity Zone and align with other elements along the street.
- The Building Related Zones should be used to engage pedestrians and externalize the activity of the adjacent building use.
- Pedestrian-focused amenities like newspaper corrals, kiosks, benches, trash receptacles and bike racks are encouraged in the Amenity Zone.
- Bike racks and bike storage lockers are encouraged at the transit station.

- Any private streets should adhere to the basic guidelines established above for public rights-of way.

2.4.1.2 Architecture

Design Standards

- Buildings adjacent to the pedestrian bridge across the CML shall be coordinated with the bridge to create a pleasant pedestrian experience.
- The pedestrian bridge connecting the eastern and western portions of the Site shall be designed to accommodate pedestrians and bicycle traffic.
- Access to areas under or behind the pedestrian bridge shall be restricted as necessary for security.
- Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Broadway.
- Building façades facing the CML shall have a complementary level of architectural finish (i.e., materials, detail, texture, variation in plan, etc.) as that on façades facing a public right-of-way.
- The building facades along the north side of this sub-area, adjacent to I-25, shall not be designed to cant over I-25 nor shall they be designed to be concave-shaped with respect to I-25.

Design Guidelines

- Buildings along the west side of the Sub-Area may abut the CML directly, or they may provide an edge treatment appropriate to the quality and nature of the development.
- The landings of the pedestrian bridge should be plazas connecting to Pedestrian-Oriented Areas along the streets, or they should adjoin to appropriately-scaled public circulation areas in a building.
- Street level frontages for structured parking should be store fronts or be of a similar high quality architectural finish up to nine feet (9') above the sidewalk.
- The façades of structured parking above street level, including Broadway, should be masked in such a way as to maintain a high level of architectural finish.

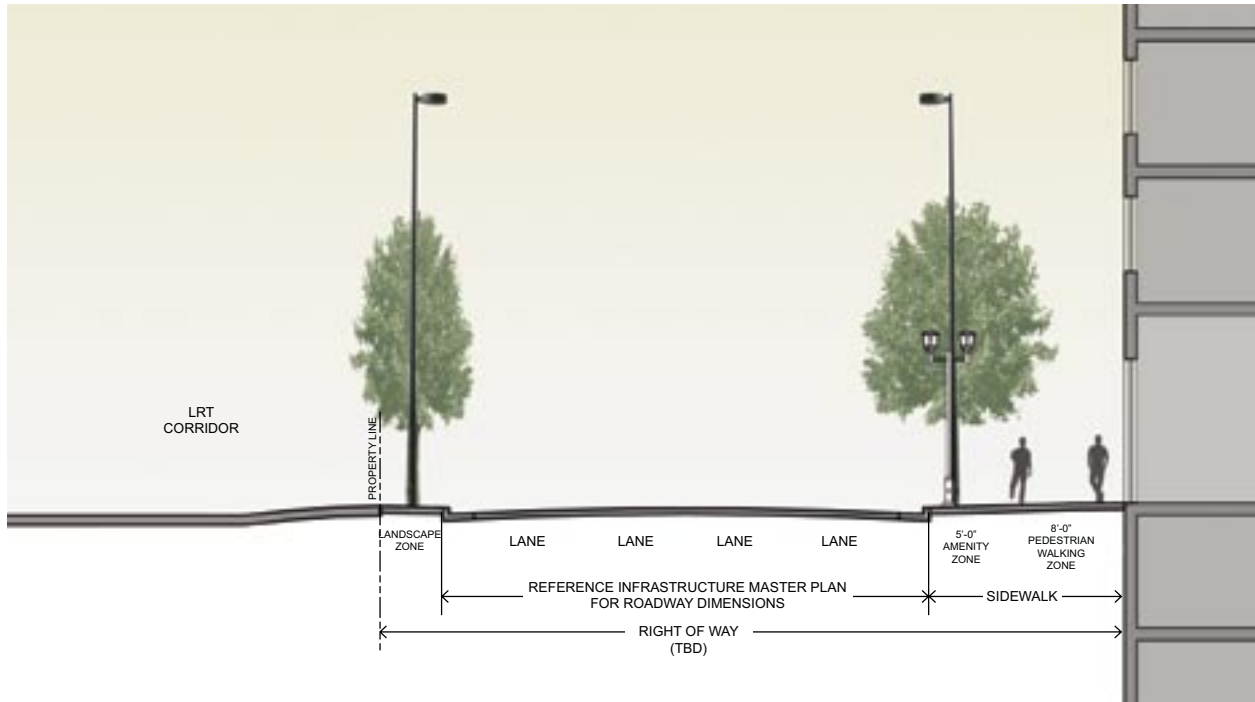


Figure 13 Illustrative Section — Acoma Street Type B

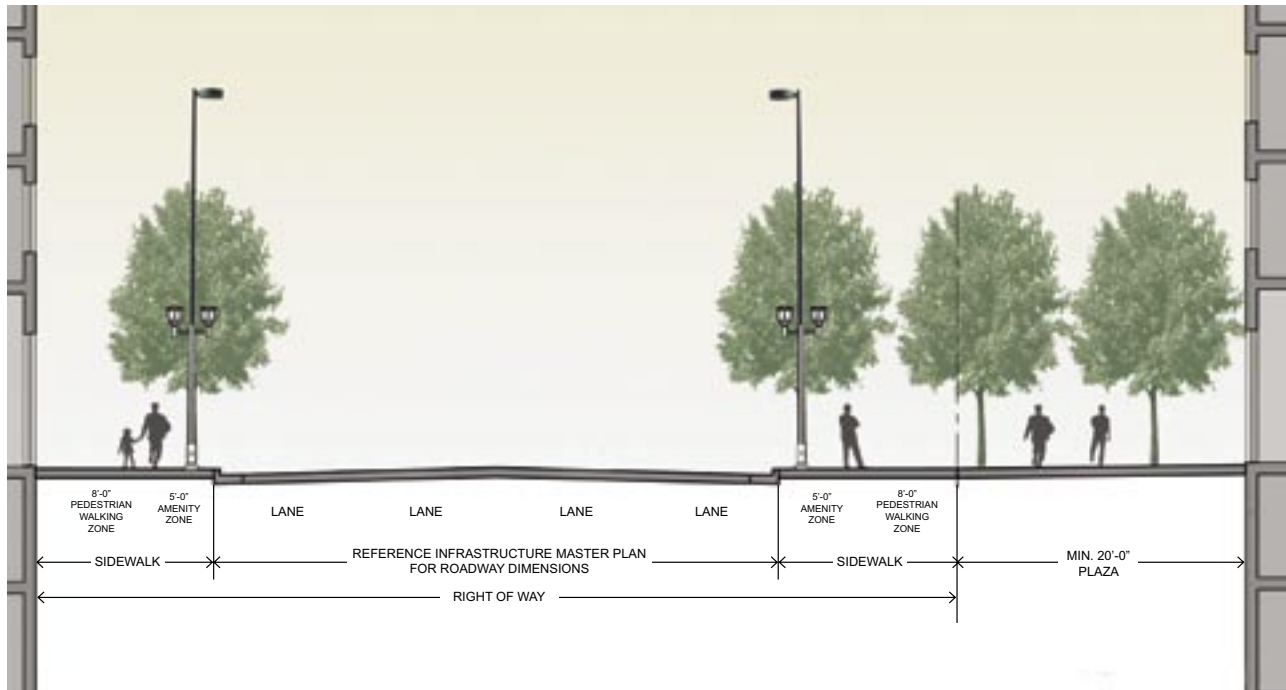


Figure 14 Illustrative Section — Tennessee Avenue - East

- The building facades along the north side of this sub-area, adjacent to I-25, should be designed with faceted planes.
- Stepbacks both horizontally and vertically, to break up long building facades, are encouraged. Building facades that are convex or vertically angled away, with respect to I-25, are encouraged.

2.4.2 Acoma Street Sub-Area

Intent

- To establish the premier pedestrian-friendly street, with a diverse mixed use character that anchors the Cherokee Redevelopment and links the Acoma Street Sub-Area with the Transit Multi-Modal Sub-Area.
- To create identity and character for this sub-area through careful selection of appropriate building materials, architectural scale and form, plant material, site furnishings, lighting and paving.
- To provide a Pedestrian-Oriented Use Area along a convenient walking route lined by street trees, illuminated by pedestrian lighting and fronted by engaging buildings.
- To create a pedestrian connection between the eastern and western parts of the Site across the CML at Tennessee Avenue.
- To provide comfortable seating and gathering spaces for pedestrians in plazas and adjacent to sidewalks by providing a sequence of amenity areas that complement adjacent building uses and correspond with the rhythm of the streetscape design.
- To create a special treatment for South Broadway that enhances the design objectives in the Broadway Corridor Study.
- To establish an entry into the Site at Tennessee Avenue and Broadway.
- To provide an architecturally distinct corner at Broadway and Mississippi Avenue.
- To create a distinctive terminus at the southern end of Acoma Street Type A.

2.4.2.1 Streetscape

Design Standards

- Illustrative section — Acoma Street Type A (see Fig. 11) shall be representative of Acoma Street in this sub-area in the areas indicated on the Street Types plan (see Fig. 4).
- Illustrative section — Acoma Street Type B (see Fig. 13) shall be representative of Acoma Street in this sub-area in the areas indicated on the Street Types plan (see Fig. 4).
- Illustrative section — Tennessee Avenue East (see Fig. 14) shall be representative of Tennessee Avenue in this sub-area.
- Bicycle access to the site shall be along Tennessee Avenue East and/or Kentucky Avenue East. (see Fig. 6)
- Broadway shall have a sidewalk sixteen feet (16') wide including an Amenity Zone and a Pedestrian Walking Zone (see Fig. 15).
- Streetscape elements for Broadway shall be coordinated with the Broadway Corridor Study.
- On all public streets except Broadway, a clear Pedestrian Walking Zone shall be eight feet (8') wide and shall be organized to create a continuous pedestrian walkway for ease of travel and maintenance.
- On all public streets except Broadway, the Amenity Zone shall be five feet (5') wide and shall contain streetscape elements.
- Furnishings shall be located efficiently within the Amenity Zone and align with other elements along the street.
- Trees species shall be selected to create a sense of unity and continuity, in part through a connected canopy. A minimum of two species shall be selected to avoid a monoculture.
- All trees on Acoma Street Type A, Tennessee Avenue and Broadway shall be deciduous and be located in tree grates; they shall be at least two and a half-inch (2.5") caliper at time of installation and spaced a maximum of 35-feet on center (O.C.).

- The west side of Acoma Street Type B shall have a landscape zone without a sidewalk to act as a buffer along the CML.
- Trees along the west side of Acoma Street Type B shall be of a deciduous columnar type with compact foliage to act a screen for the rail line and to avoid encroaching on the CML corridor.
- Artificial plant material shall not be used.
- Pedestrian and street lighting fixtures shall be selected or designed to create an ambiance by utilizing moderate to low level lighting fixtures and shall be screened to prevent glare and light trespass.
- On Acoma Street Type A and Tennessee Avenue, pedestrian lighting fixtures shall be selected or designed to create a continuous lighting pattern that reinforces the tree planting on the street.
- Any public rights-of-way identified during site plan development shall meet the requirements established in the IMP as it stands at that time.
- Any private streets established as part of the site plan development shall be coordinated with the IMP.
- All service equipment shall be screened from the public right-of-way.
- Pedestrian focused amenities like newspaper boxes, kiosks, benches, trash receptacles and bike racks are encouraged.
- Accent and special event lighting is appropriate along Acoma Street Type A.

2.4.2.2 Architecture

Design Standards

- Parking structures shall not exceed twenty-five percent (25%) of any given block frontage at street level along Acoma Street Type A.
 - A Special Corner shall be created at Tennessee and Broadway and at Broadway and Mississippi (see Fig. 4).
 - Special Corners shall receive special design attention, which may include establishing build-to lines to provide additional public space at street level, utilizing building stepbacks to make a distinctive visual impression, or incorporating landscape features, lighting, monumentation and/or public art.
 - The buildings at the south end of Acoma Street Type A shall have special architectural treatment to acknowledge and feature the start of the pedestrian-friendly corridor.
 - Buildings adjacent to the pedestrian bridge across the CML shall be coordinated with the bridge to create a pleasant pedestrian experience.
 - The pedestrian bridge connecting the eastern and western portions of the Site shall be designed to accommodate pedestrians and bicycle traffic.
 - Access to areas under or behind the pedestrian bridge shall be restricted as necessary for security.
 - Building façades along the CML shall have a complementary level of architectural finish (i.e., materials, detail, texture, variation in plan, etc.) as that on façades facing a public right-of-way.
 - Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Broadway.
- Design Guidelines*
- Paving should be created in a pattern that distinguishes the pedestrian passage and gathering spaces by utilizing a combination of cast-in-place concrete paving and special paving (unit pavers, such as precast concrete or stone).
 - The street should be visually unified and have a cohesive rhythm created by the street trees, furnishings and lighting.
 - The Building-Related Zones should be used to engage pedestrians and externalize the activity of the establishment. Special amenities, such as café tables, seating, kiosks, and vendor facilities, should be located in Building-Related Zones along Acoma Street Type A.

Design Guidelines

- Buildings along the west side of the Sub-Area may abut the CML directly, or they may provide an edge treatment consistent with the quality and nature of the development.
- Plazas should be created at the landings of the pedestrian bridge connecting it to Pedestrian-Oriented Areas along the street, or the bridge should terminate in an appropriately-scaled public-circulation area in a building.
- Street level frontages for structured parking should be store fronts or be of a similar high quality architectural finish up to nine feet (9') above the sidewalk.
- The façades of structured parking above street level, including Broadway, should be masked in such a way as to maintain a high level of architectural finish.

2.4.3 South Mississippi Sub-Area

Intent

- To provide convenient, well lit access to properties and amenities in the South Mississippi Sub-Area.
- To ensure a consistency of quality and appearance of the streets in this sub-area with the rest of the Cherokee Redevelopment.
- To provide a transition into existing neighborhoods.
- To connect with the retail environment of South Broadway.
- To create a special treatment for South Broadway that enhances the design objectives in the Broadway Corridor Study.

2.4.3.1 Streetscape

Design Standards

- Illustrative section — Acoma Street Type B (see Fig. 13) shall be representative of Acoma Street in this sub-area in the areas indicated on the Street Types plan (see Fig. 4).
- Broadway shall have a sidewalk sixteen feet (16') wide including an Amenity Zone and a Pedestrian Walking Zone (see Fig. 15).

- Streetscape elements for Broadway shall be coordinated with the Broadway Corridor Study.
- On all public streets except Broadway, a clear Pedestrian Walking Zone shall be eight feet (8') wide and shall be organized to create a continuous pedestrian walkway for ease of travel and maintenance.
- On all public streets except Broadway, the Amenity Zone shall be five feet (5') wide and shall contain streetscape elements.
- Any public rights-of-way identified during site plan development shall meet the requirements established in the IMP as it stands at that time.
- Any private streets established as part of the site plan development shall be coordinated with the IMP.
- Street furnishings shall be the standard city benches, trash receptacles, street lights, etc. and shall be uniform in design.
- All trees on Acoma Street Type B, Mississippi Avenue and Broadway shall be deciduous and be at least two-and-a-half-inch (2.5") caliper at time of installation and spaced a maximum of 35-feet on center (O.C.).
- A minimum of two tree species shall be selected to avoid a monoculture.
- No artificial plant material shall be used.
- The west side of Acoma Street Type B shall have a landscape zone without a sidewalk to act as a buffer along the CML.
- Trees along the west side of Acoma Street Type B shall be of a deciduous columnar type with compact foliage to act a screen for the rail line and to avoid encroaching on the CML corridor.
- Amenities (e.g. street trees and furnishings) shall be selected and arranged with consideration of the ease of maintenance.
- Street lighting fixtures shall be screened to prevent glare and light trespass.
- All service equipment shall be screened from the public right-of-way.

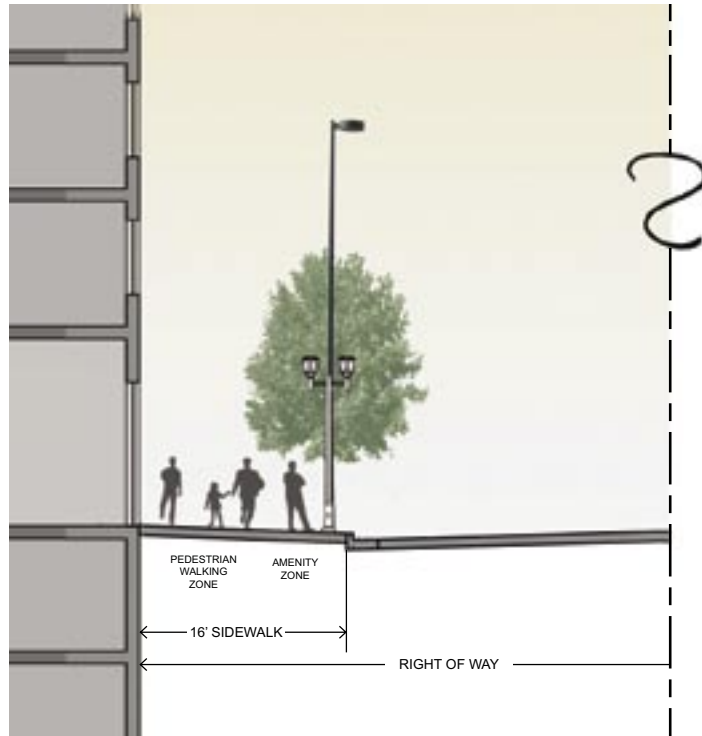


Figure 15 Illustrative Section — Broadway

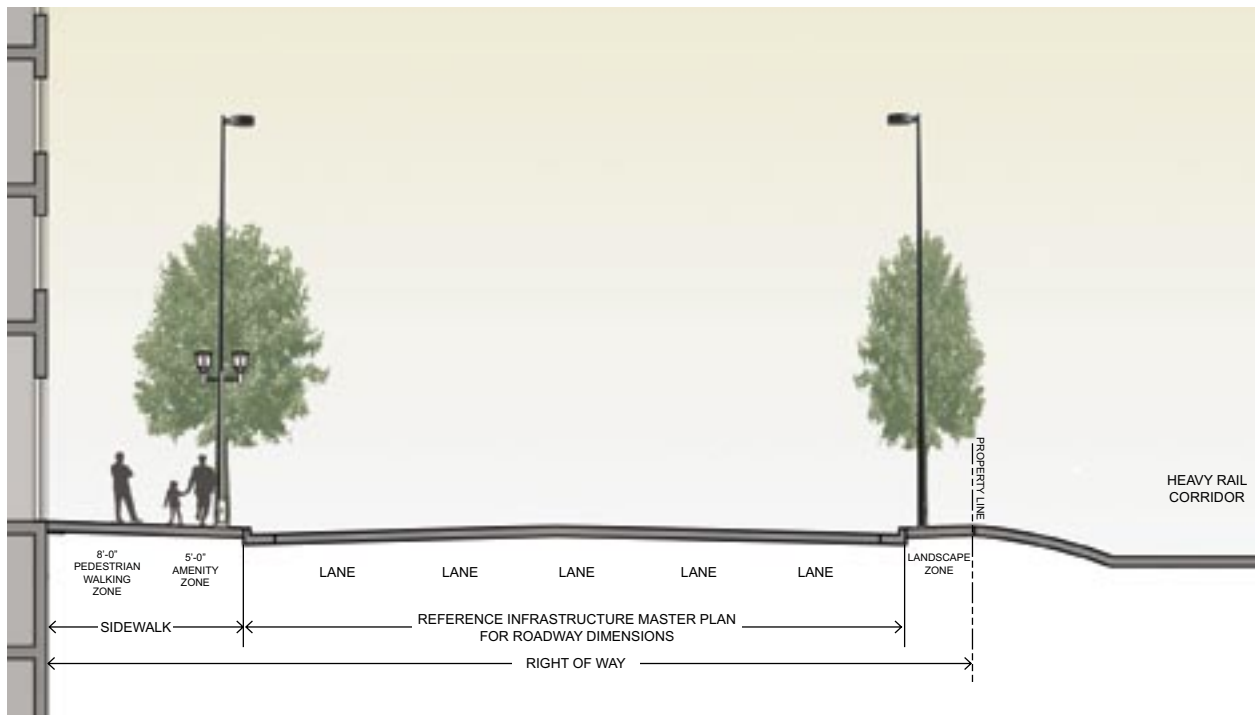


Figure 16 Illustrative Section — Bannock Street

Design Guidelines

- Street tree species should be selected so as to create a continuous canopy at maturity.
- Paving patterns should be consistent utilizing a cast-in-place concrete paving and/or special paving (unit pavers, such as precast concrete or stone).
- Any private streets should adhere to the basic guidelines established above for public streets.

2.4.3.2 Architecture

Design Standards

- A Special Corner shall be created at Broadway and Mississippi using architectural devices, lighting, monumentation, public art or landscape elements (see Fig. 4).
- Special Corners shall receive special design attention, which may include establishing build-to lines to provide additional public space at street level, utilizing building stepbacks to make a distinctive visual impression, or incorporating landscape features, lighting, monumentation and/or public art.
- The size and form of the buildings shall be of a scale and density to create a transition to adjacent residential neighborhoods.
- Building façades along the CML shall have a complementary level of architectural finish (i.e., materials, detail, texture, variation in plan, etc.) as that on façades facing a public right-of-way.
- Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Broadway.

Design Guidelines

- Street level frontages for structured parking should be storefronts or be of a similar high quality architectural finish up to nine feet (9') above the sidewalk.
- The façades of structured parking above street level, including Broadway, should be masked in such a way as to maintain a high level of architectural finish.

2.4.4 Vanderbilt Park East Sub-Area

Intent

- To provide an entrance to the Site from Santa Fe Drive at Kentucky that engages Vanderbilt Park East.
- To provide pedestrian connections between the eastern and western parts of the Site, including the transit multi-modal station, Vanderbilt Park East and Vanderbilt Park West.
- To create a clearly defined public edge to the development by utilizing streetscape and a landscape buffer from the CML.
- To accommodate local vehicular and pedestrian traffic and serve as the primary access to buildings along the west side of at CML
- To provide a convenient, well-lit pedestrian passage through the streets and surface parking lots and to eliminate pedestrian/automobile conflicts.
- To provide an appropriate architectural perimeter for Vanderbilt Park East

2.4.4.1 Streetscape

Design Standards

- Illustrative section — Bannock Street (see Fig. 16) shall be representative of Bannock Street in this sub-area.
- Illustrative section — Kentucky Avenue West (see Fig. 17) shall be representative of Kentucky Avenue West in this sub-area.
- Bicycle access to the site shall be along Kentucky Avenue West, including the bridge over the South Platte River (see Fig. 6) and along Bannock Street.
- A clear Pedestrian Walking Zone shall be eight-feet (8') wide. The Pedestrian Walking Zone shall be organized to create a continuous pedestrian walkway for ease of travel and maintenance.
- The Amenity Zone shall be five feet (5') wide and shall contain streetscape elements.
- Any public rights-of-way identified during site plan development shall meet the requirements established in the IMP as it stands at that time.

- Any private streets established as part of the site plan development shall be coordinated with the IMP.
- All trees on Kentucky Avenue shall be deciduous and be located in tree grates; they shall be at least two-and-a-half-inch (2.5") caliper at time of installation and spaced a maximum of 35-feet on center (O.C.).
- A minimum of two tree species shall be selected to avoid a monoculture.
- Artificial plant material shall not be used.
- Pedestrian and street lighting fixtures shall be selected or designed to create an ambiance by utilizing moderate to low level lighting fixtures and shall be screened to prevent glare and light trespass.
- On Kentucky Avenue, pedestrian lighting fixtures shall be selected or designed to create a continuous lighting pattern that reinforces the tree planting on the street.
- Amenities (e.g. street trees and furnishings) shall be selected and arranged with consideration of the ease of maintenance.
- The east side of Bannock Street shall have a landscape zone without a sidewalk to act as a buffer for the CML.
- All service equipment shall be screened from the public right-of-way.
- Special Corners shall receive special design attention, which may include establishing build-to lines to provide additional public space at street level, utilizing building stepbacks to make a distinctive visual impression, or incorporating landscape features, lighting, monumentation and/or public art.
- Buildings adjacent to the pedestrian bridge across the CML shall be coordinated with the bridge to create a pleasant pedestrian experience.
- The form of the buildings shall be modulated so as to minimize the impact of shade on Vanderbilt Park East.
- Building uses adjacent to the park shall connect to the park (e.g. entrances on the park, enhanced architecture on park side or transparent façade.)
- The pedestrian bridge connecting the eastern and western portions of the Site shall be designed to accommodate pedestrians and bicycle traffic.
- Access to areas under or behind the pedestrian bridge shall be restricted as necessary for security.
- Building façades facing Santa Fe Drive shall have a complementary level of architectural finish (i.e., materials, detail, texture, variation in plan, etc.) as that on façades facing a public right-of-way.

Design Guidelines

- Street tree species should be selected so as to create a continuous canopy at maturity.
- Paving patterns should be consistent, utilizing a cast-in-place concrete paving and/or special paving (unit pavers, such as precast concrete or stone).
- Seating should be located at intervals along the entire street.
- Any private streets should adhere to the basic guidelines established above for public streets.

2.4.4.2 Architecture

Design Standards

- A Special Corner shall be created at Santa Fe Drive and Kentucky Avenue (see Fig. 4).

Design Guidelines

- Pedestrian-Oriented Uses appropriate to the special park context shall be encouraged in buildings along the park's perimeter.
- Plazas should be created at the landings of the pedestrian bridge connecting it to Pedestrian-Oriented Areas along the street, or the bridge should terminate in an appropriately-scaled public-circulation area in a building.

2.4.5 South West Sub-Area

Intent

- To create a clearly defined public edge to the development by utilizing a streetscape and a landscape buffer at the CML.

- To accommodate local vehicular and pedestrian traffic and serve as the primary access to buildings along the west side of the CML
- To provide a pleasant, convenient, well-lit pedestrian passageway and vehicular access to parcels.
- To provide an architecturally distinct corner at Santa Fe Drive and Mississippi Avenue.

2.4.5.1 Streetscape

Design Standards

- Illustrative section — Tennessee Avenue West (see Fig. 18) shall be representative of Tennessee Avenue in this sub-area.
- A clear Pedestrian Walking Zone shall be a minimum of eight-feet (8') wide. The Pedestrian Walking Zone shall be organized to create a continuous pedestrian walkway for ease of travel and maintenance.
- The Amenity Zone shall be five feet (5') wide and shall contain streetscape elements.
- All trees on Tennessee Avenue shall be deciduous and be located in tree grates; they shall be at least two-and-one-half-inch (2.5") caliper at time of installation and spaced a maximum of 35-feet on center (O.C.).
- Paving patterns on Tennessee Avenue shall be consistent, utilizing a cast-in-place concrete paving and/or special paving (unit pavers, such as precast concrete or stone).
- Seating shall be located at intervals along Tennessee Avenue.
- Any public rights-of-way identified during site plan development shall meet the requirements established in the IMP as it stands at that time.
- Any private streets established as part of the site plan development shall be coordinated with the IMP.
- Artificial plant material shall not be used.
- Pedestrian and street lighting fixtures shall be selected or designed to create an ambiance by utilizing moderate to low level lighting fixtures and shall be screened to prevent glare and light trespass.
- On Tennessee Avenue, pedestrian lighting fixtures shall be selected or designed to create a continuous

lighting pattern that reinforces the tree planting on the street.

- The east side of Bannock Street shall have a landscape zone without a sidewalk to act as a buffer for the CML.
- All service equipment shall be screened from the public right-of-way.

Design Guidelines

- Street tree species shall be selected so as to create a continuous canopy at maturity.
- Any private streets should adhere to the basic guidelines established above for public streets.

2.4.5.2 Architecture

Design Standards

- A Special Corner shall be created at Santa Fe Drive and Mississippi Avenue (see Fig. 4).
- Special Corners shall receive special design attention, which may include establishing build-to lines to provide additional public space at street level, utilizing building setbacks to make a distinctive visual impression, or incorporating landscape features, lighting, monumentation and/or public art.
- Buildings adjacent to the pedestrian bridge across the CML shall be coordinated with the bridge to create a pleasant pedestrian experience.
- The size and form of buildings shall be appropriate to the intent of this area being a transition zone to adjacent residential neighborhoods.
- The pedestrian bridge connecting the eastern and western portions of the Site shall be designed to accommodate pedestrians and bicycle traffic.
- Access to areas under or behind the pedestrian bridge shall be restricted as necessary for security.
- Building façades facing Santa Fe Drive shall have the same level of architectural finish (i.e., materials, detail, texture, variation in plan, etc.) as that on façades facing a public right-of-way.

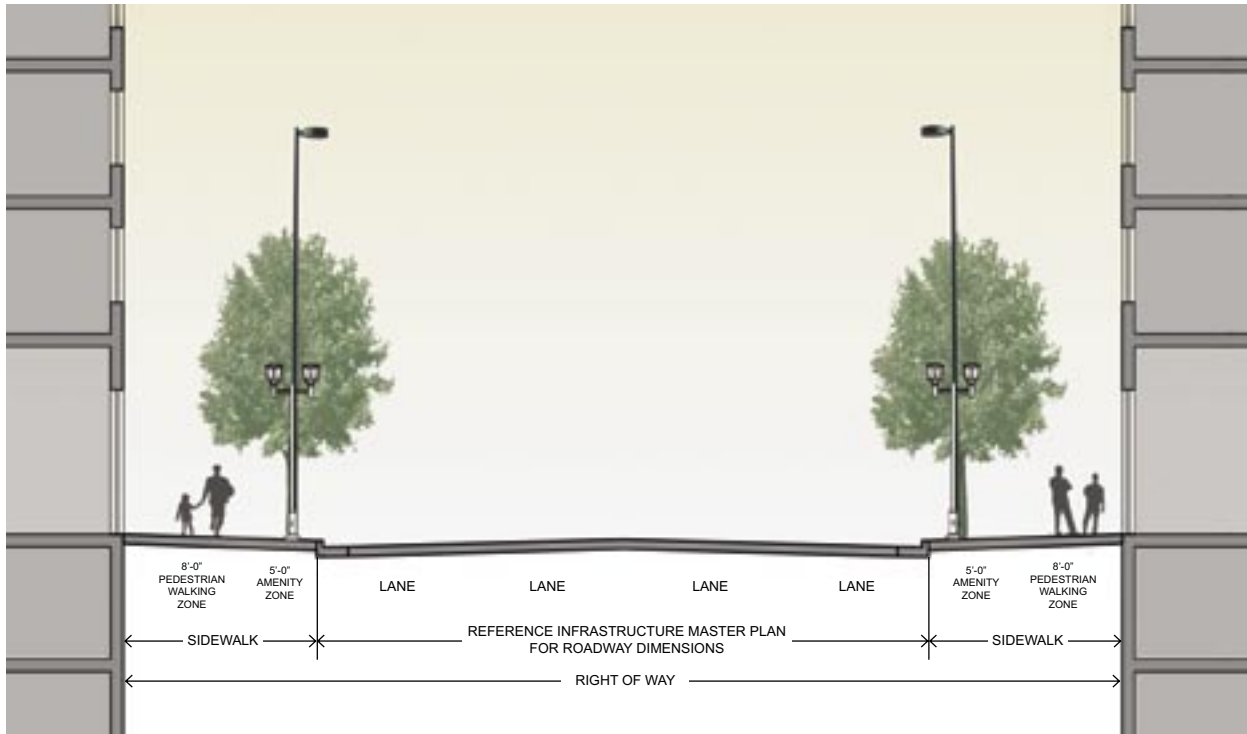


Figure 17 Illustrative Section — Kentucky Avenue - West

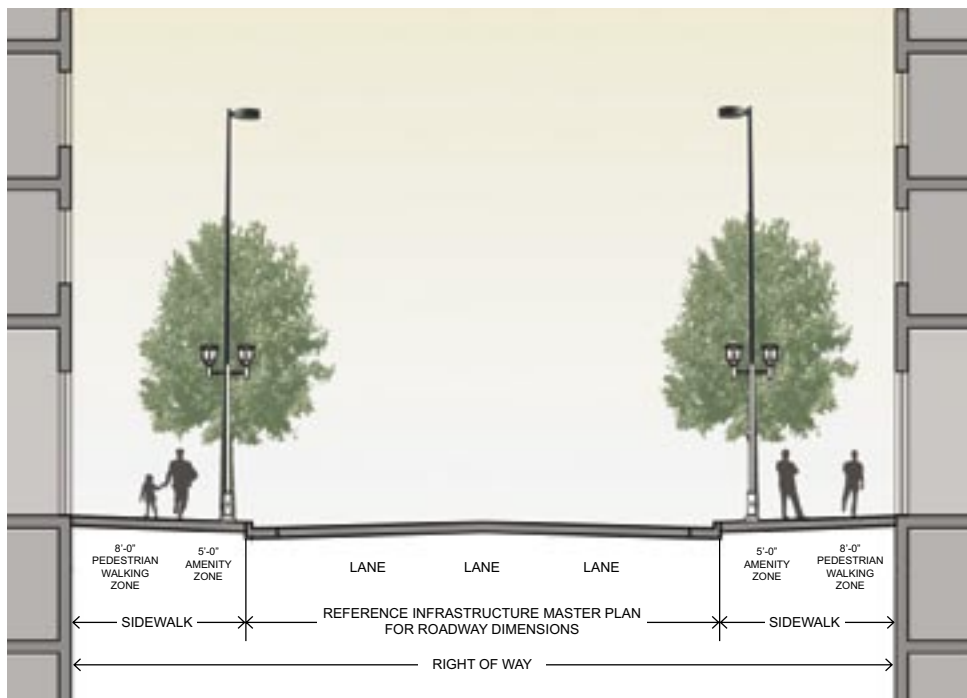


Figure 18 Illustrative Section — Tennessee Avenue - West

Design Guidelines

- Plazas should be created at the landings of the pedestrian bridge connecting it to Pedestrian-Oriented Areas along the street, or the bridge should terminate in an appropriately-scaled public-circulation area in a building.

2.4.6 Open Space Sub-Area

Intent

- To provide an open space amenity for the greater community by integrating with Vanderbilt Park West in accordance with the 2005 Master Plan.

2.4.6.1 Streetscape

Design Standards

- The Open Space Sub-Area shall be designed in accordance with the City's standards for urban parks.

2.5 Parks and Plazas

"...access to these public neighborhood spaces is much more important to Denver residents than the acreage contained within them. Residents want these spaces to be walkable, ideally no more than a 10-minute walk from home via sidewalks, paths, or other safe pedestrian ways..."

—Game Plan, Denver Parks and Recreation 2003

2.5.1 Introduction

The Cherokee Redevelopment will provide a variety of open space areas within an interconnected network of pedestrian-friendly expanded streetscapes, publicly-accessible plazas and urban parks. This network is envisioned as a collection of interlinked spaces that connect homes and businesses within the development to the transit facility and provide connections to the adjacent neighborhoods. The open space network will offer a variety of comfortable environments to attract a diverse mix of residents, shoppers, guests and neighbors, providing the breathing spaces that are necessary to make a community thrive.

The design guidelines for open space are organized into two categories (see Fig. 19):

- Plazas (including expanded streetscapes)
- Vanderbilt Park East

Plazas and expanded streetscapes include areas outside the public right-of-way, such as Building Related Zones, that have a connection to streets. They are open areas accessible to the public.

Vanderbilt Park East is a designated city park approximately 3.4 acres in size. It will play an important role as an amenity and attraction in the redevelopment area. The proposed Kentucky Avenue bridge across the South Platte River will link this park with its counter part on the west side of Santa Fe Drive and the river, Vanderbilt Park West, and the Open Space Sub-Area adjacent to it.

2.5.2 Plazas and Expanded Streetscapes

Intent

- To provide open spaces such as plazas and publicly-accessible courtyards that serve as areas for relaxation and community interaction and create variety and interest in the pedestrian realm.
- To introduce elements of nature into the urban environment.
- To allow for additional space adjacent to buildings to accommodate special amenities such as café seating, sculpture and planters.
- To provide organizing features for groups of buildings.
- To establish links in a system of open spaces within and outside of the Site.

Design Standards

- Plazas shall be architecturally defined by the buildings that surround them.
- All plazas and publicly-accessed courtyards shall provide direct, unobstructed access at the public right-of-way on at least sixty percent (60%) of the open space frontage. Where elevation changes or

other obstructions must be accommodated, no walls or other obstructions within twenty feet (20') of the public right-of-way may be more than three feet (3') in height above the adjoining public sidewalk.

- All areas of a plaza shall be at a level within three feet (3') above or below the nearest adjoining sidewalk.
- There shall be a minimum of one lineal foot (1 lf) of seating for every thirty square feet (30 sf) of plaza, except in heavily trafficked areas. This may include moveable seating and benches.
- Seating shall have a minimum depth of sixteen inches (16").
- Seating thirty inches (30") or more in depth may count double provided there is access to both sides.
- Surfaces higher than thirty-six inches (36") or less than twelve inches (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 dimensional requirements above and are not obstructed by foliage.
- One tree (minimum 2-1/2" caliper at time of planting) must be provided for each 625 square feet of plaza up to 2,500 square feet. One additional tree is required for each additional 1,000 square feet of plaza. No less than twenty-five percent (25%) or more than forty percent (40%) of the plaza area shall be utilized for planted landscaping.
- Food or retail kiosks, such as newsstands or flower stands, shall be no more than 100 square feet in area per kiosk. Food service and retail space shall occupy no more than fifty percent (50%) of the total plaza area.
- Arbors and trellises may exceed maximum landscape area when incorporating public seating.
- Appropriate litter receptacles shall be provided at each plaza or courtyard area.

Design Guidelines:

- Plazas and publicly-accessible 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. They should provide shade in summer, sun in winter and protection from wind at all times of the year.
- Plazas, courtyard and Pedestrian-Oriented Areas are appropriate locations for public art.
- Design of ornamental fountains should consider winter time appearance as well as decorative water affects.
- Design of plazas, publicly-accessible courtyards and expanded sidewalks should take into consideration ease of maintenance and snow removal.

2.5.3 Vanderbilt Park East

Intent

- To create a highly active neighborhood park and provide an attraction for the Site that engages shoppers, visitors, residents and neighbors.
- To provide comfortable open space environments with a variety of forms and uses.
- To accommodate storm water detention requirements for portions of the Site in a way that does not preclude the active use of the park.

Design Standards

- Vanderbilt Park East shall be designed and programmed in accordance with the Parks Department's 2003 master plan vision document, *Game Plan: Creating a Strategy for Our Future*.
- The park shall include a variety of forms and address a range of uses. Program elements shall include informal play areas, informal picnic areas, people-watching areas and seating areas.
- The park shall accommodate storm water detention and water quality requirements with landforms and live plant material in order to be an amenity to the

area. The park shall be designed in conjunction with the Department of Public Works.

- The design and programming of the park shall comply with the final Parks agreement.

Design Guidelines

- Program areas should support gathering, recreation, and relaxation and include the potential for performance spaces, public art and water elements. Different scales of events and uses should be accommodated.
- Along its perimeter, the park should engage with adjacent buildings, providing complementary activity areas.
- The park should provide visual relief from the surrounding development.
- Land forms, plant materials and program elements should be creatively designed to make a visually bold and exciting destination.
- The park should provide good examples of waterwise planting.

2.6 Parking

Intent

- To utilize underground and structured above-ground parking to accommodate the majority of the parking requirements of the Site, and to minimize surface parking lots.
- To promote a walkable, pedestrian-friendly site with minimum visual impact on the pedestrian experience and streetscape environment from parking.
- To create façades on parking structures that are compatible in character and quality with adjoining buildings including plazas and streetscapes and that are activated with retail or other Pedestrian-Oriented Uses on the ground level.
- To reduce the visual impact of car headlights and lighting emanating from parking structures, and to prevent angled ramps from being seen from any public right-of-way.

Design Standards

- Above-ground parking structures shall conform to the general building standards and guidelines pertaining to architectural scaling elements and building materials set forth in these Standards and Guidelines.
- Parking structures shall be designed to conceal the view of all parked cars, internal light sources, and angled ramps from adjacent public rights-of-way or open space.
- Façade openings that face any public right-of-way, plaza or open space shall be vertically and horizontally aligned.
- Parking structures shall minimize the impact on adjacent streets of vehicle noise from within the parking structure.
- At grade surface parking shall be screened from public right-of-way and shall have strong landscape amenities.

Design Guidelines

- Parking structures should fit into context in terms of materials, scale and proportion.
- Surface parking, to the extent it is needed, should be built only in small increments (except for RTD surface parking) and amenitized with landscaping.

2.7 Signage

Intent

- To provide a clear identification of businesses and buildings.
- To add visual interest, aid wayfinding and enhance the character of the site.
- To use quality signs and durable materials that are appropriate to an urban setting.
- To prevent visual clutter.

Design Standards

- Mixed-use buildings shall provide locations on the commercial areas of the building façade 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.

- Locations for illuminated signage shall be oriented to the public right-of-way and shall avoid facing residential uses wherever possible.
- Orientation of any illuminated sign or light source shall be directed or shielded to reduce light trespass and glare.
- Small-scale signs projecting from the building face, perpendicular to the public right-of-way, shall be considered appropriate in all Pedestrian-Oriented Areas.

Design Guidelines

- Signs should creatively use two and three-dimensional form, profile, and iconographic representation (e.g. 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 façade and complement the building's architecture.
- Signs should not overlap and conceal architectural elements.
- Indirect and external light sources shall be the preferred option where lighting is required.
- Material selection and detailing in storefront areas should accommodate installation of signage types appropriate to the mixed-use context.
- Signs should be organized on buildings and in the Building Related Zone so as to not visually clutter the streetscape.

chapter 3.0

DESIGN REVIEW

3.1 Design Review Process

The following process is adopted pursuant to Section 59-313(b) to create a Design Review process that supersedes the process set forth in Section 59-313(c) of the Denver Revised Municipal Code so that Design Review will proceed, as far as possible, concurrently with development/site plan review (“Design Review”).

3.1.1 Applicability

All of the Site is subject to these Cherokee Redevelopment Urban Design Standards and Guidelines (UDSG). Design Review shall be conducted by Community Planning and Development (CPD) for compliance with the UDSG.

3.1.2 Objective

The objective of the Design Review process is to create a clear, consistent, and predictable process for development on the Site as envisioned in the GDP. It is the goal of CPD to simultaneously perform the Design Review with the site plan review process.

3.1.3 Submittal Requirements

The Applicant shall meet with or submit to CPD design documents at the following three key project phases: Pre-Submittal Conference, Schematic Design Phase, and Design Development Phase. Design Review meetings may be requested by the Applicant at any point in the development process to provide clear direction on specific design issues.

3.1.4 Pre-Submittal Conference

A mandatory Pre-Submittal Conference shall be held between the Applicant and CPD staff to review the scope of the site plan and the Design Review process and to identify all requirements, presumptions, and considerations. Prior to the Pre-Submittal Conference, the Applicant shall submit the following:

- Project intent, including design intent
- Project scope, project uses and adjacent uses and site description
- Context photos
- Conceptual site plan
- Special considerations such as project phasing, Special Corners, etc.

3.1.5 Schematic Design Phase

For the Schematic Design Phase, the Applicant plan shall submit the following materials:

- Preliminary Plan submittal as defined in the Denver Planning Office’s *PUD/PBG Site Plan Rules & Regulations*
- Detailed narrative of how the UDSG have been met by the Schematic Design Phase submittal
- Building Elevations

If a Standard is not met, the Applicant must demonstrate in the narrative that the alternative shown on the Schematic Design Phase submittal meets one or more of the following criteria:

- The alternative better achieves the Intent Statement;
- The Intent Statement that the Standard was created to address will not be achieved by application of the Standard in this particular circumstance;
- The application of Guidelines to achieve the Intent Statement will be improved by not applying a particular Standard;
- Unique site factors make the Standard impractical or cost prohibitive.

The Schematic Design submittal shall be reviewed and comments given by CPD within twenty-five (25) working days after receipt of a complete submittal. Review periods may be extended by an amount of time equal to any delay caused by the Applicant, or with the Applicant’s consent.

Any proposed alternatives shall be deemed acceptable if approved by CPD.

3.1.6 Neighborhood Notification

Within five working days of a Schematic Design Phase submittal, CPD shall notify the City Council member(s) in whose District the project is located and all Registered Neighborhood Organizations (RNOs) within 200 feet (200') of the project, in accordance with Section 12-96, of a submittal that requires Design Review. Such Council member(s) or RNOs may request additional information. Written comments may be submitted to CPD within fifteen (15) working days after the notice is sent.

3.1.7 Design Development Phase

For the Design Development Phase, the Applicant shall submit the following materials:

- Final Plan submittal as defined in the Denver Planning Office's *PUD/PBG Site Plan Rules & Regulations*
- Reply to written CPD comments on the Schematic Design Phase submittal with updated detailed statement of how the UDSG have been met
- Building Elevations
- Landscape/Streetscape plan and materials
- Cross sections, if required by CPD
- Façade details and treatments
- Exterior building materials and sample board
- Renderings – optional

The Design Development Phase submittal shall be reviewed and comments given by CPD within ten (10) working days after receipt of a complete submittal. Review periods may be extended by an amount of time equal to any delay caused by the Applicant, or with the Applicant's consent. CPD shall approve, recommend that the Applicant revise and resubmit, or deny the submittal.

3.1.8 Modifications

Proposed modifications to an approved Design Development Phase submittal may be administratively approved (redlined), if such modifications are consistent

with these UDSG. CPD shall review the proposed modifications and shall approve or deny the request within ten (10) working days of receiving a complete request. If the modification is substantial, CPD staff may request that the modification go back through the Design Review process.

3.2 Criteria for Special Review Uses

Certain uses in the Site's T-MU-30 zoning may require Special Review. The following are the criteria to be used by the Zoning Administrator for determining whether the standards for approval of special review uses as found in Section 59-306(f) of the Revised Municipal Code have been met:

3.2.1 Standard 1

The establishment, maintenance, and operation of the special review use will not be detrimental to or endanger the public health, safety or general welfare of the community.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.

3.2.2 Standard 2

The use and enjoyment of other existing uses on the surrounding property will not be substantially impaired by the establishment, maintenance, and operation of the special review use.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.
- The concerns of abutting property owners can be reasonably mitigated.

3.2.3 Standard 3

The establishment of the special review use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.
- The special review use shall not change the character of the sub-area where it is located, as described on GDP.
- The concerns of abutting property owners can be reasonably mitigated.

3.2.4 Standard 4

The proposed special review use meets all of the applicable provisions of chapter 59 (zoning) and all applicable regulations.

Criteria:

- The special review use shall be compliant with T-MU-30 zoning requirements, as applicable to the Site.

3.2.5 Standard 5

The aggregate impacts of similar uses shall not result in harmful external effects or environmental impacts.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.

3.2.6 Standard 6

The special review use shall conform to all applicable regulations of the zone district in which it is located.

Criteria:

- If the special review use complies with all applicable regulations of the zone district or any variances granted, it will be deemed to comply with the Zoning Code and applicable regulations.

3.2.7 Standard 7

The special review use shall be consistent with the GDP and shall enhance access to or use of multiple modes of transportation.

Criteria:

- The arrangement of the special review use shall allow residents, workers and shoppers to walk to transit and other destinations within the project.

- The special review use shall be consistent with the GDP and the Site's zoning.

3.2.8 Standard 8

The proposed use shall be consistent with the purpose and objectives of the Site's zoning in which it is located.

Criteria:

- The arrangement of the special review use shall allow residents, workers and shoppers to walk to transit and other destinations within the project.
- The special review use shall be consistent with the GDP.

3.2.9. Standard 9

The proposed special review use shall be sited and designed to be compatible with adjacent uses.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.

3.2.10 Standard 10

The potential impacts of the proposed special review use will be adequately mitigated.

Criteria:

- The special review use shall be consistent with the GDP and the Site's zoning.