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RULES & REGULATIONS
Rules and regulations adopted pursuant to Denver Revised Municipal Code, Section 12.18
Public hearing held on March 11, 2021

DENARGO MARKET URBAN DESIGN STANDARDS AND GUIDELINES

Adopted __January 14, 2022__________

APPROVED FOR LEGALITY

City Attorney
City and County of Denver

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Laura E. Aldrete

City and County of Denver
Executive Director, Community Planning and Development
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Figure 1  Denargo Market District
Amended on December 2021
CHAPTER 1.0

INTRODUCTION

“The concept for Brighton Boulevard is to create a mixed-use street as new land uses develop in response to the Plan’s vision. Brighton Boulevard is the front door to the River North Area and provides the first impression of the area and also to downtown. Outsiders judge the health and vitality of not only the Plan area but the surrounding neighborhoods by what they see on Brighton Boulevard.

—River North Plan, 2003

1.0 Preamble
These Urban Design Standards and Guidelines (UDSG) are Rules and Regulations have been adopted 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 Denver Revised 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 the Manager of CPD, certifying that the amendments have been approved, need to be filed and recorded.

1.1 Overview
The GDP sets forth the development of the Denargo Market located on an approximately 32-acre in-fill district (the District) containing properties under multiple ownerships, including the City and County of Denver (City). The District is generally located at the intersection of Brighton Boulevard and 29th Street in Denver, Colorado. (A full legal description of the District can be found on Sheet 3 in the General Development Plan (GDP) recorded on December 15th, 2021, reception number 2021228755. 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 urban infill and pedestrian-focused urban area.

1.2 The District
Cypress Real Estate Advisors originally acquired approximately 29 acres over multiple parcels with the development and design intent to create a vibrant residential mixed-use development complimentary to the South Platte River corridor that will serve as a unique destination for the River North corridor and downtown. Denargo Market and the existing 38th and Blake light rail station will serve as the two focal points of the development of the Brighton corridor, as envisioned in the River North Plan.

The District is generally bounded by the South Platte River, 29th Street, Brighton Boulevard, Broadway and Denargo Street (existing).

The City-owned portion of the District is adjacent to the South Platte River and along the Arkins Court right-of-way. This approximately three-acre area will serve as an improved open space for the City’s residents and provide additional access to the Platte River Greenway that will be integrated into this new mixed-use neighborhood.

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

The assets and resources of the District are many. Less than half a mile from Denver’s central business district, the District is a convergence of several transportation corridors in the city. Located at the confluence of Broadway, Brighton Boulevard and Park Avenue, the District is easily accessible by car.

The District’s challenges require specific approaches to development and built form. These challenges include:
- maintaining access to other parcels,
- railroad crossings, and
- unknown development future of surrounding parcels.

1.3 The History
The Denargo Market property was originally owned by the Denargo Land Company in the late 1880s. After the South Platte River centerline was changed in 1896, land was sold to various rail road companies. In 1939, Union Pacific sold some of the land to the Growers Public Market Association, establishing the Denargo Market. There was competition among groups in the City to establish a central market, and Union Pacific thought their land next to the rail road tracks would be the perfect location. The Denargo Market and Produce Terminal was formed in 1939 with their governing board consisting of representatives from five rail road companies.

On May 20, 1939, 30,000 Denverites attended the opening of the Denargo Market. By 1941, Denargo Market grossed $5 million from among 500 grower shareholders amid 304 stalls. The terminal supported the warehouses of 35 wholesalers, seven packers and shipping firms, and 21 food brokers. As late as 1967 the market continued to handle 19,000 carloads of fruits and vegetables annually. Over the next few decades, several major fires occurred, and with the growth of supermarket chains, the need for a public market began to decrease.

The Denargo Market District had been under utilized, home to small studios, a fruit and vegetable stand, a bar and other small businesses. Its location close to the South Platte River, Downtown Denver and I-70 called for a new vision at Denargo Market to once again bring life to this area of Denver.

1.4 The Vision
The development envisioned in the GDP of the Denargo Market will create a mixed-use community. The District is emerging as a place that will help define Denver’s Brighton Boulevard Corridor that is envisioned in the River North Neighborhood Plan. The vision for the District is to turn this former food distribution center into an urban center destination, that maximizes city-wide assets, integrates with the existing and emerging neighborhoods and captures the benefits of its strategic location, visibility and recreational accessibility.

The Denargo Market development 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 proposed streets differ in dimension and design, together they create an inter-connected network that promotes physical comfort and visual interest for pedestrians. The plazas, trail access, streets and parks will define a sequence of public spaces that provide connections throughout the District. Residents, employees, guests and neighbors will benefit from an integrated system that provides pleasant and convenient access to the surrounding community and amenities such as 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 District will transition into the surrounding neighborhood through well-scaled architecture that uses appropriate building mass and form.

The Denargo Market GDP articulates six principles that guided the development plan:

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

Since 2007, many properties south of Delgany Street have been developed over time, leaving large undeveloped properties north of Delgany and smaller undeveloped parcels to the south. Ownership of these undeveloped properties has changed over time and in 2020 the new owner initiated an amendment to the original GDP to better align the plans with the most current citywide plans such as Blueprint Denver (2019) and Comprehensive Plan (2040) - while maintaining the goals of the original GDP.

1.5 Introduction to Standards

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 Denargo Market development.

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 District will be built and evolve over time;
(2) Integrate and transition new development into the surrounding River North 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;
(6) Provide a clear process for design review approval.
1.5.1 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 required.

- **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 DOTI.

1.5.2 General Compliance

All projects within the District 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.

1.5.3 Updated Standards and Guidelines

The UDSG have been updated in March 2021 to better reflect the current GDP framework and establish additional standards and guidelines for the undeveloped parcels identified in the newly updated GDP (see Subarea 2). To better administer the new standards and guidelines, two Subareas have been established to clearly delineate where the new Design Standards and Guidelines set forth in Chapter 8 apply:

- Subarea 1: Properties that are not identified in the Amended and Restated GDP, and where Chapter 8 Design Standards and Guidelines are not applicable.
- Subarea 2: Properties that are identified in the Amended and Restated GDP, and where the Chapter 8 Design Standards and Guidelines are applicable.
Per the Denver Zoning Code, Section 9.4.5.11.B.2, properties in Subarea 2 have been rezoned to DO-7, which addresses similar topics (e.g., street level transparency, build-to, mass reduction) that are found in the UDSG but prescribes different standards. These discrepancies have been noted throughout the UDSG, and where they exist, the DO-7 standards should supersede the Design Standards and Guidelines.

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

Alley
A public way that is less in size than a street, and which is not designed for general travel, which is used primarily as a means of access to the rear of residences and business establishments. Also see Private Access Drive.

Active Uses
Uses that contribute to the activation and engagement of the pedestrian experience. These uses include (but are not limited to); retail storefronnts; restaurants and cafes; building lobbies and amenity areas; indoor art or recreation facilities; arts and cultural facilities. Uses that are not considered Active Uses are residential units, light warehousing, mini-storage, parking spaces or parking aisles.

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. 2).

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. 2).

Commercial (land-use)
Commercial buildings are non-residential in use and can include retail stores, entertainment, restaurants, office space, hotels and other service uses relating to commercial activities.
Enhanced Setback
The space created when buildings are set back at or beyond the highest applicable minimum Primary Street setback dimension specified in the Denver Zoning Code, but are still positioned within the Primary Street build-to range specified in the Denver Zoning Code.

Facade Articulation
Design elements that add texture, interest, depth and rhythm to the Facade of a building, including horizontal and vertical projections, cornices, balcony rows, fenestration patterns, awnings and canopies, as well as horizontal and vertical changes in material, color and/or finish.

Human Scale
The perception of a building and/or environment based on proportions, scaling elements, and context-sensitive solutions that allow a human to reasonably interpret the design through comparable elements in their own experience.

Lower Story Facade
The Primary Street-Facing Facade of a building’s Lower Stories. Note that the Lower Story Facade and the Streetwall often describe the same Facade areas, although the Streetwall will sometimes rise higher along Facade areas where there is no Upper Story Setback.

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).

Off-Street Pedestrian Connection
An improved and maintained way providing pedestrian access from the Right-Of-Way into the interior of a block. For the purpose of these design standards and guidelines, an Off-Street Pedestrian Connection includes any improved pedestrian way through the interior of a block to provide pedestrian connections between block frontages or provide pedestrian access to uses located in the interior of a block. Note that an Alley or Private Access Drive may also serve as an Off-Street Pedestrian Connection when improved for pedestrian use.

Open Space and Usable Open Space
Usable open space is defined, for the purposes of the GDP and UDSG, to include areas of plazas, playgrounds, and landscaped areas, all open to the sky, which are developed for recreational or leisure usage. This definition includes both green landscaped and hardscape areas, with a significant amount of landscaped area in the Riverfront Open Space (see Fig. 13). Usable open space shall not include building setbacks, small ornamental landscaping and private enclosed spaces. The intent is to provide accessible, usable, safe, and maintainable recreation and open space. Open space areas are generally oriented to sunlight and views, and provide attractive amenities such as paths, picnic areas, seating, active and passive recreation facilities, and appropriate lighting.

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 and cultural facilities like museums and libraries. Residential and office buildings may be included, provided 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. 2).

Plaza
An open space, open to the sky, not in the public right-of-way, or City-owned land 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.

Primary Street
Any named or numbered street, as defined in the Denver Zoning Code.

Private Access Drive
An improved and maintained way providing vehicular access from the Right-of-Way into the interior of a block. For the purpose of these design standards and guidelines, a Private Access Drive includes any privately owned off-street vehicle way through the interior of a block to provide individual vehicular access points to parking areas, service areas, an Interior Vehicle Court or similar features shared by multiple buildings or sites on a block. Note that a Private Access Drive may also serve as an Off-Street Pedestrian Connection when improved for pedestrian use. Also see Alley.

Public Art
Any structure or other installation meeting the definition of “Works of Public Art” in Section 20-86 of the Denver Revised Municipal Code. Public Art includes, but is not limited to, paintings, sculptures, mosaics, earthworks, sound/light art and other artist-created works. For the purpose of these design standards and guidelines, Public Art may include works that are privately owned, but publicly accessible, including artwork located in Open Space.

Public Right-of-way
The area of land owned by the City that has been dedicated as a right-of-way or will be. The public right-of-way may include the roadway, sidewalk, the Amenity Zone and the Pedestrian Walking Zone.

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

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 only 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. Restaurants, cafés, other consumer food service businesses and entertainment venues are often classified as retail.

Sidewalk
The area of land adjacent to the roadway comprised of two components: the Amenity Zone and the Pedestrian Walking Zone.
**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 condos, kiosks, enhanced paving, planter pots, bollards and bus shelters. Maintenance of streetscape elements shall be the responsibility of the adjacent property owner or ownership organization.

**Street Level Facade**
The Primary Street-Facing Facade at the Street Level along with any other Street Level Facade areas that face the Public Realm, including Open Spaces and Off-Street Pedestrian Connections. Note that the Street Level Facade is part of the Lower Story Facade.

**Street Level Active Uses**
Uses that contribute to the activation and engagement of the street, as defined by the Denver Zoning Code.

**Streetwall**
The predominant plane of the Primary Street-Facing Facade from the Street Level up to an Upper Story Setback or other significant shift in building massing. Note that the Lower Story Facade is part of the Streetwall.

**Street Enclosure Ratio**
A measurement of the proportional relationship between the Streetwall of a building and the width of the adjacent Right-of-Way. Note the perception of Street Enclosure Ratio may be influenced by landscaping or street trees that provide a sense of enclosure.

**UPPER STORIES**
The portion of a General Building Form that is located above an Upper Story Setback specified in the Denver Zoning Code.

**Vehicle Access Point**
A point providing vehicular access to a Zone Lot, parking area, parking structure or shared Alley/Private Access Drive from an adjacent street.

**Zone Lot**
As defined in the Denver Zoning Code, the land designated as the building site for a structure, or the land area occupied by a use or a structure. Many Denver Zoning Code requirements, such as Upper Story Setbacks are measured in relation to Zone Lot size or Zone Lot Line / Zone Lot Boundary Lines.
URBAN DESIGN CRITERIA IN THE FORM OF STANDARDS AND GUIDELINES

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

2.0 Vehicular and Pedestrian Circulation
The essence of the vision for the Denargo Market GDP starts at the street level with a hierarchical system of urban streets and blocks that serve regional, district and local needs. The circulation system reflects the reintroduction of the Denver grid. Wherever possible, the streets from the surrounding neighborhoods shall be integrated into the District. 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. All streets, access and curb cuts described in this document are subject to DOTI (Department of Transportation and Infrastructure) criteria and final approval.

The public environment created by the public right-of-way is of great importance, particularly for pedestrians. Streets such as 28th Street, Platte River Loop, and Denargo Street carry much of the life of the mixed-use urban site, creating pleasant walking environments for residents or visitors heading to the South Platte River Trail, shopping, 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 Denargo Market Development as a distinct location. The pedestrian uses of the street are balanced with a need to serve vehicles and manage traffic flows for the local transit, shops, restaurants and residences.

Street names used herein are illustrative and subject to change.

2.0.1 Vehicular Circulation and Access

Intent
• To reinforce a clear hierarchy, pattern and organization of circulation within the Denargo Market Development.
• To minimize conflicts between vehicles and pedestrians by limiting vehicular access (i.e. curb cuts) along 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.
• To encourage alternative transportation, especially walking, bicycle and transit (RTD) use.
• To connect the development to existing designated bike routes and trail system where appropriate.
• To encourage development that will enhance the west side of the District but not limit the access to surrounding parcels external to the site.

Design Standards
• Every vehicular street shall have a corresponding parallel pedestrian walk.
• Curb cuts shall be allowed in those areas approved by DOTI.
• Parking shall not be permitted between the main building façade and the primary public right-of-way or private streets for a particular building. For example, a small surface parking lot that serves a ground floor business would not be permitted.
• Surface parking shall be located behind or beside the building it serves.
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.
- On-site loading shall not be located in the Pedestrian Oriented Use Area Required. (see Fig. 4)
- Adequate loading and maneuvering space on site shall be provided for trucks and other service vehicles.
- Private service equipment shall not be placed in the public right-of-way without permits.
- Private service equipment shall not be visible from the public right-of-way or private streets and shall be screened at all times.
- Driveways shall be perpendicular to the street.

**Design Guidelines**
- The system of pedestrian and bicycle circulation, which includes sidewalks, bicycle lanes and shared-use paths, should be designed to connect to and extend from similar circulation systems on adjacent existing streets.
- Curb cuts and driveways should be shared or common between multiple projects.
- Development should avoid making curb cuts in those areas where curb cuts are discouraged (see Fig. 3).
- Three primary bicycle access points to the site should be at the intersection of Brighton Boulevard and Brighton Boulevard Pocket Park, 29th Street and Brighton and Denargo Street and 29th Street. A bike lane is recommended along one of these streets.
Figure 4  Pedestrian-Oriented Areas

Amended on December 2021
2.0.2 Pedestrian-Oriented Use Areas

Note: Subarea 2, in lieu of the standards in Section 2.0.2, shall comply with DO-7 requirements and the Design Standards and Guidelines set forth in Chapter 8.

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
- Building frontage located in areas designated as Pedestrian-Oriented Use Area Required shall require 75 percent of a building’s the ground floor façade occupied by Pedestrian-Oriented Uses (see Fig. 4).
- At least sixty percent (60%) of ground floor façades on commercial buildings in required Pedestrian-Oriented Use Areas Required shall be constructed of transparent materials or otherwise designed to allow pedestrians to view activities within the building or storefronts with displays.
- A minimum of forty percent (40%) of second floor façades on commercial buildings in required Pedestrian-Oriented Use Areas Required 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 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.
3.0 General Streetscape and Pedestrian Interface Requirements

The streetscape and architectural Standards and Guidelines are organized according to the individual streets in the Denargo Market GDP. The character of each street in the development is derived from the functions and uses of the buildings and street character. Consequently, the relationship between street and building changes in different parts of the District, providing a variety of experiences and opportunities.

Design standards and design guidelines for the public right-of-way (ROW) within this section are for illustrative and intent purposes only. All right-of-way improvements shall meet the standards of, and be approved by DOTI. Likewise, the planing of trees and shrubs will require coordination with and approval by DPR Forestry. This includes meeting the DPR Forestry’s minimum soil volumes for street trees. Private street improvements shall follow the same standards for all public right-of-way improvements. Projects must also comply with the requirements of DOTI, Parks and Recreation, and Forestry.

General Design Intent for all streets includes:
• To establish a practical, interconnected system of streets and walkways that allow easy orientation and convenient access.
• To establish urban character along streets by providing visual interest for pedestrians, bicyclists and motorists.
• To provide a continuous tree canopy along the public right-of-way and private streets.

General Design Standards for all streets includes:
• Trees species shall be selected to create a sense of unity and continuity, in part through a connected tree canopy. A diversity of species shall be selected to ensure the sustainability of Denver’s urban forest. The DPR Forestry’s 10-20-30 Standard shall be followed in the selection of tree species.
• All trees within the tree lawns of the Amenity Zone shall be deciduous; they shall be at least two and one-half inch (2.5") caliper at time of installation.
• Street tree spacing shall be the following:
  • 35’ between shade trees
  • 25’ between ornamental trees
  • 30’ from curb at intersections
  • 20’ from street lights
  • 10’ from alleys, driveways and fire hydrants
  • 20’ from stop signs
  • 7’ from attached sidewalks
• Street trees shall not be allowed in the 30’ by 30’ corner triangle (“Sight Triangle”). Within the Sight Triangle, lawn and shrubs shall be permitted, however, no plantings above 6” are permitted.
• Tree trenches shall be a minimum of 5’ by 15’ to accommodate root growth.
• Artificial plant material shall not be used.
• Streets shall be open to the sky along the full length of the street.
• Standards shall apply to all streets, whether they are public right-of-way or private and meet all...
requirements in the City’s Streetscape Design Manual.

• Street furnishings shall be the City standard (unless otherwise approved) benches, trash receptacles, street lights etc. and shall be uniform in design with the public right-of-way and private streets.

• Any public rights-of-way shall meet the requirements of, and be approved by DOTI.

• Street names herein are illustrative and subject to change.

General Design Guidelines

• Sidewalk and amenity zone width and design should endeavor to be visually cohesive. Strategies may include the use of similar or complementary planting and paving materials.

• Local streets should accommodate parallel parking on both sides as a traffic-calming measure. Parallel parking on other types of streets is encouraged as approved by DOTI.

• Street trees in the Amenity Zone should be selected to provide a continuous canopy at maturity and must meet the requirements of the City Forester.
3.1 Pedestrian Interface

Note: Subarea 2, in lieu of the standards in Section 3.1.1, shall comply with DO-7 requirements and the Design Standards and Guidelines set forth in Chapter 8.

3.1.1 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 shall be enforced in the areas designated as Pedestrian-Oriented Use Areas Required (see Fig. 4).
- In areas in which build-to lines are required, a minimum of 75 percent (75%) of the building shall be set back a minimum of three feet (3’) from the property line. Additional setbacks will be allowed for 25 percent (25%) of the remaining building if desired.
- For Pedestrian-Oriented Use Areas Required, frontages wrap around corners along 28th Street, there is a 120’ minimum zone, from the corner, where Pedestrian-Oriented Use Areas Required shall be enforced (see Fig. 4).
- For Pedestrian-Oriented Use Areas Required that are located at the base of the two towers along 28th Street, the zone shall be enforced from the corner to the other side of the tower base (see Fig. 4).

Design Guidelines
- Build-to lines are preferred in the areas designated as Pedestrian-Oriented Use Areas Preferred (see Fig. 3) but may be relaxed if a need can be shown.
- Buildings in Pedestrian-Oriented Use Areas Preferred should have a majority of the building façade on the build-to 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 geometry.
3.1.2 Pedestrian Appeal and Safety

Intent

• To create a welcoming, intimate and safe public environment that establishes a sustainable basis for a residential community.
• To provide diverse and engaging streetscapes and open spaces to encourage return visitors and create project identity.

Design Standards

• All transit stops shall be designed to provide an appealing environment for transit riders.
• Bike racks shall be installed adjacent to all major building entrances and where streetscapes and open spaces meet. A minimum of one four-unit bike rack shall be utilized per each major building entry. This would not include the entrances to shops or restaurants.
• Utilities shall not be visible from the public right-of-way or private streets.
• Streetscape designs shall be completed prior to utility placement so utility boxes and vaults can be placed within preferred utility zones that will be established as part of the subdivision process.
• DOTI shall approve all materials and items located in the public right-of-way and all design elements that pertain to the right-of-way.

Design Guidelines

• Transit stops should be attractive public features that should exceed City and RTD standards.
• A portion of the specified outdoor furniture should be moveable and adaptable to individual building-related needs, climate variations and group dynamics.
• Spaces should be created that provide opportunities for neighborhood gatherings and outdoor public life. While these areas may range in size, they should be organized to allow residents the opportunity to temporarily customize them to accommodate neighborhood events and activities.
• Placement of utilities should be a coordinated effort to prevent utilities from being visible from the public right-of-way or private streets.
• Service boxes should be placed on facades where they are not visible from the right-of-way or private streets.

3.1.3 General Lighting

Intent

• To integrate City standards with regard to general street illumination that complements the urban nature of Denargo Market.
• To provide aesthetic appeal and safety, promoting comfortable, safe pedestrian activity at night.
• To avoid glare and light trespass.

Design Standards

• 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.
• Building lighting shall be shielded such that the light source is not directly visible from adjacent properties, the public rights-of-way or private streets.
• All lighting shall be shielded and downcast.
Figure 7  Denargo Proposed Streetscape Network Amended on December 2021
• Pedestrian lighting shall be dark sky compliant and have zero light intrusion along the South Platte River in order to comply with wildlife goals. Light levels adjacent to the private property line and the South Platte River shall not exceed 1 foot candle.
• Light sources shall be color-correct types such as high pressure sodium and metal halide. Light types of limited spectral emission, such as low pressure sodium or mercury vapor lights shall be prohibited.
• Minimum external building lighting levels at main building entries and stairs shall be 5.0 foot candles.
• Pole-mounted light fixtures shall not be used to illuminate buildings.
• Street lighting shall be on both sides of the right-of-way within the Amenity Zone and be coordinated so that a consistent line of lighting is projected along the street.

Design Guidelines
• External building lighting should provide definition of building massing and features such as architectural entries and should not just light entire structures.
• Impact of building lighting on the night sky should be minimized with cut-off and downward facing fixtures.
• The emphasis on building lighting should be on the lighting effect, rather than on the fixtures as visible elements.
• All external lighting should be designed and located to reduce power consumption to its lowest practical level. Among the techniques to achieve this include: automatic shutoff after certain times of the early morning and daylight hours, switching localized for individual control, and avoidance of over-illumination on buildings.

3.2 Streetscapes

3.2.1 28th Streetscape
Intent
• To establish a premier pedestrian-friendly street with diverse mixed-use character that anchors Denargo Market and links the South Platte River to Broadway/Brighton Boulevard.
• To provide retail as part of the mix of uses on the ground level of the buildings and parking structures.
• To provide Pedestrian-Oriented Use Areas 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 create an attractive access point to the South Platte River Trail that enhances the design objectives in the South Platte River Corridor Long Range Management Framework Plan.

Design Standards
• Illustrative sections — 28th Street Type A (see Fig. 8) shall be representative of 28th Street between Denargo Street and Delgany Street.
• Illustrative sections — 28th Street Type B (see Fig. 9) shall be representative of 28th Street between Delgany Street and Brighton Boulevard.
• 28th Street shall have a sidewalk area a minimum of fourteen feet (14’) wide including an Amenity Zone and Pedestrian Walking Zone.
• A clear Pedestrian Walking Zone shall be organized to create a continuous unobstructed Pedestrian Walking Zone, eight feet (8’) wide, for ease of travel and maintenance. (see Fig. 8 and Fig. 9).
Figure 8  Illustrative 28th Streetscape - Type A

(Wewatta Street is on the left and 28th Street is on the right side)
The Amenity Zone shall be a minimum of six feet (6’) wide if adequate soil capacity is provided for street trees and shall contain streetscape elements.

The Pedestrian Walking Zone shall be continuous from Brighton Boulevard to the South Platte River trail connection that is within the Riverfront open space.

Streetscape elements for 28th Street shall be consistent with the River North Plan.

On 28th Street, pedestrian lighting fixtures shall be selected or designed to create a continuous lighting pattern that reinforces the tree planting on the street. This will require the development of a Maintenance District.

Vehicle access at Brighton Boulevard shall be right-in, right-out access only, unless otherwise approved by DOTI.

Design Guidelines

Sidewalk should use City standard paving. However, Building Related Zone may be distinguished by differences in paving pattern and materials.

The Building Related Zones should be used to engage pedestrians and externalize the activity of the adjacent building use.

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 pedestrian connection from Brighton Boulevard to the South Platte River should be seen as a signature element of Denargo Market, therefore the access should be seen as inviting and attractive. A continuous visual connection should be established to enhance the importance of this connection.

Pedestrian-focused amenities like newspaper corrals, kiosks, benches, trash receptacles and bike racks should be encouraged in the Amenity Zone.

Educational and cultural artifacts and devices that tell about the history of the Denargo Market should be integrated into the open space using such items as signage, artifacts and kiosks.

Retail and information kiosks should be integrated into the streetscape, in select locations, to be noted on a future schematic master/site plan.

Accent and special event lighting is appropriate along 28th Street.

3.2.2 Denargo Street Streetscape

Intent

To improve vehicular connections within the South Platte River Valley and the River North District.

To provide Pedestrian-Oriented Use areas 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 retail-oriented character as part of the mix of uses adjacent to the buildings.

To provide entrances to the District, at 29th Street and where Delgany Street (bottom of the ramp) turns into Denargo Street, that establishes the character and identity of the development.

To maintain access to adjacent properties while providing a coherent experience within the streetscape.

Design Standards

Illustrative sections — Denargo Street Type C (see Fig. 10) shall be representative of Denargo Street between Delgany Street (bottom of the ramp) to Mews 2.
Figure 10  Illustrative Section — Denargo Street - Type C

Figure 11  Illustrative Section — Denargo Street - Type D
• Denargo Street Type C shall have a sidewalk area a minimum of thirteen feet (13') wide including an Amenity Zone and Pedestrian Walking Zone.
• For Denargo Street Type C, a clear Pedestrian Walking Zone shall be organized to create a continuous unobstructed Pedestrian Walking Zone, six to 8 feet (6'-8') wide, for ease of travel and maintenance. (see Fig. 10).
• For Denargo Street Type C, the Amenity Zone shall be five to nine and a half feet (5'-9.5') wide and shall contain streetscape elements. Pedestrian focused amenities like newspaper boxes, kiosks, benches, trash receptacles and bike racks are encouraged.
• Illustrative sections — Denargo Street Type D (see Fig. 11) shall be representative of Denargo Street between 29th Street and Mews 2.
• Denargo Street Type D shall have a sidewalk area a minimum of sixteen feet (14') wide including an Amenity Zone and Pedestrian Walking Zone.
• For Denargo Street Type D, a clear Pedestrian Walking Zone shall be organized to create a continuous unobstructed Pedestrian Walking Zone, eight feet (8') wide, for ease of travel and maintenance. (see Fig. 11).
• For Denargo Street Type D, the Amenity Zone shall be a minimum of eight feet (6') wide and shall contain streetscape elements. Pedestrian focused amenities like newspaper boxes, kiosks, benches, trash receptacles and bike racks are encouraged.
• Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Denargo Street.
• Any private streets shall adhere to the basic guidelines established above for public right-of-way.
• Curb cuts to adjacent properties shall be defined and built to DOTI standards.

Design Guidelines
• 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 optional Building Related Zone may be distinguished by differences in paving pattern and material, but should be coordinated with the City standard paving in the public rights-of-way.
• The optional Building Related Zones should be used to engage pedestrians and externalize the activity of the adjacent building use and may be expanded to accommodate specific uses. Special amenities, such as café tables, seating, kiosks and vendor facilities, should be located in Building-Related Zones.
• Pedestrian-focused amenities like newspaper corrals, kiosks, benches, trash receptacles and bike racks should be encouraged in the Amenity Zone.
• Accent and special event lighting is appropriate along Denargo Street.
• Access to surrounding properties, as they relate to the Denargo GDP and not included within the Denargo Market project, shall be provided along Denargo Street and Denargo Street as appropriate.

3.2.3 Delgany Streetscape

Intent
• To establish a pedestrian-friendly street that provides access to 28th Street and Brighton Boulevard Pocket Park.
• To create a less intense character for this street through careful selection of appropriate building materials, architectural scale and form, plant material, site furnishings, lighting and paving.
• To create a pedestrian connection between the eastern and western parts of the District from Denargo Street and 29th Street.
Figure 12  Illustrative Section — Delgany Street- Type E

Figure 13  Illustrative Section — Wewatta and 26th Streets - Type F
• 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.

Design Standards
• Illustrative section — Delgany Street Type E (see Fig. 12) shall be representative of Delgany Street as indicated on the Street Types plan (see Fig. 7).
• Delgany Street shall have a sidewalk area a minimum of sixteen feet (16') wide including an Amenity Zone and Pedestrian Walking Zone.
• A clear Pedestrian Walking Zone shall be organized to create a continuous unobstructed Pedestrian Walking Zone, eight feet (8’) wide, for ease of travel and maintenance. (see Fig. 12).
• The Amenity Zone shall be a minimum of eight feet (8’) wide and shall contain streetscape elements.
• Furnishings shall be located efficiently within the Amenity Zone and align with other elements along the street.
• All service equipment shall be screened from the public right-of-way.
• Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Delgany.

Design Guidelines
• To provide optional Pedestrian-Oriented Use Areas along a convenient walking route lined by street trees and illuminated by pedestrian lighting.
• Sidewalk should use City standard paving. However, optional Building Related Zone may be distinguished by differences in paving pattern and materials.
• The street should be visually unified and have a cohesive rhythm created by the street trees, furnishings and lighting.
• The optional 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.
• Pedestrian focused amenities like newspaper boxes, kiosks, benches, trash receptacles and bike racks should be encouraged.
• Accent and special event lighting is not appropriate along Denargo Street.

3.2.4 Wewatta and 26th Streets

Intent
• To create an environment that is quieter and residential in nature by providing wide walkways and an Amenity Zone.
• To provide convenient, well lit access to properties and amenities in the southern area of the District.
• To ensure a consistency of quality and appearance of the streets in this sub-area with the rest of the Denargo Market.
• To provide access to surrounding properties.

Design Standards
• Illustrative section — Wewatta and 26th Streets Type F (see Fig. 13) in this area as indicated on the Street Types plan (see Fig. 7).
• Wewatta and 26th Streets shall have a sidewalk a minimum of sixteen feet (16’) wide including an Amenity Zone and a Pedestrian Walking Zone (see Fig. 13).
• A clear Pedestrian Walking Zone shall be eight feet (8’) wide and shall be organized to create an unobstructed and continuous pedestrian walkway for ease of travel and maintenance.
• Amenity Zone shall be a minimum of eight (8’) wide and shall contain streetscape elements.
• 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.
• Garage frontages on street level shall be limited to twenty-five percent (25%) of building façades along Wewatta and 26th Streets.
• Access to surrounding properties, as they relate to the Denargo GDP and not included within the Denargo Market project, shall be provided along Wewatta/26th Streets as appropriate.

Design Guidelines
• Street tree species should be selected so as to create a continuous canopy at maturity.
• The façades of structured parking above street level should be masked in such a way as to maintain a high level of architectural finish.
• Seating should be located at intervals along the entire street to encourage people to linger and socialize to promote community interaction.

3.2.5 Platte River Loop
Intent
• To establish a distinctive, high-quality shared street that provides activation and accessibility to the Riverfront Open Space.
• To serve as a public entryway to the South Platte River regional trail and Riverfront open spaces.
• To ensure a local pedestrian-oriented street that can serve as a festival street for special events.

Design Standards
• Textured or pervious pavements shall be provided to reinforce the pedestrian-priority operation of the street.
• Various features such as trees, planters, street furniture, lights, and bicycle/dockless mobility parking shall be used to provide definition for a shared street that subtly delineates the travel lanes between vehicular and pedestrian traffic.

Design Guidelines
• Detectable elements to prevent pedestrians with vision disabilities from inadvertently crossing into lanes shared with vehicles outside of designated crossings should be included.
• Ensure adequate stormwater drainage on shared streets.
• Visual street narrowing should be accomplished through strategic placement of vertical elements and other features to slow traffic speeds.
• The overall design and scale should have consistency with the Arkins Promenade to create a cohesive experience for users traveling along the Arkins Promenade.
• Pavements should be flush with the curb to reinforce the pedestrian-priority operation of the street.
Figure 14  Illustrative Section — Platte River Loop - Type G
4.0 Parks and Plazas Introduction

The 2019 Game Plan for a Healthy City positions Denver to close existing gaps, diversify services and programs, and grow future access and walkability to parks and playgrounds, all while balancing conservation, development, and recreation needs. The District plays a unique and important role in advancing these priorities for the neighborhood and city as a whole. All future parks and open space improvements shall follow DPR standards.

4.0.1 Purpose

The Denargo Market development will provide a variety of open space areas within an interconnected network of pedestrian-friendly expanded streetscapes, publicly-accessible plazas and urban park spaces. This network is envisioned as a collection of interlinked spaces that connect residences and businesses within the development 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, allowing for active and passive recreation and programming, and providing the breathing spaces that are necessary to make a community thrive.

The design guidelines for open space are organized into four areas (see Fig. 14):

**Denargo Market Core Area (Riverfront Green, Riverfront Plaza, and 28th Street Linear Park)**

This is the largest area and includes a variety of spaces and programs intended for intense community use. Plazas and expanded streetscapes include areas outside the public right-of-way, such as Building Related Zones, that have a connection to streets and generally are hardscapes. They are open areas accessible to the public.

**South Platte Riverfront Open Space**

South Platte River improvements are located on City land approximately one acre in size. This area is a strip of land that sits between the South Platte River and the development. This space will play an important role as an amenity and attraction in the development area while balancing the special needs of local wildlife and habitat creation. The character of this area is natural vegetation.

**Perimeter Pocket Parks**

Three spaces (Brighton Boulevard and Gateway) are intended to be used by both residents and the community as urban “breathing” spaces. These two spaces are similar in size, less than an acre, and their functions are more specialized for a narrower range of park uses.

The Manager of Parks and Recreation shall approve all design and construction of improvements of all publicly accessible open space shown on the GDP and listed above.

4.0.2 General Best Practices for Irrigation

**Intent**

- To use irrigation best practices that conserve water.
- To apply the principle of 2019 Game Plan for a Healthy City that aims to protect water quality and manage water use.
Figure 14  Open Space Framework

Amended on December 2021
Design Standards

- Irrigation practices and equipment shall use water conservation best practices that reduces water consumption and waste. Techniques shall include the following, but not limited to, xeric plantings, grey water systems (if appropriate), moisture sensors and cut-offs, direct delivery systems, etc.
- Irrigation practices shall follow DPR’s Landscape Typology Manual to match local conditions with their own unique irrigation needs.
- All irrigation systems on city-owned land shall meet DPR standards.

Design Guidelines

- All landscaping should use irrigation best practices that reduces water run-off and low water consumption. Plant selection should emphasize species with low water needs. Natural areas should only use irrigation for establishment purposes.

4.1 Denargo Market Core Area and South Platte Riverfront Open Space

4.1.1 Denargo Market Core Area - Plazas, Expanded Streetscapes, and Linear Park

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 regardless of location within Denargo Market.
- To introduce elements of nature and art 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 District.

This example of a 660 sf plaza illustrates the plaza design standard requirements;

- 660 sf plaza requires 22 lf of seating - this example shows 16 lf of benches (4 bench, 4 lf each); 8 movable chairs.
- 15% minimum landscape requirement - 100 sf
- One tree minimum for each 625 sf of plaza.
- Kiosks shall be pedestrian-scaled and serve as a complementary feature to the plaza.

Figure 15 Example of Plaza Requirements
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 publicly-accessed courtyards shall be ADA accessible and permit adequate surface draining with no ponding.
- All areas of a plaza shall be at a level within three feet (3’) above or below the nearest adjoining sidewalk.
- Provide an adequate supply of formal and informal seating arrangements that will accommodate the varying levels of visitors that are expected throughout the year.
- The 28th Street Linear Park shall provide an enlarged pedestrian zone to provide a safe and direct pedestrian path between the Brighton Blvd Pocket Park and Riverfront Open Space. This zone shall include incorporate features like street trees, planting zones, pedestrian scale lighting, seating, and public art in order to create a park environment.
- A portion of the specified outdoor seating shall be movable and adaptable to individual building-related needs, climate variations and group dynamics.
- Shade trees shall be incorporated into seating design arrangements.
- Planted landscaping for plazas shall be between 15% to 40% of the plaza surface. This includes tree openings, planter boxes and lawn.
- Food or retail kiosks, such as newsstands or flower stands, shall be pedestrian-scaled and serve as a complementary feature to the plaza. Food service and retail space shall occupy no more than fifteen percent (15%) of the total plaza area and shall only be permitted on privately-owned land.
- Arbors and trellises may exceed maximum landscape area when incorporating public seating.
- Appropriate litter receptacles shall be provided at each plaza or courtyard area.
- There shall be no distinction between public and privately owned open space areas. Privately-owned, publicly accessible open space shall be designed, developed and maintained in such a way to flow together seamlessly with the City-owned open spaces.
- DPR Manager approval shall be obtained for improvements to City owned land.

Design Guidelines

- One tree should be provided for each 625 square feet of plaza up to 2,500 square feet. One additional tree should be provided for each additional 1,000 square feet of plaza.
- Water quality areas should be fully landscaped with appropriate vegetation per the City’s 2016 Ultra-Urban Green Infrastructure Guidelines and DPR's landscape typologies.
- 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, courtyards 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.

Internal park walks should be a minimum of six feet wide to allow for plowing.

4.1.2 Denargo Market Core Area - Natural Open Space

Intent

• To create a highly active neighborhood and City-wide open space destination and provide an attraction for the District that engages shoppers, visitors, residents and neighbors.

• To prevent encroachment into natural open space areas.

• To be a complementary and transitional space between the South Platte River and the more intense urban environment of Denargo Market.

• To provide direct and accessible points-of-access to the existing trail to minimize conflicts with trail users (see Fig. 16).

Design Standards

• At least two pedestrian access points shall be provided from the District to the South Platte River Trail. The minimum trail width is 10 feet and maximum slope is 5%. A minimum of one access point shall be an ADA accessible ramp.

• All City owned and private open spaces shall be designed and managed to comply with the goals as defined in the South Platte River Framework Plan.

• The improvements shall include a variety of forms and address a range of uses such as informal play areas, people-watching areas, platforms for changing art exhibits, performance space, pavilion, community market and seating areas.

• All improvements, including walkways, stairs and terraces, shall be reviewed and approved by Denver Parks and Recreation. These elements shall be designed in a manner that minimizes hardscape and intrusion into the South Platte River corridor.

• Detention and water-quality facilities, where required, shall be creatively accommodated and shall not be located on City-owned land. Privately owned open space areas used for surface detention and/or water quality shall remain ancillary to park space. One hundred percent (100%) of the open
spaces areas that are privately owned may be used for subsurface detention and/or water quality.

- Open space uses and access shall remain public at all times unless closure is necessary for public safety or maintenance.
- No encroachments along the South Platte River edge shall be allowed from the adjacent buildings facing the River, including but not limited to awnings, stairs, terraces, patios, fences, walls, pedestrian paths, paving, door swings, gates, sills, bay windows or other architectural features.
- Signature elements shall be designed and installed to animate and give identity to this signature area of the development. Elements may include seating, lighting, art, small structures and planters.
- Improvements shall incorporate the need for fire access.
- Trails and trail connections shall accommodate all forms of pedestrian and non-motorized traffic and comply with DPR trail design standards.
- The publicly-owned portion is 1.05 acres and the privately owned portion is 0.92 acres for a total of 1.97 acres.
- Permits for improvements to City owned land shall be obtained.

**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.
- Trail access points should be enhanced and highly visible to residents and visitors in order to encourage use of the trail.
- Educational and cultural artifacts and devices that tell about the history of Denargo Market should be integrated into the design of the adjacent streetscape and open space.
- Along its perimeter, open space should engage with adjacent buildings, providing complementary activity areas.
- Open space 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 improvements should provide good examples of water wise planting that comply with the DPR Landscape Typology Manual and incorporate native plantings along the riverbank.
- Plants should be sought for their diverse tactile and visual qualities while consistent with vegetation common to the river environment.

**4.1.3 South Platte Riverfront Open Space**

**Intent**

- Develop plans that balance the needs for river access with the needs for habitat, water quality and flood control.
- Provide and maintain a viable, riparian habitat corridor for wildlife movement to attract and sustain a wide variety of terrestrial wildlife.
- Provide for the improvement of the corridor adjacent to the District, but within the GDP area.
- Provide access to the South Platte River Greenway for the District and the surrounding neighborhood.
- Provide comfortable open space environments with a variety of forms and uses.

**Design Standards**

- Improvements to the South Platte River shall be designed and programmed in accordance with the 2019 Game Plan for a Healthy City.
- All improvements, including walkways, stairs and terraces, shall be reviewed and approved by Denver Parks and Recreation. These elements shall be designed in a manner that minimizes hardscape and intrusion into the South Platte River corridor.
• All trails and access points shall be designed per DPR standards and remain open to the public at all times, unless closure is needed for maintenance or safety concerns.
• City and District owned area of open space, along with river uses and access, shall remain public at all times and be controlled by the Manager of Parks and Recreation.
• A new trail connection shall be constructed that links 28th Street indirectly to the South Platte river trail and meet DPR standards. This connection shall be ADA accessible.
• The improvements shall include a variety of forms and address a range of uses. Program elements may include informal play areas, informal picnic areas, people-watching areas and seating areas.
• The property edge along the river corridor shall not have barriers between the public and private property.
• Improvements shall use native and habitat friendly vegetation as much as possible.
• Vegetation shall be consistent with the surrounding landscape typology and free of potentially invasive species.
• Vegetation and uses shall transition from the busy built environment of the site to the more subdued environment of the river.
• Permits for improvements to City owned land shall be obtained.
• Limit program elements within the 100 year floodplain that will cause water quality issues. Uses like dog parks shall not be permitted within the floodplain.

Design Guidelines
• Program areas should support gathering, recreation and relaxation and include the potential for trail connections, seating and interpretative signage.
• Programming along the river should allow for public use, such as viewing areas while balancing and maintaining the ecological and recreational integrity of the greenway.
• Trails and trail connections should accommodate all forms of pedestrian and non-motorized traffic. Access points should be enhanced and highly visible to residents and visitors in order to encourage use of the trail.

Figure 16  The Riverfront Open Space will seamlessly combine public and private land into an attractive and usable space.
4.2 Urban Pocket Parks

4.2.1 Brighton Boulevard Pocket Park

Intent
- To serve as a signature gateway park for the District that will display a continuously changing collection of artistic works.
- To integrate diverse two- and three-dimensional art elements that reflect the community’s value in culture and aesthetics.
- To create a passive neighborhood open space destination and provide an attraction for the District that engages shoppers, visitors, residents and neighbors.

Design Standards
- Brighton Boulevard Open Space shall be a minimum of .76 acres.
- The improvements shall include a variety of forms and address a range of uses, such as informal play areas, people-watching areas, garden space and platforms for changing art exhibits and seating areas.
- Improvements shall use native and habitat friendly vegetation as much as possible.
- Access from Brighton Boulevard to Delgany Street, through the Brighton Boulevard Open Space, shall be accommodated by at least one walkway with a minimum width of 10’. The 10’ walkway shall accommodate open space users and bicycle traffic through the open space.
- Park uses and access shall remain public at all times unless closure is necessary for public safety or maintenance.
- Selection of art and time frames for installations shall be at the discretion of the Site operator, owners association or other maintenance organization.
- No object shall be installed that blocks public right-of-way or be installed on public right-of-way.

• Along the edges (perimeter), the South Platte River Transitional Area meets up with buildings and should blend together. There should not be a hard line between the two areas.
• On-street parking shall be provided and include appropriate pedestrian-oriented features such as bulb-outs at intersections, as approved by DOTI.

Design Guidelines
• Program areas should support gathering, recreation and relaxation, and include the potential for performance spaces and public art. Different scales of events and uses should be accommodated.
• Selection of art should showcase, but not limited to, the artistic talent of the River North community.
• Design elements should stress the linear nature of the park and the visual continuation of the Denargo Market streetscape as well as its terminus in the open space.
• Plantings and furnishings should complement art not compete with it.
• Walkways and art installations should be complementary to encourage multiple views.
• The open space 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 improvements should provide good examples of water wise planting.
• Encourage use of native plants.

4.2.2 Gateway Corner Parks

Intent
• To create a visually distinct and attractive public space that acknowledges the arrival of residents and visitors to the District.
• To create a highly active neighborhood open space destination and provide an attraction for the District that engages visitors and residents.
• To create opportunities for impactful public art and neighborhood signage.

Design Standards
• These parks are gateway locations for the project, appropriate locations shall be provided for signage for the Denargo Market.
• Parks should be accessible and designed to tie into and enhance the surrounding mobility network.
• Provide a variety of amenities and features that activates the park and engages its users including lighting, permanent and movable seating, public art, signage/way finding, and other creative interactive features.
• Opportunities for integrating year-round programs and services shall be provided by building functional and adaptable facilities, such as shade, seating, and space for mobile vendors and community events.
• Improvements to use native and habitat-friendly vegetation.
• Park shall remain open and publicly accessible during hours of operation.
• On-street parking shall be provided and shall include appropriate pedestrian-oriented features such as bulb-outs at intersections where possible and subject to DOTI approval.
• The park shall be designed to be easily expanded if surrounding parcels are redeveloped.
• The design and programming of the improvements shall be reviewed and approved by Denver Parks & Recreation.

Design Guidelines
• Materials, including surfaces and furnishings, should be selected for durability and meet or exceed DPR standards for park development.
• Trees, benches and shade structures and other furnishings should be incorporated into the design.
• The design should be flexible to accommodate the potential of the development of surrounding parcels and providing access from those parcels to the park. This may include additional land to be incorporated into the park.
• This park will serve as a gateway to Denargo Market and should be integral to the entire development. Finishes, furnishings and plant palettes should be consistent with other areas within Denargo Market.

4.3 Open Space Lighting

Intent
• To create a comfortable and safe night time atmosphere within the open space.
• To highlight appropriate open space elements to aid in orientation and provide visual interest.
• To provide the lowest levels necessary to achieve safety and efficient way-finding.
• To avoid light that is detrimental to plant and animal biology within natural habitat areas.

Design Standards
• Lighting in open space areas shall be designed to:
  • illuminate pedestrian paths
  • not interfere with wildlife
  • reduce glare into adjacent properties
  • minimize light trespass directly to the sky
  • eliminate light trespass from the Denargo site into the South Platte River Corridor
• General illumination of large areas of landscaping shall not be allowed (i.e. using flood-type fixtures to illuminate clusters of trees or large areas of lawn).
• All light fixtures shall have full cut-off or indirect fixture types with no visible source of light.
• Illumination of individual landscape elements (trees, sculpture and planter areas) shall be limited to 2,000 lumens.
• Lighting within the South Platte Greenway Improvements zone shall be limited to points of access such as ramps and stairs and will not use pole lighting.
• Lighting along the River Corridor edge shall be a maximum of 1 foot candle.

Design Guidelines
• Pedestrian lighting may be used to illuminate bike and walking paths. Spacing should generally be greater than that along streets to create a lower ambient light level.
• Focal points such as shade structures and water features may be lit in order to provide an inviting presence at night.
• General overhead lighting should not be used.
• Lighting should be mounted at as low a height as feasible to avoid light spill and visibility of light source.
• Pole lighting should be avoided where light from such poles would impact environmentally sensitive habitat areas.
• All site lighting (including pole-mounted, bollard and low-level lighting) should be of uniform design throughout the site.
• Overall maintenance and durability of lighting should be considered to reduce costs and interference with maintenance operations.

4.4 Detention and Utilities

Intent
• To integrate detention of storm water on site with the landscape design.
• To create storm water detention areas that are attractively landscaped and can serve the active and passive recreational needs of the community.
• To ensure that proposed land uses do not interfere with the potential of using sub-surface water detention.
• To ensure City-owned land is not used for detention.

Design Standards
• Site detention areas shall use land forms and plant material in a way that satisfies detention and water quality requirements while allowing for passive or active recreational uses.
• Site detention areas shall minimize the use of pea gravel, rip-rap, rock, cobble stones or other non-organic landscape materials.
• Site detention shall be part of an aggregated open space (on private land only) if it enhances its use and meets all of the criteria in the General Development Plan Rules and Regulations.
• Detention and water-quality facilities, where required, shall be creatively accommodated, and shall not be located on City-owned land. A maximum of 50% of open space areas that are privately owned shall be used for surface detention and/or water quality.
• Subsurface detention and/or water quality shall be located on open spaces areas that are privately owned.
• Any areas used for such purposes shall still count as open space as long as it is demonstrated during the site plan process that the design allows these spaces to function as usable, publicly-accessible open spaces and meet all the requirements of the GDP Rules and Regulations for GDP’s, the Denver Green Infrastructure Implementation Strategy and all relevant documents.
• In Subarea 2, minimize and discourage underground utilities/easements in public plaza and open spaces, and when they are required, ensure that their placement will not disrupt future public improvements such as the planting of trees.

Design Guidelines
• Site detention should creatively combine detention strategies and technologies, including but not limited to the use of green roofs, below-grade vaults, water features and pervious paving materials.
• Encourage site detention to be dispersed to reduce visual impact.
• Design should avoid walled-in or steeply sloped, remote ponds that provide hiding places or safety concerns.
• Strategies such as locating facilities on rooftops, subsurface detention, or pervious paving systems may be used in conjunction with plazas and general open space areas.
• Site detention should include the use of porous pavements, bioswales, shallow rain gardens, and other green infrastructure best practices per the City’s 2016 Ultra-Urban Green Infrastructure Guidelines.

4.5 Open Space Maintenance

Intent
• To ensure that all landscape and hardscape areas remain healthy, attractive and safe.

Design Standards
• Maintenance of city owned open spaces shall be performed by a Licensee through a separate License Agreement between the Developer and the City. Such License Agreement shall provide for such things as cleaning of surfaces, irrigation repair, weeding, snow removal, plant upkeep and replacement and repair and/or replacement of damaged or severely weathered paving, benches and other streetscape elements, signage and light fixtures. This License Agreement shall be executed prior to site plan approval phase.
• The Developer or its permitted assigns shall be responsible for maintenance and operation of all open spaces as provided for in the License Agreement.
• Private publicly accessible open spaces and City-owned open spaces shall be, at a minimum, maintained to Denver Parks and Recreation Standards.
• Open space and parks in Subarea 2 shall follow and comply with the Development Agreement between the Developer and City.
5.0 General Architectural Standards and Guidelines

The following is a set of basic urban design principles that provide the foundation for all architectural design and site planning in Denargo Market. The detailed Design Standards that are outlined in this section work together to inform the architectural design in order to create a lively mixed-use district.

5.0.1 Building Mass and Form

Note: Subarea 2, in lieu of the standards in Section 5.0.1, shall comply with DO-7 requirements and the Design Standards and Guidelines set forth in Chapter 8.

Intent

• To create buildings with mass and form that frame and shape well scaled public streets and urban spaces.
• To create a variety of urban forms and contexts throughout 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 varied skylines, create iconic corners, enhance entrances to the site and block undesirable views.
• To use the vertical nature of the buildings to frame the street, with human scale at the base of the building, combined with a strong vertical architectural statement above.
• To eliminate long and undifferentiated façades.

Design Standards

• Mass reduction standards shall be required in the areas designated as “required” on the Building Mass Reduction Plan (see Fig. 19).
• All buildings shall conform to the following three stepback zones (see Fig. 18):
  - 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. Upper balconies are permitted to project into the setback. There are additional requirements for the three towers.
• Articulating vertical breaks in the building mass of at least one foot (1’) in depth are required for a minimum of every one hundred linear feet (100’) of building frontage. Breaks in the building mass shall extend from grade to the parapet at the first building stepback or at least two full floors in height.
Design Guidelines

- Mass reduction Standards should be followed in the areas designated as “preferred” on the Building Mass Reduction Plan.
- Buildings four stories and under need not have setbacks horizontally, but they should use vertically oriented breaks to reduce the perceived length of long facades.
- Stepbacks both horizontally and vertically, to break up long building façades, are encouraged.
- Additional setbacks above the Base Zone 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 in a manner that enhances the building proportions, improves the pedestrian scale of adjoining public space and enhances solar access and/or sky exposure.

- 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 setbacks. More than one method of achieving architectural scale relationships should be incorporated.
- 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.

Upper Zone
(height varies) 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.

Middle Zone
At least fifty percent (50%) of the Middle Zone massing shall align along the property setback or build-to line.

Base Zone
Extending up 16 to 24 feet above the Sidewalk

1’ deep vertical breaks shall occur at a minimum of every 100’ linear.

Figure 18 Building Stepback Zones
Figure 19  Building Mass Reduction Areas

Amended on December 2021
Cypress Development of the Denargo Market

Figure 20  Maximum Building Heights and Tower Locations  
Amended on December 2021
5.0.2 Tower Locations and Building Height Restrictions

Note: Subarea 2, in lieu of the standards in Section 5.0.2, shall comply with DO-7 requirements and the Design Standards and Guidelines set forth in Chapter 8.

Intent

- To create a distinctive urban skyline for Denargo Market.
- To preserve views from each tower and avoid blocking views from adjacent towers.
- To define the buildings as distinguishable towers and not massive monoliths.
- To define separate massing and floor plates for the towers based on dominate use.

Design Standards

- Each tower shall have a maximum height of 180, 200 and 220 feet depending on the parcel, see Figure 20 for exact parcel location.

Figure 21A Tower Stepback Zones - 180’ Tower Commercial Use

Maximum Building Envelopes

75’ to 180’ - Maximum building envelopes dimensions are 177’ x 130’ x 260’

Maximum Building Floor Plates

140’ and higher - Maximum floor plate 18,000 sq. ft.
100’ to 140’ - Maximum floor plate 20,000 sq. ft.
75’ to 100’ - Maximum floor plate 24,000 sq. ft.
4 stories to 75’ - Upper Zone
2 to 4 stories - Middle Zone
1 story - Base zone

Maximum Envelopes for Commercial Use.
For floors 5 and above, 50% or more of gross occupancy floor area devoted to commercial uses will constitute a commercial tower.
Figure 21B Tower Stepback Zones - 180’ Tower Residential Use

There is no maximum building envelope for residential use.

Maximum Building Floor Plates

- 140’ and higher - Maximum floor plate 13,000 sq. ft.; Maximum width of 75’ for floors above 75’.
- 4 stories to 75’ - Upper Zone
- 2 to 4 stories - Middle Zone
- 1 story - Base zone

Maximum Floor Plate for Residential Use.

For floors 5 and above, 50% or more of gross occupancy floor area devoted to residential uses will constitute a residential tower.

Figure 21C Tower Stepback Zones - 200’ and 220’ Tower Residential Use

There is no maximum building envelope for residential use.

Maximum Building Floor Plates

- 140’ and higher - Maximum floor plate 13,000 sq. ft.; Maximum width of 75’ for floors above 75’.
- 4 stories to 75’ - Upper Zone
- 2 to 4 stories - Middle Zone
- 1 story - Base zone

Maximum Floor Plate for Residential Use.

For floors 5 and above, 50% or more of gross occupancy floor area devoted to residential uses will constitute a residential tower.

The 220’ and the 200’ towers have the same floor plate restrictions.
Figure 21D Tower Stepback Zones - 200’ and 220’ Tower Commercial Use

Maximum Envelopes for Commercial Use.
For floors 5 and above, 50% or more of gross occupancy floor area devoted to commercial uses will constitute a commercial tower.

The 220’ and the 200’ towers have the same envelope and floor plate restrictions.
• If the 180', 200' and the 220' towers are occupied by commercial uses, the tower buildings shall have a maximum floor plate of 24,000 sq. ft. between 75 and 100 feet in height. Above 100 feet, the towers shall reduce their floor plate size by a minimum of 4,000 sq. ft. until the tower reaches 140 feet in height. Above 140 feet, the towers shall reduce their floor plate by a minimum of 2,000 sq. ft. to their maximum allowed height (see Fig. 21A and 21D).

• If the 180', 200' and the 220' towers are occupied by residential uses, the tower buildings shall have a maximum width of 75 feet for floors above seventy-five feet (75') to their maximum allowed height (see Fig. 21B and 21C).

• If the 180', 200' and the 220' towers are occupied by residential uses, the tower buildings shall have a maximum floor plate of 13,000 sq. ft. for floors above seventy-five feet (75') to their maximum allowed height (see Fig. 21B and 21C).

• Tower floor plates shall be located within the maximum building envelope.

• Tower use, either commercial or residential, shall be determined by gross floor occupancy on floors 5 and above. Any use that is greater than 50%, by gross floor area shall determine the tower use and the corresponding building envelope.

• Towers shall be located in the positions shown on Figure 20. Figure 20 illustrates some flexibility on each of the three parcels to accommodate different locations of cores, building lobbies, service and other design features.

• The towers locations shall be located and designed to emphasize the corner locations at 26th, 28th and Delgany Streets as the most prominent corners within Denargo Market.

• Towers shall be architecturally articulated on all four elevations above seventy-five feet (75').

Design Guidelines

• Bulk Reduction is only required on street facing frontages, although structural and design considerations may warrant a more balanced approach.

• The base of the tower buildings will range between four and six stories.

• Towers should be developed as slender forms with a compact floor plate to create a more vertically proportioned profile.

• The towers may be expressed as a shaft beginning at the ground level, with architectural expression acknowledging the Base Zone and the Middle Zone, but need not be set back from it.

5.0.3 Architectural Scaling Elements

Intent

• To establish an urban character along streets by producing visual interest for pedestrians and motorists with architectural variety.

• 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.

• All buildings shall use architectural scaling elements for the entire length of their facades and shall incorporate, at a minimum, three (3) of the following architectural scaling elements:
  • A change in color,
• A change in material or material module or pattern,
• A system of horizontal and vertical scaling elements such as a belt course, string course, projecting fins, or projecting cornice,
• Expression of the structural system and infill panels through a change in plane (a minimum of 3”),
• Articulation of window and doorway surrounds, which may include sills, lintels and pilasters, through a 4” minimum change in plane,
• A system of horizontal and vertical articulating reveals a minimum of 1” width by 1” depth at minimum of 5’ apart,
• A system of art or ornament integral to the building (such as an insert decorative panel or metal framework anchored in the building facade).
• Architectural scaling elements shall continue around the corner of the building from any façade facing a public right-of-way or private street 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.
• Each commercial use with exterior, street-oriented exposure shall have an individual public entry from the street.

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.
• Where balconies and terraces are used, they should be incorporated into vertical and horizontal shifts in building massing to avoid building façades dominated by cantilevered balcony projections.
• façade variations should relate to the dimensions of room sizes, residential units and/or structural modules. Variations should emphasize primary building entries, important corners or significant architectural features.
• Building structural elements such as floors, columns and fenestration should be articulated through changes in plane and use of decorative and functional elements such as sills, lintels, muntins, pilasters, piers and other elements.
• Building corners at street intersections should be enhanced through special corner treatments such as towers, special roof shapes and taller building sections.
5.0.4 Building Materials

Intent

• To create a rich variety of visual qualities that reinforce the regional architectural styles through the use of materials, finishes and details that are lasting and durable.
• To encourage human-scaled buildings through the use of well detailed and articulated materials, singly and in combination. This is to ensure that monolithic, monotonous walls are avoided.
• 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.
• A minimum of eighty percent (80%) of the façades at street level facing the public right-of-way, private streets 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, hard coat stucco, glass and glass block, metal panels or metal framing systems.
• All three towers shall have a high level of finish on all four elevations.

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, such as stamped concrete. Synthetic materials should be used in ways that reflect their intrinsic characteristics.
• Building materials may include new technologies and materials that contribute to the development’s character and promote environmental sustainability as well as architectural methods and materials that are energy resource responsible.
• Building materials may emphasize an industrial character that is predicated on the District’s history.

5.0.5 Building Entries

Intent

• To enhance the scale, activity and function of the public and private 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.
• To provide pedestrian entries that are oriented towards the Platte River that are attractive and safe for residents while not interfering with the desired goals of the South Platte River Framework Plan.

Design Standards

• All buildings shall provide at least one primary building entry oriented to and visible from a public right-of-way or private streets.
• 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).
• Service entrances oriented to, visible from, or abutting the river corridor shall be prohibited.

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.
• Entries that are oriented towards the river corridor should connect to publicly accessible walkways in a manner that helps to enliven the space and encourage public 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 and open space.
• Street level dwelling units within multi-unit structures should have street-oriented entries but can be above street level (e.g. stoops).

5.0.6 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.
• To reinforce the differences between residential and commercial structures and uses.

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.
• A minimum glass-to-wall ratio of sixty percent (60%) of the building façade at street level in Pedestrian-Oriented Use Areas shall be provided.
• 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 shall be provided.
• A minimum of twenty-five percent (25%) glass-to-wall ratio of the building façade for the three towers above 80’ shall be provided.
• Additional glazing requirements for Subarea 2 are addressed in Chapter 8.

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, substantial glass framing and mullion patterns should 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.

• All mechanical and electrical systems shall be screened from view of surrounding public rights-of-way, private streets and other buildings.
• Rooftop building elements shall be consistent with the building so as to establish architectural integrity.

Design Guidelines
• Building roof forms should complement 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 that works in concert with architectural scaling requirements.
• Additional elements such as parapets, canopies, other shaped roof forms or rooftop open space, that 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 and private streets.
• Green roofs are encouraged.

5.0.7 Roofs and Parapets
Intent
• To make a positive contribution to the city skyline by creating varied building profiles that contribute to a lively cityscape.
• To screen mechanical and other equipment from the public right-of-way, private streets and from other buildings.

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.

5.1 Building and Street Interaction
The success of Denargo Market in its architectural design begins with the positive relationship of the building to the sidewalk. Definition of building corners, entries and storefront are highlighted here.

5.1.1 Finished Floor Elevations for Commercial Buildings
Intent
• To create a lively, well-scaled pedestrian ambiance on the commercial streets.
• To be flexible in alternative ground floor uses at different locations through out the site.
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Design Standards
• All Finished Floor Elevations (FFE) shall meet City standards as approved by DOTI or as accepted by staff engineer.

Design Guidelines
• Building façades should provide elements of architectural scale and proportion that relate to the storefront height, the overall building scale and the human scale of the pedestrian environment.
• Finished Floor Elevations (FFE) should be as low as possible for ease of use and reduce the need for ramps to make retail ADA accessible.

5.1.2 Storefront Design

Intent
• To create individualized, attention-getting, well-designed showcases for shops and restaurants as a draw and amenity to Denargo Market.
• To stimulate a high level of retail activity on Denargo Street and other retail streets.

Design Standards
• Storefronts and entrances shall support and enhance the pedestrian-oriented environment while giving identity to buildings and uses therein.
• Storefront entry thresholds shall be at the adjacent sidewalk pavement level to facilitate shopper and visitor access.
• Direct street oriented entries shall be provided for each street level use and storefronts shall be continuous to shopper and pedestrian movement.
• Folding storefront doors, security devices and overhead rolling grilles shall be fully integrated into the storefront architecture and shall be hidden behind glazing and wall surfaces.
• Building entries shall be recessed, a minimum of 3’-0”, into storefronts where the storefronts face the street (typical condition). The intention is to facilitate the flow of traffic while giving patrons covered access and a sense of arrival into shops and to avoid door swing encroachment into the public sidewalk.

Design Guidelines
• Storefronts should be comfortably scaled and well-detailed to help break down the large façade of the building into smaller units. Large, unbroken surfaces are not recommended unless that is a design feature. Surfaces should be divided by mullions, awnings, signage, decorative elements and other devices.
• Align storefronts with build-to line and/or setback lines, except where additional area is permitted to accommodate outdoor seating.
• Façades should present a pattern of architectural variety through modulation of the wall plane, detailing, color, texture and materials.
• A variety of storefront designs should predominate over a uniform series of storefronts. The objective is to create visually interesting and compelling environment that is expressive of the individual businesses along the street. Many small storefront units are preferable to a few long storefront units.
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• To be evocative of the historical Denargo Market that once existed on the site, storefronts and restaurant fronts should incorporate systems such as folding doors, folding glazing units, overhead doors and other devices to open the interiors more completely to the sidewalk. This is especially important on Denargo Street.

• Increased visibility for lobbies and other building activities such as health clubs, tenant business and other common areas should be a priority.

5.1.3 Finished Floor Elevations for Residential Buildings

Intent
• To provide frequent individual residential unit entries and common building entries oriented to the public and private streets.
• To establish pedestrian scaled streets.
• To provide eyes on the street for increased security and encourage activity within the neighborhoods.

Design Standards
• Multi-unit residential buildings shall have at least one primary entry oriented and directly accessed from the street.
• Primary and/or secondary entrances shall be provided for every 125 linear feet of street oriented residential building frontage.
• Townhouses and other similar street level dwelling units within multi-unit structures shall have individual street-oriented entries for each unit.
• All street oriented building entries shall be directly connected to the public sidewalk via paved walk, stair or ramp.
• All Finished Floor Elevations (FFE) shall meet City standards or as otherwise approved by DOTI.
• Entries that are oriented towards the river corridor shall connect to publicly accessible walkways in a manner that helps to enliven the space and encourage public use.

Design Guidelines
• Each building should have one or more clearly identifiable “front door” that addresses the street for each major street facing façade.
• Street facing, ground floor dwelling units should have individual street-oriented entries.
• Buildings serving residential uses should orient to and provide access from the street.
• Building entries should have direct access to the public sidewalk and street on which they front but not encroach public trails or walkways.
• Individual residential entries should transition a few steps above grade to enhance privacy. The use of stoops and steps are encouraged in the Building Related Zone.
• Common multi-unit residential entries and commercial entries should be at the same elevation as the public sidewalk to promote easy access.
• Finished Floor Elevations (FFE) should be as low as possible for ease of use and reduce the need for ramps to make retail ADA accessible while allowing privacy for first level residences through modest elevation relative to the public sidewalk.
5.1.4 Awnings, Canopies and Shading

**Intent**
- To enhance the pedestrian environment aesthetically and create shade and comfort on the sidewalks.
- To enhance the pedestrian experience and attractiveness of the area.
- To create a pedestrian environment with visual interest.

**Design Standards**
- Awnings or canopies shall be an integral part of the architectural design of the buildings to which they are attached and compatible with the building.
- Awnings or canopies shall be positioned so that signage and views to businesses are not obstructed and so that substantial shade is cast onto the sidewalk at critical times of daytime sun exposure.
- Awnings or canopies may project a maximum of five feet (5') in depth. They shall not project into the tree or streetlight zones of the sidewalk.
- No awnings or canopies shall encroach into or over the South Platte River Transitional Area and Access Walkway areas as defined on Figure 13.
- Awnings or canopies shall be permanent fixed structures on street faces of buildings. Awnings may be movable (adjustable) on patio or mid-block pedestrian way-facing building frontages. In the case of fixed awnings, durable, high quality permanent materials shall be used. In the case of movable awnings, durable and flexible materials shall be used.
- Awnings shall be attached to a building and be placed a minimum of eight (8') feet in height above ground.
- Permits shall be obtained for any improvements located in the right-of-way.

**Design Guidelines**
- Awning and canopy placement should be coordinated with adjacent development along Denargo Street, Wewatta, 28th and Delgany Street so that a consistent line of awnings or canopies is projected along the street.
- Diversity in design of the awnings or canopies from one building and block to the next is encouraged to reinforce a rich urban environment, but should be compatibility with the architecture and streetscape concept.
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6.0 Parking

Note: Subarea 2, in lieu of the standards in Section 6.0, shall comply with DO-7 requirements and the Design Standards and Guidelines set forth in Chapter 8.

Intent

• To utilize underground and structured above-ground parking to accommodate the majority of the parking requirements of the District.
• 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, 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, private streets and open space.
• To minimize the extent of surface parking.
• To provide pedestrian active uses on the ground level of parking structures.

Design Standards

• Above-ground parking structures shall conform to the general building standards and guidelines pertaining to architectural scaling elements, setbacks, build-to 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 plazas, trails and public rights-of-way, private streets, plaza or open space.
• Seventy-five (75%) of the ground floor of all parking structures facing the public right-of-way and private streets shall be retail uses in Pedestrian Oriented Areas.
• No more than 25% of the block in Pedestrian Oriented Areas shall be structured parking at street level. The exception is 28th Street and Delgany Street which is limited to 85% of the ground floor of all parking structures facing the public right-of-way and private streets shall be retail uses in Pedestrian Oriented Areas. No more than 15% of the block in Pedestrian Oriented Areas shall be structured parking at street level.
• Façade openings that face any public right-of-way, private street, plaza or open space shall be vertically and horizontally aligned.
• Parking structures shall minimize the impact on adjacent streets, open space, plazas and trails of vehicle noise from within the parking structure.
• At-grade surface parking shall be screened from public right-of-way, private streets, plaza, trail or open space, shall have strong landscape amenities, and conform to the Rules and Regulations for Landscaping of Parking Areas.
• Surface parking shall not be permitted between the building facade and public right-of-way or private streets at Pedestrian Oriented Use Required or Preferred Streets.
• The façades of structured parking above street level, shall be masked in such a way as to maintain a high level of architectural finish.

Design Guidelines

• Parking structures should fit into the context in terms of materials, scale and proportion.
6.1 Signage

Intent
- To provide a clear identification of businesses and buildings.
- To add visual interest, aid way-finding 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.
- To provide signage for open space, trails and the Denargo Market.
- To encourage low energy consumption and use LEED lighting standards.

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 and window signs.
- Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and reparable as tenant sign needs change.
- Signage shall be designed to complement development.
- Signage shall not interfere with open space uses.
- Signage shall include information about the connection to the South Platte River Trail.
- Locations for illuminated signage shall be oriented to the public right-of-way or private streets and shall avoid facing residential uses and open space or trails that front the river wherever possible.
- Orientation of any illuminated sign or light source shall be directed or shielded to reduce light trespass and glare.
- Indirect and external light sources shall be the preferred option where lighting is required.
- All open space way-finding and interpretive signage shall be designed to match the existing South Platte River signage.
- All signage within City-owned open space shall comply with Denver Parks and Recreation standards.

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.
- 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.
- Fully illuminated sign boxes should not be used.
7.0 Sustainability and Long Term Value

Intent

- To use high quality building materials that will establish long-term value at Denargo Market and act as a precedent for future development in the River North neighborhood.
- To incorporate materials and features that promote a safe environment.
- To incorporate durable and environmentally responsible building materials and methods that reduce resource and energy consumption, support the regional economy and inspire future sustainable development in downtown Denver.

Design Recommendations

- Landscape development for all streetscapes and open spaces shall utilize water conserving plantings and high efficiency irrigation products and systems. This standard is based upon reducing water consumption for irrigation by 50% from a calculated mid-summer baseline case, as defined in LEED SS Credit 1.1: Water Efficient Landscaping.
- Landscape development for streetscapes and open spaces with slopes greater than 3:1 shall utilize permanent erosion and sedimentation control measures.
- Street trees shall be planted in continuous tree trenches beneath sidewalks, where possible. These trenches shall be designed to promote thriving long-term tree health by allowing widespread and un-compacted root growth in a well-drained structural soil medium.
- All streetscape pavements accessible by vehicles shall be designed to withstand vehicular loading, anticipating potential use by service and emergency vehicles.
- Light pollution shall be minimized through the use of low lighting profiles, recessed luminaires and minimal luminance levels, where street light in cast downward. This standard is based upon designing exterior lighting so that all site and building-mounted luminaires produce a maximum illuminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary and no greater than 0.01 foot candles 15 feet beyond the site, as defined in LEED SS Credit 8: Light Pollution Reduction. Note that ambient light emanating from retail storefronts may not be included in these measurements.
- Consistent quality shall be implemented between streetscape and private, building-related improvements, in order to uphold the overall quality of the development. For example, streetscape materials may be extended into private areas such as entries.
- Grass species with lower watering needs should be utilized in low traffic areas.
- Selection of regional materials should be pursued where practical in order to minimize transportation costs and benefit the local economy.
- To minimize energy expenditures and new resource extraction for material production, reused and recycled materials should be used for streetscape improvements.
- Surface landscape areas and tree trenches should be designed to harvest and clean storm water for reuse in grey water irrigation systems.
- Areas within the site will be designated for the collection, separation and storage of recyclable items. This will facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills.
- Green roofs and alternative detention methods should be actively pursued as part of an overall stormwater strategy.
8.0 Introduction
The following process is required so that Design Review will proceed, as far as possible, concurrently with development/site plan review.

8.0.1 Applicability
The Design Standards and Guidelines in this Chapter apply only to Subarea 2, as mapped on Figure 4.

All new construction, additions, exterior improvements, and new or expanded outdoor use areas proposed in Subarea 2 shall follow the design standards and guidelines established in this Chapter.

8.0.2 Organization
This chapter is organized to follow a typical approach to project design, from site organization, to building mass and scale, to facade design and site details, and streetscape design.

8.1 Site Design & Vehicle Access

Intent
- To break up long facades into components that add interest to massing and facade wall and promote Human Scale
- To promote continuity of Street Level activity and minimize impacts on pedestrians
- To encourage vehicular access through alleys or private access drives
- To encourage Surface Parking designs that provide flexibility for temporary events

Design Standards
- Where use of an Alley or Private Access Drive is not feasible to provide consolidated vehicle access, the number of Vehicle Access Points from the street shall be limited. Limit access points based on lot width (as measured from Zone Lot Line to Zone Lot Line):
  a. Lot Widths 350 feet or less, or frontages of any length, limit to one access point
  b. Lot Widths over 350 feet limit to two access points
- Vehicle access points shall be located and designed to minimize impacts on the Public Realm unless approved by DOTI.
  a. Avoid locating Vehicle Access Points where Pedestrian Access Use Areas are desired
  b. Do not locate a Vehicle Access Point adjacent to a Park or Open Space
  c. Limit the width of driveways for vehicle access
  d. Recess vehicle access doors or entries from the street
  e. Consider using special paving materials to differentiate pedestrian and vehicle use areas
- An Alley or Private Access Drive that is also intended to serve as an Off-Street Pedestrian Connection shall be designed to promote pedestrian use.
- An Alley or Private Access Drive with an entrance on the Platte River Loop shall be designed to also serve as an Off-Street Pedestrian Connection.
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- An Off-Street Pedestrian Connection shall be designed to promote pedestrian use. Design an Off-Street Pedestrian Connection with:
  a. A minimum width of 15 feet
  b. The majority of its length open to the sky (uncovered)
  c. Open public access during at least business hours, preferably 24 hours
  d. Pedestrian-oriented lighting
  e. Residential or commercial uses along at least part of its length
  f. Connections to adjacent Open Spaces, Parks, or the Platte River Loop.
  g. Special paving materials or other elements to distinguish pedestrian use areas from vehicle use areas when an Off-Street Pedestrian Connection is integrated into a Private Access Drive.

Design Guidelines
- Parcels located on the same block frontage should share vehicle access using an Alley or Private Access Drive.

Note that a Private Access Drive may connect to an Interior Vehicle Court rather than connecting between two frontages.

- Alleys, Private Access Drives and Off-Street Pedestrian Connections with an entrance on the Platte River Loop should be oriented to frame views of the river.

- On-street loading areas should not cut into the tree lawn or sidewalk, but may be located in the parking lane at the public street curb.

- Surface Parking should be designed to provide flexibility for temporary uses such as pop-up events and public gatherings.

8.2 Street Frontage & Enhanced Setback

Intent
- To ensure active, pedestrian-oriented streets
- To promote an engagement between building uses and the Public Realm
- To encourage provision of additional space for pedestrian movement, outdoor use areas, landscaping, and related amenities, particularly where Pedestrian Access Use Areas are desired and along the Platte River Loop.
Design Standards
• Street frontages shall be configured to promote pedestrian activity around the edges of a block. Use one or more of the following strategies, depending on the frontage condition:
  a. An Enhanced Commercial Setback of at least 5 feet to extend the Public Realm between the sidewalk and building where significant through pedestrian traffic or outdoor dining uses are anticipated, especially where Pedestrian Access Use Areas are desired and the Platte River Loop.
  b. An Enhanced Residential Setback of at least 7 feet to provide a transition from the Public Realm to private residential units at the Street Level
  c. One or more Open Spaces at a primary building entry or access point to an Off-Street Pedestrian Connection, especially along the Platte River Loop
  d. Building facades set back less than 5 feet from the Primary Street property line where there is sufficient pedestrian space in the Right-of-Way and no outdoor dining areas or similar amenities are planned between the building facade and street

Design Guidelines
• At the intersection of two Primary Streets, the frontages should be configured to clearly define the corner and enhance a sense of street enclosure. Appropriate techniques include:
  a. Locate building facades less than 5 feet from the Primary Street property line
  b. Use a distinctive building corner treatment to highlight a primary building entry

8.3 Open Space Configuration

Intent
• To support adjacent existing or planned open space networks
• To provide areas for pedestrian respite and break down long building frontages
• To ensure Open Space maximizes the space’s exposure to direct sunlight
• To accommodate a variety of outdoor uses
• To ensure safety and visibility of Open Space

Design Standards
• Open Space shall be configured to promote pedestrian connections between the Public Realm and private development.
  a. Locate Open Space at the same elevation as the adjacent sidewalk whenever possible. Where significant elevation differences exist between the Public Realm and Open Space, maintain at least one primary at-grade connection with the sidewalk.
  b. Locate and orient Open Space to maximize sky exposure and solar gain in winter months for human comfort
  c. Configure Open Space to provide a direct visual connection to the Public Realm.
  d. Activate Open Space with pedestrian oriented design features
  e. Where possible, use Open Space to highlight access to an Off-Street Pedestrian Connection
• The scale of Open Space shall be well sized and proportioned (not fragmented) to accommodate functional uses.

• Open Space shall be designed to encourage public use.
  a. When it’s not obvious that Open Space is intended for public use, provide signage to clearly identify and promote Open Space for public use.
Design Guidelines

- Open Space should be located to create a thoughtful network of Open Spaces throughout the block, street and neighborhood.

- Open Space should be located and sized to serve specific functions and activities for adjacent buildings and uses. Note: Consider dog parks and playgrounds at residential buildings, and plazas with landscaping and seating for commercial uses.

- Open Space, such as forecourts, plazas, and gardens, should be used to enhance prominent building entrances.

- Open Space should aim to accommodate landscaping, seating, lighting, and protection from the elements.

- Large Open Spaces should be designed to create smaller defined sub-areas that reflect the human scale.

8.4 Building Massing

Intent

- To ensure Building Massing supports a comfortable Street Level experience
- To encourage building modules that break down uninterrupted monolithic frontages
- To use Building Massing to purposefully reinforce building uses or adjacent distinctive features
- To promote building sizes and proportions that contribute to visual permeability within and across the neighborhood
- To allow creative and innovative Building Massing
- To coordinate Building Massing across the Lower Story Facade and Upper Story Facade
- To encourage buildings that respond to the surrounding context

Design Standards

- Building Massing shall promote a sense of Human Scale at the Street Level. Appropriate techniques include:
  a. Incorporating Upper Story Setbacks or stepbacks to reduce the visual impact of taller buildings on the Public Realm
  b. Clearly distinguishing the Street Level from the remainder of the Lower Stories
• Changes in Building Massing shall be purposeful and reinforce the design intent of the building. Appropriate techniques include:
  a. Identifying changes in interior uses
  b. Enhancing important building features
  c. Reinforcing structural bays or other architectural systems
  d. Clearly defining the Street Level, Lower Stories, and Upper Stories

• Development at Parcel A, with frontage along the South Platter River Loop, shall be limited to 55’ in height and setback 40’ (see Figure 22).

Design Guidelines
• Building Massing techniques should be coordinated between Lower Story Facades and Upper Story Facades to promote a cohesive design.

• Building Massing should clearly communicate the base, middle, and top of the building.

• Building Massing should emphasize key building features such as primary entries, or corner elements when located at street intersections.

• Buildings with more than approximately 200 feet of Primary Street frontage should be designed to further reduce visual mass and scale. Appropriate strategies include:
  a. Increasing the depth of Upper Story Setbacks or incorporate additional setbacks on the Lower Story Facade
  b. Breaking down the Lower Story Facade into visually separate modules

• Building Massing should integrate creative designs to create architectural interest and reduce the overall scale of the building mass from the Street Level. Appropriate techniques include:
  a. Varying the location of Upper Story Setbacks above the Street Level
  b. Incorporating curves, angles or other shapes into Street Level and Upper Story Setbacks

• Buildings adjacent to, or across the street from, a Park or Open Space should use architectural Massing to reinforce a sense of place, enclosure, and security that strengthens the public amenity. Appropriate techniques include:
  a. Increasing building height as the Park or Open Space increases in size
  b. Orienting buildings with Active Uses and transparency towards the Park or Open Space
  c. Orienting Upper Story Setbacks along the Park or Open Space
8.5 Streetwall Height

Intent

• To promote a well-defined Streetwall that establishes a street enclosure ratio that is proportionate to the width of the Right of Way
• To promote a range of Streetwall heights along the street and within each block
• To coordinate a scale relationship between the Streetwall of adjacent properties

Design Standards

• The predominant Streetwall height shall be approximately 60%-100% of the width of the Right-of-Way. Appropriate strategies include:
  a. Incorporating taller Streetwall heights where the Right-of-Way is wide
  b. Using Upper Story Setbacks to lower Streetwall to 100% or less of Right-of-Way width
  c. Using landscaping, street trees or other elements to create a comfortable sense of Street Enclosure Ratio along portions of block frontage with a lower Streetwall, or wide Right-of-Way (exceeding approximately 100 feet)

Note that zone lots within the DO-7 overlay may be exempt from this standard if they’re already addressing mass reduction within the zone lot in other ways.

• When Right-of-Way width is less than 80 feet, the predominate Streetwall height should be approximately 60%-80% of width.

• When Right-of-Way width is more than 100 feet, the predominate Streetwall height should be approximately 80%-100% of width, or use additional street trees and other elements to enhance a sense of enclosure.

• Streetwall height should respond to the scale and proportion of adjacent Parks and Open Space. Appropriate techniques include:
  a. Increasing Streetwall height as the Park or Open Space increases in size
  b. Decreasing Streetwall height or include Enhanced Setbacks and Open Space along the River

• The height of the Streetwall should match the height of the Lower Story Facade along the majority of the block frontage. Appropriate techniques to define the Lower Story Facade of the Streetwall include:
  a. An Upper Story Setback (including Upper Story Setbacks required by the Denver Zoning Code)
  b. A cornice, pediment or similar element
  c. A reveal or similar element

Design Guidelines

• Streetwall height should vary throughout the street and within each block to support architectural variety.

• Streetwall height should consider the adjacent existing neighboring context. At street corners, this includes the context on both streets. Appropriate techniques include:
  a. Using Upper Story Setbacks and other Massing techniques to match a portion of the Streetwall immediately adjacent
  b. Incorporating bold corner elements and Massing to distinguish these areas
  c. Using cornices, material changes, and other facade articulation techniques to create a scale relationship between buildings
8.6 Facade Articulation

Intent

- To further refine building form and massing through facade articulation
- To promote well-detailed Facade designs with texture and depth that provide a sense of Human Scale
- To ensure a cohesive Facade design
- To minimize blank or unarticulated Facades

Design Standards

- All Primary Street-Facing Facades shall incorporate articulation techniques that reinforce building massing techniques. Appropriate articulation techniques include:
  a. Vertical and horizontal projections/banding
  b. Vertical and horizontal recesses
  c. Window composition/design
  d. Balconies or terraces
  e. Continuing articulation techniques used on the Lower Story Facade onto the Upper Story Facade that express a sense of depth
- A Lower Story Facade shall express a first or second story datum line. Appropriate techniques include:
  a. Facade plane changes
  b. Other architectural expressions such as belt courses, cornices, fenestration, awnings and canopies, or changes in material
- Articulation techniques used on a Lower Story Facade shall continue around the corner of an Alley or Private Access Drive for approximately 25 feet.
- Visible Facade areas not facing Primary Streets shall incorporate features to enhance visual interest and avoid long blank walls. Such features include:
  a. Transparency consistent with standards for Primary Street-facing Facades
  b. Wall Murals or other Public Art
  c. Additional visual enhancements as proposed by the project architect
- Lower Story Facades and Upper Story Facades shall limit walls without transparency or articulation to a maximum of 35 feet in length per segment.
• Scaling elements, architectural details, and other forms of facade articulation shall be integrated into building massing so they do not appear to be a thinly applied surface treatment.

• Facade designs shall consider locations for Upper Story building identification signage. Appropriate strategies include:
  a. Limiting large-scale building identification signage to taller buildings (12+ stories)
  b. Reserving an area along the roof parapet, or integrated into a roof cap feature, for future Upper Story building identification signage

• Building mounted telecommunication equipment shall be properly screened/painted to integrate into the overall facade design and building massing.

Design Guidelines
• Buildings with more than approximately 200 feet of Primary Street frontage should use coordinated massing and articulation techniques to break up the frontage into visually separate modules with distinct facades.

• The horizontal plane of the Lower Story Facade should vary to reflect changes in building uses and structure while providing visual interest.

• Adjacent buildings of varying heights should align design features to express an architectural scale relationship. Consider aligning features such as
  a. Cornices
  b. Belt courses
  c. Fenestration patterns
  d. Building setbacks

• Special attention should be given to the design of buildings located at street intersections.
  a. Establish a clear and defined edge at the Right-of-Way
  b. Activate a corner through high levels of transparency and signature building entries
  c. Incorporate iconic architectural design elements to highlight components of the building

• Variations in articulation, materials and fenestration patterns should be used to emphasize building features, such as entries, corner elements, and changes in interior use.

• Facade articulation techniques used on the Lower Story Facade should coordinate with Upper Story Facades to result in a cohesive building design.

• Visible exterior building components, such as light fixtures, mechanical vents, etc., should be integrated into the facade design as to be integral with the building architecture.

• Outdoor lighting fixtures should be designed to minimize light pollution and glare to adjacent properties and street.
8.7 Windows & Transparency

Intent

• To provide a minimum level of transparency on all facades
• To ensure that building activities are visible from the Public Realm and vice versa
• To ensure that building facades do not cause glare or negative impacts to the Public Realm
• To encourage well-detailed fenestration and curtain wall designs

Design Standards

• Street Level transparent facade areas shall be located to provide visibility into the Street Level Active Uses required by the Denver Zoning Code.

• Street Level windows shall use transparent glass with a maximum visible light reflectance of approximately 0.15 to allow pedestrians to view the activity within the building. Appropriate techniques include:
  a. Clear glass for wall openings, i.e., doors and windows, shall be used along all Street Level facades for maximum transparency, especially in conjunction with retail uses
  b. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along Street Level facades
  c. Required transparency at the Primary Street Facing Facades shall not be blocked by signage, furnishings, or displays
  d. Highly Reflective or mirrored glazing shall not be allowed

• Lower Story Facades, excluding the Street Level, shall incorporate a minimum of 50% transparent glass with a maximum reflectance of approximately 0.30.

• Upper Story Facades shall incorporate a minimum of 40% transparent glass with a maximum reflectance of approximately 0.35.

• Window designs shall be detailed to reinforce overall facade articulation and design. Appropriate techniques include:
  a. Recessing or projecting a window bays or opening a minimum of 4 inches from the plane of facade
  b. Creating substantial window framing that create a shadow line
  c. Mullion patterns that provide depth and visual character

Design Guidelines

• For mixed-use developments, levels of transparency should reflect different uses within the building.
  a. A lower glass-to-wall ratio is typical of residential uses
  b. A higher glass-to-wall ratio is typical of commercial uses

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

• Large expanses of glass should be subdivided into smaller units.
8.8 Exterior Building Materials

Intent

- To encourage use of well-detailed exterior materials with texture and depth that provides a sense of Human Scale
- To integrate changes in exterior building materials with the overall design and articulation of the building
- To promote use of a variety of high-quality durable exterior materials

Design Standards

- Structure, materials, Exterior building materials and finishes shall be properly finished and detailed to provide texture and depth. Appropriate techniques include:
  a. Adding visual interest through texture, depth, finish and detailing
  b. Applying materials in units, panels or modules that produce shadow lines to help convey a sense of scale

- Building materials shall be of proven quality and durability.
  a. Apply materials to ensure the appearance of quality
  b. Do not use building materials that require frequent maintenance. Note that an applicant may be required to demonstrate the durability of unproven or unusual materials.

- When used, architectural cast-in-place concrete shall incorporate textural detailing, color, and finish elements to ensure a high-quality final surface.

- Cementitious Stucco, Fiber Cement Siding, EIFS (Exterior Insulating Finish Systems), or any other synthetic stucco materials shall not be used on any Visible Facade. *Note that an exception may be appropriate for limited application of synthetic stucco materials on a Secondary Facade facing an Alley or Private Access Drive.*

Design Guidelines

- Visible building facades should incorporate materials that are appropriate to individual massing components, interior uses, and relationships with the Public Realm. Appropriate techniques include:
  a. Use of especially durable materials at the Street Level
  b. Use of ‘heavy’ materials (i.e. brick, stone, or metal) on Lower Story Facades to anchor the building
  c. Use of ‘light’ materials that are either primarily transparent or metal, spandrel glass, etc. on Upper Story Facades
  d. Use of curtain walls that employ high-quality materials and finishes with detail and texture
  e. Use of a variety of materials and material colors that reinforce building massing and articulation techniques

- The use of highly reflective materials that generate glare and heat, especially at the Street Level, should be avoided.

- The use of synthetic materials that imitate or falsely replicate natural material applications should be avoided. Synthetic materials should be used in ways that reflect their intrinsic characteristics.
8.9 Balconies

Intent

• To integrate balconies into the design of the building facade and contribute to the overall articulation techniques
• To limit the physical and visual effects of balconies on overall building scale
• To orient activity towards the Public Realm

Design Standards

• Balconies and terraces shall be incorporated into the vertical and horizontal articulation of the building Facade.
• Balcony design and placement shall not significantly increase the physical and visual building mass.

• Balcony railings shall not significantly block visibility of facade.

• Exterior design of enclosed balconies shall be coordinated throughout the building and be consistent with the overall Facade design.

Design Guidelines

• Extruded or protruding balconies should be designed to occasionally break the rhythm of repetitive floor plates and create a staggering effect of various sizes and shapes.

• Balcony railings on Primary Street-Facing Facades should be at least 40 percent open or transparent above a height of 18 inches, as measured from the balcony walking surface.

• Balconies should be placed to further activate the street or public spaces. Appropriate placement includes:
  a. On building facades that face a Park, or Open Space to maximize the number of “eyes on the park.”
  b. On building facades facing active Alleys or Private Access Drives.

• The material, color and texture of the underside of balconies should be thoughtfully integrated into overall facade design.
8.10 Street Level Facade Design & Uses

Intent

- To activate the Public Realm through a variety of uses and architectural design elements
- To promote Street Level designs with texture and depth that provides a sense of Human Scale
- To provide well designed transitions between public and private space
- To encourage flexible Street Level designs that can accommodate a variety of uses over time
- To encourage Street Level design and uses that contribute to public safety
- To ensure that facade designs consider potential future locations for pedestrian oriented signage
- To create visual interest at the Street Level

Design Standards

- A Street Level Facade shall be designed to provide Human Scale through articulation, transparency, and architectural details.

- Street Level facades shall use well-detailed, quality and durable materials that provide texture and depth.

- Street Level building entries shall be emphasized through recesses, projected awnings and canopies.

- Street Level residential units shall include a vertical transition from the sidewalk level up to the finished floor elevation of the building, and not exceed approximately 42 inches. *Note that along the Platte River Loop, vertical separation greater than 42 inches may be acceptable.*

- Facade designs shall consider potential future locations for pedestrian-oriented signage. Appropriate strategies include:
  a. Incorporating a designated band or area for signage above the Street Level for potential future signage
  b. Designing canopies and awnings to accommodate potential future signage
  c. Designating areas to accommodate tenant or directory signage near primary building entries

- Accent lighting should be coordinated with the scale and facade design of the building.

Design Guidelines

- Commercial frontages with Active Uses should be incorporated along the Platte River Loop.

- Street Level commercial frontage should be distinguished from residential facades through such methods as height, material, detail, percentage of glazing.

- Street Level commercial spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger retail needs. Appropriate techniques include:
  a. Standardize structural bay spacing
  b. Provide multiple door openings
  c. Coordinate electrical, plumbing and HVAC systems with individual bays

- Street Level retail frontages greater than approximately 100 feet in length should be interspersed with additional pedestrian entries or smaller Active Uses with a minimum depth of 15 feet.
• The Street Level should be visually distinguished from Lower Stories above through the use of architectural elements including awnings, canopies, cornices, or lintels.

• Canopies and awnings used to define the Street Level should be integrated into building design.
  a. Provide generously-sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency

• Street Level building design and architectural features should be used to highlight commercial uses, storefronts, and tenant entries.

• Street Level facades adjacent to or across the street from a Park, Open Space, or the Platte River Loop should incorporate features that activate the edge and contribute to visibility and safety. Appropriate features include:
  a. Entrances and transparency linked to active interior uses
  b. Outdoor seating areas
  c. Adequate, pedestrian-scaled lighting
  d. Clear sight lines into the adjacent area

8.11 Building Entries

Intent
• To emphasize importance of pedestrian entries as a defining feature of Street Level design
• To ensure that pedestrian entrances are located to generate activity and vibrancy on the Street Level
• To minimize the impacts of vehicular entries

Design Standards
• Entrances shall be easily differentiated from the adjacent facade.

• A street facing pedestrian entrance shall be located to relate directly to an immediate interior Street Level building use.
  a. Locate commercial entrances near the elevation of the adjacent sidewalk.
  b. Locate entrances to individual Street Level residential units approximately 6 to 42 inches above the elevation of the adjacent sidewalk. 
  Note that along the Platte River Loop, vertical separation greater than 42 inches may be acceptable.
• Entrances set back from the Public Realm by a plaza or entry court shall be visible and maintain direct, universal access from the sidewalk.

• Vehicle access doors facing a Primary Street shall be located and dimensioned to minimize vehicular impacts on pedestrians.
  a. Set back the access door at least 5 feet from the building facade
  b. Limit the width of the access door to no more than 25 feet

Design Guidelines
• Primary building entrances should be emphasized over secondary commercial and/or individual residential entrances through signature building elements. Appropriate strategies include:
  a. Changes in massing and facade plane
  b. Differentiation in material and/or color
  c. Higher level of architectural detailing
  d. Landscape features
  e. Accent lighting

• Vehicle access doors facing a Primary Street should incorporate high-quality materials and finishes that are consistent with the building.

8.12 Setback & Open Space Design

Intent
• To encourage a variety of Open Space typologies
• To provide space for publicly accessible outdoor amenities adjacent to buildings that are visually open and contribute activity to the Public Realm
• To provide transitions between public and private areas
• To ensure that the quality of Enhanced Setbacks and Open Space contributes to the character of the street and the neighborhood
• To ensure a well designed Open Space with quality materials that contribute to the Human Scale

Design Standards
• Open Space shall not be enclosed by a roof or walls, including both temporary and permanent structures (aside from required barriers).

• Open Spaces shall be fronted with Active Uses on at least one side of the Open Space. Active Uses include, but are not limited to:
  a. Retail storefronts
  b. Restaurants and cafes
  c. Building lobbies and building amenity areas
  d. Recreation facilities
  e. Arts, cultural or civic facilities

• Street Level residential uses on the Platte River Loop, shall incorporate an Enhanced Residential Setback or Open Space to provide a semi-private transition zone. Appropriate techniques include:
  a. Vertical grade separations
  b. Stoops, porches, and patios
  c. Seating areas
  d. Landscaping

• Enhanced Setback and Open Space areas shall not include landscaping, fencing, or walls that significantly block views to and from interior uses at the Street Level in order to provide natural surveillance of pedestrian areas.
• Paving in Enhanced Commercial Setback and Open Space areas shall incorporate a variety of finishes, patterns, and detailing to distinguish different use areas and contribute to the Human Scale of the Public Realm.

Design Guidelines
• Enhanced Commercial Setback and Open Space areas should be designed to support a mix of passive and active uses.

• Street Level facades should be augmented with Enhanced Commercial Setbacks that improve the pedestrian environment and serve as an extension of the Public Realm.
  a. Consider modest setbacks that add pedestrian use area
  b. Consider using complementary materials that are similar to the adjacent sidewalk, yet distinguish the Enhanced Commercial Setback area through changes in color, texture, and/or pattern

• Pedestrian areas that are part of an Enhanced Commercial Setback, Enhanced Residential Setback, or Open Space should use high quality durable materials.

• Enhanced Commercial Setback, Enhanced Residential Setback, and Open Space areas should be designed to complement adjacent building uses. Complementary designs for an Enhanced Commercial Setback include:
  a. Areas that provide seating for customers of adjacent commercial storefronts
  b. Outdoor eating and servicing areas adjacent to a café or restaurant
  c. Landscaped courtyards with integrated seating to complement adjacent commercial uses

• Enhanced Setbacks and Open Space areas should incorporate features to enhance year-round usability. Features may include, but are not limited to:
  a. Trees, canopies, awnings, or other features that provide shade where the space is exposed to the summer sun
  b. Seating areas designed and oriented to provide winter warmth where the space may be shaded in the winter

• Enhanced Commercial Setbacks and Open Space areas should provide both formal and informal seating areas. Formal seating may include, but is not limited to:
  a. Integrated benches
  b. Movable chairs or benches Informal seating may include, but is not limited to:
  c. Planter ledges that provide seating
  d. Bollards or planters
• Larger Open Spaces should be designed to accommodate events such as outdoor markets or performances, where possible.

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

• Enhanced Setback and Open Space areas should incorporate any required on-site water quality systems. Appropriate techniques include:
  a. Incorporate stormwater system design into the overall design of the Public Realm
  b. Design water quality areas beyond purely functional requirements to be attractive in wet and dry conditions
  c. Off-site locations for larger integrated networks that combine water quality requirements from multiple projects are also appropriate

8.13 Awnings & Canopies

Intent

• To ensure that awnings and canopies are integrated into the overall building facade and public realm
• To add visual interest to the pedestrian environment and contribute to the Human Scale of the Street Level
• To enhance the pedestrian environment by providing shade and comfort
• To create interesting rhythms and patterns along the building facade
• To ensure that awnings and canopies are made of durable and quality materials

Design Standards

• Awnings and canopies shall be an integral part of the architectural design of the building.
  a. Incorporate awnings and canopies into vertical and horizontal shifts in building massing and articulation
  b. Awnings and canopies shall not be supported by posts in the Public Realm, but be cantilevered or hung from the building face

• Awnings and canopies shall be fabricated of quality durable materials consistent with materials used on the building.

• Awnings and canopies shall not interfere with existing or proposed street trees.

• Awnings and canopies should be sized to realistically provide shelter.
Design Guidelines

• Awnings and canopies should be consistent with, and relate to, the Facade design of the building.

• The design of awnings or canopies from one building and block to the next should be diverse, but compatible with the overall architecture and streetscape design.

• Awnings and canopies should contribute to the Human Scale of the Street Level and not be located over approximately 12-14 feet above the sidewalk.

• Awnings and canopies should be designed as individual components and not be continuous and uninterrupted along the street frontage.

• Awnings and canopies should be durable, permanent architectural elements.

• Retractable awnings should be considered to provide shade for seasonal outdoor seating.

• Canopies should incorporate transparent or translucent glazing to permit the passage of light, and avoid deep shadowed spaces.

8.14 Structured Parking Facades

Intent

• To promote structured parking facades that are fully activated with uses.

• To minimize the impact of vehicles and structured parking on the Public Realm and surrounding properties.

• To ensure all parking structures have well designed facades that are visually compatible with the character and quality of the overall building facade.

Design Standards

• Facade areas with Visible Structured Parking shall be designed to minimize the visual impacts from the Public Realm. Appropriate techniques include:
  a. Use of non-transparent materials for approximately the first 36 to 48 inches of the facade on each floor, to block the view of headlights.
  b. Architectural features and screening that block the view of ceiling and security lighting.
  c. Use of fully-shielded LED or other lighting not exceeding approximately 2,500 lumens.

• Facade areas with Visible Structured Parking shall reflect the overall pattern of openings on the building facade and meet the same transparency standards for non parking facades.
  a. Use similar opening proportions to those on the overall facade.
  b. Align openings with those on adjacent buildings or facade areas.
Visible Structured Parking shall be integrated into the overall Facade and utilize architectural articulation consistent with the rest of the building design. Appropriate techniques include:

- a. Continuing similar building materials across facade areas with Visible Structured Parking
- b. Continuing vertical and horizontal articulation across facade areas with Visible Structured Parking
- c. Maintain a high level of architectural design and finish. Expanse of blank walls shall not be allowed

Mechanical ventilation systems for structured parking shall be located to minimize the impact on adjacent properties.

- a. Locate ventilation and mechanical systems away from entrances, windows or balconies of adjacent properties

Design treatments used for Visible Structured Parking shall continue around the corner for approximately 25 feet of an Alley or Private Access Drive-facing Facade.

When Alley or Private Access Drive is available mechanical ventilation systems shall not be located on Primary Street-facing Facade. When an Alley or Private Access Drive is not provided, mechanical ventilation shall not be visibly located on a Primary Street-facing Facade.

Design Guidelines

- Structured parking should be completely wrapped with another use on all Primary Street-facing Facades as much as practicable.

### 8.15 Building Rooftop

#### Intent

- To create building rooflines that positively contribute to the quality and character of the city skyline
- To ensure that non-decorative rooftop equipment, such as mechanical and telecommunication, are not visible and fully screened from view
- To incorporate environmentally sustainable building technologies

#### Design Standards

- Rooftop mechanical and service elements, such as ventilation equipment, elevator penthouses, mechanical rooms, antennas and telecommunications equipment, shall be screened and set back from the roof edge/parapet to minimize visibility from the Public Realm.
  - a. Screen equipment from view from surrounding streets and structures
  - b. Set back equipment by at least 10 feet from the roof edge/parapet
  - c. Where rooftop mechanical and service elements are taller than 10 feet in height from the rooftop, increase setbacks by one foot for each foot of additional height

- Rooftop mechanical, service and amenity elements shall be integrated into building design and massing to minimize visual clutter on the skyline. Appropriate techniques include:
  - a. Integrating rooftop mechanical, service and amenity elements (such as a rooftop deck) into rooftop architectural features
  - b. Using materials and colors that are complementary to Upper Story Facade treatments to screen rooftop mechanical and service elements
• Rooftop screening material that is visible from the street shall be of durable and quality material that complements the overall facade design.

• Mechanical equipment located adjacent to or facing window or door openings shall provide screening and sound buffers to mitigate noise and visual impact.

• Telecommunication equipment shall not be mounted on any primary street facing facades.

• Vents, exhaust fans, and other roof penetrations should be grouped to the greatest extent possible to avoid visual clutter.

8.16 Fences, Walls, & Screens

Intent
• To ensure that fences, walls, and screens enhance the pedestrian environment and are well integrated into the building design and overall streetscape.
• To ensure that fences, walls and screens use quality and durable materials.

Design Standards
• Primary Street-facing fences and walls shall not exceed approximately 42 inches in height above the Street Level.

• Fences and walls shall complement the architectural style and materials of the Lower Story Facade.

• Fences and walls visible from the Public Realm shall use durable, high quality material compatible with the materials of the primary structure.

Design Guidelines
• When enclosure of outdoor eating and drinking areas is required, railings should be designed as an integral part of the building Facade.

• Fences, walls, and screens should be made of durable and low-maintenance materials, such as metal or Masonry.

• Gates should be in proportion to the fence or wall and not exceed approximately 42 inches in height above the Street Level when adjacent to the Public Realm.

• Retaining walls should be designed in the form of low terraces, limited to 30 inches or less, to preserve high visibility and avoid required railings.
8.17 Streetscape Furnishing & Lighting

**Intent**
- To use furnishings and lighting elements to contribute to the activity and Human Scale of the streetscape
- To promote a comfortable, safe, and clean pedestrian environment
- To ensure that streetscape furnishings and lighting are made of high-quality, durable materials
- To allow creative furnishing and lighting designs

**Design Standards**
- Streetscape furnishings shall be provided to encourage pedestrian activity. Appropriate techniques include:
  a. Benches
  b. Planters
  c. Bicycle racks
  d. Trash containers
  e. Pet waste bag dispensers
- Streetscape furnishings shall be located to maintain a clear pedestrian walkway at least 8 feet in width.
- Streetscape furnishings shall be durable and suitable for outdoor conditions in the local climate.
- Streetscape lighting shall be designed to contribute to the pedestrian experience and enhance a sense of security. Appropriate techniques include:
  a. Placing fixtures at lower heights
  b. Use of fixtures that provide even lighting
  c. Installation of fixtures at sufficient intervals to avoid dark zones
- Streetscape lighting shall be located to minimize current and future conflicts with street trees.

**Design Guidelines**
- Trash receptacles should be provided and have multiple functions such as landfill, compost, and recycling.
- Streetscape furnishings should incorporate creative designs. Appropriate techniques include:
  a. Streetscape furnishings that serve multiple purposes such as planters with integrated seating or lighting
  b. Flexible and movable seating
  c. Incorporating Public Art
- Pedestrian lighting should be integrated into streetscape design elements. Appropriate locations include:
  a. Streetscape furnishings
  b. Landscape planters
  c. Paving systems
  d. Walls, railings, or bollards
- Telecommunications equipment, signage, and other pole-mounted elements should be integrated into pedestrian lighting or other streetscape features to reduce unnecessary clutter within the Public Realm.
8.18 Streetscape Paving

Intent
• To encourage coordinated paving designs
• To identify different areas of the streetscape
• To promote paving designs that help manage stormwater

Design Standards
• Streetscape paving shall incorporate a variety of finishes, colors, patterns, and/or detailing to distinguish different use areas and contribute to the Human Scale of the Public Realm.

Design Guidelines
• Paving materials should be coordinated along blocks and streets to maintain a consistent design approach.

• Paving design should be used to differentiate varying uses and areas of the streetscape. Appropriate techniques include:

  a. Use of distinctive paving to differentiate the Amenity Zone from the pedestrian walkway
  b. Use of distinctive paving to differentiate the sidewalks from an Enhanced Commercial Setback, Open Space, or Private Access Drive
  c. Use of creative paving designs that distinguish different types of mobility or identify specific streets/districts

• Permeable paving should be considered to allow infiltration of stormwater. Appropriate techniques include:
  a. Ensure permeable paving meets requirements for pedestrian use
  b. Design permeable paving to be easily cleaned and maintained to encourage proper function over time

• Tree grates, when required, shall be designed and sized to accommodate mature trunk sizes.

• Street tree planting areas shall be designed to support the root system of mature trees. Appropriate techniques include:
  a. Dimensioning tree trenches to be at least 5 feet wide by 15 feet long, larger or continuous areas that stretch the entire block are preferred
  b. Using suspended pavement systems with Structural Cells
  c. Using structural soil, when Structural Cells are not feasible
d. Using permeable pavers
8.19 Amenity Zone & Street Trees

Intent

• To create a well-designed and coordinated streetscape experience
• To introduce natural elements to the streetscape
• To ensure thoughtful placement and longterm viability of street trees

Design Standards

• The Amenity Zone shall incorporate a variety of pedestrian-oriented amenities. Appropriate techniques include:
  a. Street trees and landscape areas
  b. Paved pedestrian use areas
  c. Outdoor eating and serving areas
  d. Fixed and movable furnishings
  e. Pedestrian lighting

• Streetscape design adjacent to multifamily residential projects shall address pet-related impacts. Appropriate techniques include:
  a. Prioritizing designated pet areas on-site within the building, on outdoor amenity decks, or in Enhanced Residential Setbacks or Open Space near primary building entrances
  b. Providing pet-resilient landscaping in the Amenity Zone that can survive impacts related to dogs or other pets
  c. Considering limited use of barriers or fencing to protect landscape areas

Design Guidelines

• Signs, display kiosks, utility boxes, and other ground-mounted appurtenances should be consolidated and integrated with other streetscape elements to reduce unnecessary clutter within the Amenity Zone.

• Landscape areas should avoid being fully enclosed by raised borders that restrict pedestrian movement and the natural flow of stormwater from adjacent areas.

• Low Impact Development (LID) stormwater management systems should be integrated into the Amenity Zone where appropriate.

8.20 Bicycle Parking

Intent

• To promote sufficient bicycle parking that is appropriate to adjacent uses
• To ensure that bicycle parking is safe, secure, and easily accessible

Design Standards

• Bicycle racks and scooter parking shall be located a minimum of 4 feet from street trees. Further distances are encouraged to avoid use of trees as additional docking stations and/or racks.

• Bicycle and scooter parking shall be located near active pedestrian areas that are visible from the street. Appropriate techniques include:
  a. Within safe and convenient access to main pedestrian entries
  b. In an Amenity Zone
  c. In an Enhanced Commercial Setback or Open Space (in a way that complements the design and functionality of the space)

• Pedestrian and bicycle access to parking garages shall be safe and appropriate.
8.21 Public Art

Intent
• To encourage the use of Public Art to enhance the Public Realm
• To ensure Public Art is publicly accessible and integrated into the Public Realm
• To ensure that Public Art is well constructed from durable materials

Design Standards
• Public Art shall be located to be properly viewed and experienced from the Public Realm and avoid conflicts with other streetscape elements.
• Public Art shall be constructed using durable materials that can withstand weather and physical touch.

Design Guidelines
• Public Art should aim to incorporate playful and interactive elements for people of all ages.
• Public Art should be integrated into the overall vision for the project architecture, landscape and site design by incorporating the artist into the design team early in the process. Appropriate Public Art opportunities may include:
  a. A conceptual framework to organize Enhanced Setbacks, Open Spaces and the overall streetscape
  b. An independent sculpture or twodimensional work that marks an entryway, corner, feature area, or view terminus
  c. A combination of visual arts with the building elements, including facades, canopies, floors, lighting, etc.
  d. Visual arts combined with the landscape design, functional, or decorative elements of a site, such as water features, lighting, seating, paving, walls, fences, entrances and exits, etc.
8.22 Stormwater Management & Landscape

Intent

• To use creative best management practices to recycle and filter water on site
• To reduce the amount of supplemental water used for on-going operations and maintenance of landscape areas
• To use design solutions that reduce infrastructure needs to accommodate stormwater flow

Design Standards

• Stormwater landscape areas in the streetscape shall be designed beyond purely functional requirements and be attractive in wet and dry conditions.

Design Guidelines

• Amenity Zones should be designed to address stormwater management and meet the intent of DOTI Ultra-Urban Green Infrastructure Guidelines. Appropriate techniques include:
  a. Fully landscaped Amenity Zones may be appropriate around the perimeter of public parks, along the River, or along enhanced pedestrian corridors
  b. Where fully landscaped Amenity Zones are not feasible or appropriate, consider alternative design solutions that maintain a pervious surface

• Stormwater runoff should be directed towards landscape areas where possible.
• Landscape areas required by the Denver Green Building ordinance should be coordinated with stormwater management to create systems that serve multiple uses.
9.1 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.

9.1.1 Applicability
All of the District is subject to these Denargo Market Development Urban Design Standards and Guidelines (UDSG). Design Review shall be conducted by Community Planning and Development (CPD) for compliance with the UDSG. Denver Parks and Recreation shall be included in the review when open space, trails or other improvements as set forth herein, are included in the design submittal.

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

9.1.3 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. The design of open space, trails and other improvements, as set forth herein, shall be coordinated with Denver Parks and Recreation.

9.1.4 Pre-Submittal Conference
A mandatory Pre-Submittal Conference shall be held between the Applicant and CPD and other City 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.

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

- Detailed narrative of how the UDSG have been met by the Schematic Design Phase submittal
- Conceptual Site Plan
- Building Elevations with materials designated
- Floor Plans
- Three-dimensional conceptual building massing with views from the street level and photos of surrounding context
- Images and graphics to communicate street enclosure, on-site programs/uses, and precedents of proposed design

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;
9.1.6 Design Development Phase
For the Design Development Phase, the Applicant shall submit the following materials:
• Reply to written CPD comments on the Schematic Design Phase submittal with updated detailed statement of how the UDSG have been met
• Existing Context analysis of the surrounding neighborhood, block, and adjacent properties.
• Detailed Site Plan, Building Elevations/Sections, and Floor Plans
• Landscape/Streetscape plan and materials
• Façade details and treatments
• Exterior building materials and sample board upon request
• Lighting plan
• Window glazing details to demonstrate compliance with transparency standards
• Three-dimensional conceptual building massing with views from the street level and photos of surrounding context
• Images and graphics to communicate street enclosure, on-site programs/uses, and compliance with street level design standards

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. CDP and the Department of Parks and Recreation where applicable, shall approve, recommend that the Applicant revise and resubmit, or deny the submittal.

9.1.7 Modifications
Proposed modifications to an approved Design Development Phase submittal may be administratively approved (red-lined), 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.

9.1.8 Exemptions from Design Guidelines Requirements
Any buildings that are built according to these UDSG, and later modified, shall only be subject to design review if the construction cost of the modification is more than 50% of the building’s value minus the land cost the exterior work being done.
9.1.9 Flexibility for Creative or Innovative Designs

In some cases, an innovative or creative design approach that does not comply with specific design standards or guidelines may be approved if it is consistent with the relevant intent statements. It is the applicant’s responsibility to show that an alternative solution is consistent with, and effectively implements the intent statements of Denargo Market UDSG’s. If an alternative design can be demonstrated to achieve the desired character and meet the intent of the standards and guidelines differently than the general criteria, City Staff may consider a substitution. Flexibility for designs that do not comply with specific design standards or guidelines could be especially appropriate for entertainment, cultural and civic buildings that stand out from the surrounding context with unique building mass and scale, transparency, and/or ground floor active use patterns.

For projects in Subarea 2 that are reviewed by the City Staff, the following standard review process applies.
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