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ARTICLE 3. SUBURBAN (S-) NEIGHBORHOOD CONTEXT

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DIVISION 3.1 NEIGHBORHOOD CONTEXT DESCRIPTION

SECTION 3.1.1 GENERAL CHARACTER
The Suburban Neighborhood Context is characterized by single-unit and multi-unit residential, commercial strips and centers, and office parks. Single-unit residential consists typically of the Suburban House building form with street-facing garages. Multi-unit building forms are typically separated from single-unit residential and consist of Row House and occasional mid- and high-rise Apartment building forms. Commercial buildings are typically separated from residential and consist of Shopfront and General forms. Single-unit residential uses are primarily located away from residential and commercial arterial streets. Multi-unit residential and commercial uses are primarily located along arterial and collector streets.

SECTION 3.1.2 STREET AND BLOCK PATTERNS
The Suburban Neighborhood Context consists of an irregular pattern of block shapes surrounded by curvilinear streets within a modified or non-existent grid, with cul-de-sacs and typically no alleys. Block shapes and sizes vary. The typical block pattern includes attached sidewalks (though sidewalks may be detached or non-existent), street and surface parking, and generous landscaping between the street and buildings.

SECTION 3.1.3 BUILDING PLACEMENT AND LOCATION
Single-unit residential buildings typically have consistent, deep front setbacks and varying side setbacks and building orientation. Multi-unit residential buildings typically have deep front setbacks and wide side setbacks. Commercial buildings may have varying orientation and typically have deep front and side setbacks to accommodate landscaping and parking.

SECTION 3.1.4 BUILDING HEIGHT
The Suburban Neighborhood Context is characterized by low scale buildings except for some mid- and high-rise multi-unit residential and commercial structures, particularly along arterial streets.

SECTION 3.1.5 MOBILITY
The Suburban Neighborhood Context has a higher reliance on the automobile with some access to pedestrian and bicycle facilities and the multi-modal transportation system.
**DIVISION 3.2  DISTRICTS (S-SU-, S-RH-, S-MU-, S-CC-, S-MX-, S-MS-)**

**SECTION 3.2.1  DISTRICTS ESTABLISHED**

To carry out the provisions of this Article, the following zone districts have been established in the Suburban Neighborhood Context and are applied to property as set forth on the Official Map.

**Suburban Neighborhood Context**

<table>
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<tr>
<th>District Code</th>
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SECTION 3.2.2  RESIDENTIAL DISTRICTS (S-SU-A,-D, -F, -Fx -F1, -I,-Ix, S-RH-2.5, S-MU-3, 5, 8, 12, 20)

3.2.2.1 General Purpose

A. The intent of the Residential districts is to promote and protect residential neighborhoods within the character of the Suburban Neighborhood Context. These regulations allow for some multi-unit districts, but not to such an extent as to detract from the overall image and character of the residential neighborhood.

B. The building form standards, design standards, and uses work together to promote desirable residential areas. The standards of the single unit districts promote a consistent pattern of one to two story suburban houses where the wider part of the building orients to the street and access is provided by front-loaded garages. While lot sizes vary, lot coverage is typically low creating generous setbacks and yard space. The standards of the row house and multi unit districts promote existing and future patterns of multiple buildings on a single Zone Lot. These building forms include duplex, row house and apartments sometimes organized around common open space and parking areas with an internal circulation system.

C. These standards recognize common residential characteristics within the Suburban Neighborhood Context but accommodate variation by providing a range of Residential Zone Districts.

D. The regulations provide certainty to property owners, developers, and neighborhoods about the limits of what is allowed in a residentially-zoned area. These regulations are also intended to reinforce desired development patterns in existing neighborhoods while accommodating reinvestment.

E. These Residential districts capture parts of the city typically platted and developed in the mid-to late 1900s.

3.2.2.2 Specific Intent

A. Single Unit A (S-SU-A)
S-SU-A is a single unit district allowing suburban houses with a minimum zone lot area of 3,000 square feet. This district requires the shallowest setbacks and highest lot coverage in the Suburban Neighborhood Context. Access may be from the street or from an alley.

B. Single Unit D (S-SU-D)
S-SU-D is a single unit district allowing suburban houses with a minimum zone lot area of 6,000 square feet.

C. Single Unit F (S-SU-F)
S-SU-F is a single unit district allowing suburban houses with a minimum zone lot area of 8,500 square feet.

D. Single Unit Fx (S-SU-Fx)
S-SU-Fx is a single unit district allowing suburban houses with a minimum zone lot area of 8,500 square feet. The primary distinction between this zone district and S-SU-F is there are more limitations on home occupations.

E. Single Unit F1 (S-SU-F1)
S-SU-F1 is a single unit district allowing suburban houses with a minimum zone lot area of 8,500 square feet. Tandem houses and detached accessory dwelling units are also allowed on lots that are at least 150 feet deep.
F. **Single Unit I (S-SU-I)**

   S-SU-I is a single unit district allowing suburban houses with a minimum zone lot area of 12,000 square feet. This district requires the largest setbacks and lowest lot coverage (more unobstructed open space) in the Suburban Neighborhood Context.

G. **Single Unit Ix (S-SU-Ix)**

   S-SU-Ix is a single unit district allowing suburban houses with a minimum zone lot area of 12,000 square feet. This district requires the largest setbacks and lowest lot coverage in the Suburban Neighborhood Context. The primary distinction between this zone district and S-SU-I is there are more limitations on home occupations.

H. **Row House 2.5 (S-RH-2.5)**

   S-RH-2.5 is a multi unit district and allows suburban house, duplex and Row House building forms up to two and one half stories in height.

I. **Multi Unit 3, 5, 8, 12, 20 (S-MU-3, 5, 8, 12, 20)**

   S-MU- is a multi unit district and allows suburban house, duplex, row house, and apartment building forms up to 3, 5, 8, 12, 20 stories in height.

**SECTION 3.2.3 COMMERCIAL CORRIDOR DISTRICTS (S-CC-3, -3x, -5, -5x)**

3.2.3.1 **General Purpose**

   A. The Commercial Corridor zone districts are intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access.

   B. The Commercial Corridor zone districts address development opportunities next to the city’s most auto-dominated corridors.

   C. Commercial Corridor building form standards have minimum setbacks to allow flexibility in building, circulation and parking lot layout.

   D. The Commercial Corridor district standards are also intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.

3.2.3.2 **Specific Intent**

   A. **Commercial Corridor – 3 (S-CC-3)**

      S-CC-3 applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 3 stories is desired.

   B. **Commercial Corridor – 3x (S-CC-3x)**

      S-CC-3x applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 3 stories is desired with less intense uses than S-CC-3.

   C. **Commercial Corridor – 5 (S-CC-5)**

      S-CC-5 applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 5 stories is desired.

   D. **Commercial Corridor – 5x (S-CC-5x)**

      S-CC-5x applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 5 stories is desired with less intense uses than S-CC-5.
SECTION 3.2.4 MIXED USE DISTRICTS (S-MX-2, -2X, -2A, -3, -3A, -5, -5A, -8, -8A, -12, -12A)

3.2.4.1 General Purpose

A. The Mixed Use zone districts are intended to promote safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city’s neighborhoods.

B. The Mixed Use districts are appropriate along corridors, for larger sites and at major intersections.

C. The building form standards of the Mixed Use zone districts balance the importance of street presence and provision of adequate parking through build-to requirements, Street Level activation and parking lot screening along the right-of-way. Standards offer predictable flexibility consistent with the variety of mixed use development found in the Suburban Neighborhood Context.

D. The Mixed Use zone district standards are also intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.

3.2.4.2 Specific Intent

A. Mixed Use – 2 (S-MX-2)
S-MX-2 applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 2 stories is desired.

B. Mixed Use – 2x (S-MX-2x)
S-MX-2x applies to small sites served primarily by local streets embedded within an existing or proposed neighborhood. These are typically one or two parcels and are limited to low scale building forms and low intensity uses.

C. Mixed Use – 2A (S-MX-2A)
S-MX-2A applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 2 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to low intensity uses and the low scale General building form to encourage a more pedestrian-oriented environment.

D. Mixed Use – 3 (S-MX-3)
S-MX-3 applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired.

E. Mixed Use – 3A (S-MX-3A)
S-MX-3A applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

F. Mixed Use – 5 (S-MX-5)
S-MX-5 applies to areas or intersections served primarily by collector or arterial streets where a building scale of 1 to 5 stories is desired.

G. Mixed Use – 5A (S-MX-5A)
S-MX-5A applies to areas or intersections served primarily by collector or arterial streets where a building scale of 1 to 5 stories is desired. Design standards provide flexibility in building
siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

H. **Mixed Use – 8 (S-MX-8)**
S-MX-8 applies to areas or intersections served primarily by arterial streets where a building scale of 1 to 8 stories is desired.

I. **Mixed Use – 8A (S-MX-8A)**
S-MX-8A applies to areas or intersections served primarily by arterial streets where a building scale of 1 to 8 stories is desired. Design standards provide flexibility in building sitting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

J. **Mixed Use – 12 (S-MX-12)**
S-MX-12 applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired.

K. **Mixed Use – 12A (S-MX-12A)**
S-MX-12A applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired. Design standards provide flexibility in building sitting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

**SECTION 3.2.5  MAIN STREET DISTRICTS (S-MS-3, -5)**

3.2.5.1 **General Purpose**

A. The Main Street zone districts are intended to promote safe, active, and pedestrian-scaled commercial streets through the use of shopfront and row house building forms that clearly define and activate the public street edge.

B. The Main Street zone districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering along the city’s commercial streets.

C. The Main Street district standards are also intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.

D. Main Street zone districts are typically applied linearly along entire block faces of commercial, industrial, main, mixed-use and residential arterial streets (as designated in Blueprint Denver) or, less frequently, on single zone lots at the intersection of local/collector streets within a residential neighborhood.

E. In all cases, the Main Street zone districts should be applied where a higher degree of walkability and pedestrian activity is desired than required in a Corridor, Mixed Use, or Residential Mixed Use zone district.

F. In the Suburban Neighborhood Context, the Main Street zone districts may also be embedded within a larger commercial shopping center or mixed-use area to promote a pedestrian-active street front within a larger mixed use or commercial development.

G. The Main Street zone districts are intended to promote an urban, mixed-use, built-to environment regardless of neighborhood context. Main Street buildings have a shallow front setback range. The build-to requirements are high and maximum building coverage is significant.
3.2.5.2 Specific Intent

A. Main Street – 3 (S-MS-3)
S-MS-3 applies primarily to local or collector street corridors, or may be embedded within a commercial shopping center or mixed-use area, where a building scale of 1 to 3 stories is desired.

B. Main Street – 5 (S-MS-5)
S-MS-5 applies primarily to collector or arterial street corridors, or may be embedded within a larger commercial shopping center or mixed-use area, where a building scale of 1 to 5 stories is desired.
DIVISION 3.3 DESIGN STANDARDS

The following Intent Statements are intended to provide further information regarding intent and performance expectations for the district, site and building design standards.

SECTION 3.3.1 GENERAL INTENT
The Intent of this Division 3.3 Design Standards are to:

3.3.1.1 Implement the Denver Comprehensive Plan.
3.3.1.2 Implement the zone district's Intent and Purpose
3.3.1.3 To continue Denver’s physical character, including access to parks and parkways, tree lined streets, detached sidewalks, interconnected street networks, and convenient access to parks, open space, and transit.
3.3.1.4 Improve compatibility with and respect for the existing character and context of Denver and its varied neighborhoods.
3.3.1.5 Arrange building density, uses, heights, and scaling devices to reinforce the public transit centers and corridors, and to transition to adjoining areas.
3.3.1.6 Give equal prominence to pedestrian realm as a defining element of neighborhood character.
3.3.1.7 Spatially define public streets and their associated open space as positive, usable features around which to organize land use and orient buildings in a manner that promotes pedestrian activity, a sense of security and community.
3.3.1.8 Provide human scale in buildings through use of detail, contrast, form, window and door placement, color and materials.
3.3.1.9 Provide easily identifiable pedestrian connections between private development, public rights of way and multiple modes of transit.
3.3.1.10 Configure the site so that a clear, safe, and attractive pedestrian system, with the transit facility as a component, is the primary public element to which buildings are oriented.
3.3.1.11 Arrange residential, employment, retail, service, and open space uses to be convenient to and compatible with each other and with transit.
3.3.1.12 Maximize pedestrian amenities near transit facilities and along the primary pedestrian connections to transit facilities.

SECTION 3.3.2 BUILDING FORM INTENT

3.3.2.1 Height

A. Encourage buildings whose forms are responsive to opportunities to reinforce evolving nodes of mixed-use, pedestrian and transit activity as well as the existing surrounding context.

B. Arrange building heights, and scaling devices to provide transitions to adjoining areas.
3.3.2.2 Siting

A. Required Build-To
   1. Provide a more consistent street edge to enhance the character, quality and accessibility of new development.
   2. Improve the relationship between new development and public streets to promote pedestrian activity and establish a sense of place.
   3. Reinforce the character and quality of public streets with buildings that provide consistent siting, pedestrian orientation and access to the street.

B. Setbacks
   1. Site buildings to be consistent with intended character and functional requirements of the context.
   2. Improve connections between varied uses and the public street.

C. Parking Location
   1. Minimize the visual impacts of parking areas on streets and adjoining property.
   2. Minimize conflicts between pedestrian and vehicles.

3.3.2.3 Design Elements

A. Configuration
   1. Promote variation in building form that enhances access to sunlight, air and views from within and around new structures.
   2. Encourage variation in building form that provides opportunities for architectural scale relationships in large building contexts.
   3. Main Street setback: Consider the proportional scale of new development necessary to establish a well defined edge to the public street.
   4. Arrange building heights, and scaling devices to provide transitions to adjoining areas.

B. Transparency
   1. Maximize window area at Street Level to help activate the street.
   2. To create rhythms and patterns on building facades that provide visual interest and reflect the uses within the building.
   3. Limit the use of highly reflective glass to avoid reflected glare onto neighboring streets and properties.

C. Entrances
   1. Give prominence to pedestrian realm as a defining element of district and neighborhood character.
   2. Provide convenient access to buildings and active uses from the street.
   3. Create a clearly articulated and varied visual hierarchy of building entrances as an aid in way-finding.
   4. Provide a positive relationship to the street through access, orientation and placement consistent with the context.
### 3.3.2.4 Specific Building Form Intent

#### A. Residential Zone Districts Building Form Intent

1. **Suburban House**
   Establish standards for Single Unit Dwelling development. Also accommodates, where permitted, appropriately scaled Congregate Living, Residential Care, Civic, and Nonresidential development.

2. **Duplex**
   Establish standards for Two Unit Dwelling development within a single primary structure, allowing side-by-side and up-down configurations. Also accommodates, where permitted, appropriately scaled Congregate Living, Residential Care, Civic, and Nonresidential development.

3. **Tandem House**
   Establish standards for two dwelling units on a single zone lot, but occurring in two separate primary structures with a single unit in each structure.

4. **Row House**
   Establish standards for buildings containing Side-by-Side Dwelling Units that require each Dwelling Unit to Orient to the Street and have a street-facing entrance. No Dwelling Units are located behind the Dwelling Units Oriented to the Street.

5. **Apartment**
   Establish standards for Multi-Unit Dwelling development in a variety of layouts. Also accommodates, where permitted, appropriately scaled Congregate Living, Residential Care, Civic, and Nonresidential development.

#### B. Commercial Mixed Use Zone Districts Building Form Intent

1. **Drive Thru Services**
   To allow more flexible design standards to accommodate unique circumstances of automobile service uses and primary uses with an accessory drive-thru lane.
   a. **MX**: Eliminate the build-to requirement and require a garden wall along street frontages.
   b. **MS**: Allow a decrease in the percentage of build-to required along the Primary Street, allow a garden wall and canopy combination to meet a portion of the build-to and allow surface parking between a building and the Side Street.

2. **Drive Thru Restaurant**
   To allow more flexible design standards to accommodate unique circumstances of eating/drinking establishments with an accessory drive-thru lane.
   a. **CC and MX**: No change to standards contained within the General building form.
   b. **MS**: Allow a reduced build-to requirement and a drive-thru lane to be located between the building and the Primary Street and Side Street.

3. **General**
   Establish the base set of standards for the zone district from which all other building forms deviate for specific situations.

4. **Shopfront**
   Establish the base set of standards for the zone district from which all other building forms deviate for specific situations.
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SECTION 3.3.3 PRIMARY BUILDING FORM STANDARDS

3.3.3.1 Applicability
All development, except detached accessory structures, in all the Suburban Neighborhood Context zone districts.

3.3.3.2 District Specific Standards Summary
The table below states the building forms allowed in each zone district. The table also summarizes the maximum number of structures allowed per Zone Lot, which is stated in more detail in Section 1.2.3.5 (Number of Uses and Structures Allowed per Zone Lot).

See also Division 1.4, Building Form Standards - General Provisions, for additional standards related to initial assignment of building form standards to new and existing structures and for rules governing combining or changing building forms.

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<th>Suburban (S-) Neighborhood Context Zone Districts</th>
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**RESIDENTIAL ZONE DISTRICTS**

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**MIXED USE COMMERCIAL ZONE DISTRICTS**

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<td></td>
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</table>

<table>
<thead>
<tr>
<th>Mixed Use (MX)</th>
<th>S-MX-2x</th>
<th>Suburban House</th>
<th>Urban House</th>
<th>Duplex</th>
<th>Tandem House</th>
<th>Row House</th>
<th>Garden Court</th>
<th>Town House</th>
<th>Apartment</th>
<th>Drive Thru Services</th>
<th>Drive Thru Restaurants</th>
<th>General</th>
<th>Shopfront</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-MX-2, -3, -5, -8, -12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-MX-2A, -3A, -5A, -8A, -12A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Main Street (MS)</th>
<th>S-MS-3, -5</th>
<th>Suburban House</th>
<th>Urban House</th>
<th>Duplex</th>
<th>Tandem House</th>
<th>Row House</th>
<th>Garden Court</th>
<th>Town House</th>
<th>Apartment</th>
<th>Drive Thru Services</th>
<th>Drive Thru Restaurants</th>
<th>General</th>
<th>Shopfront</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

■ = Allowed  ■ = Allowed subject to geographic limitations
● = Tandem House building form allowed subject to exception stated in Section 1.2.3.5.B

*No Maximum # of primary structures per zone lot in the S-RH and S-MU Zone Districts.
3.3.3.3 District Specific Standards

A. Suburban House

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SUBURBAN HOUSE

**HEIGH**

| A | Stories, front 65% / rear 35% of zone lot depth (max) | 2.5/2.5 | 2.5/2.5 | 2.5/2.5 | 3/3 | 2.5/2.5 | 3/3 |
| A | Feet, front 65% / rear 35% of zone lot depth (max) | 30'/30' | 30'/30' | 30'/30' | 30'/30' | 32'/32' |
| B | Feet, 100% of zone lot depth, permitted height increase (max) | 1' for every 5’ increase in Zone Lot width over 50' up to a maximum height of 35' |
| B | Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line in front 65% / rear 35% of zone lot depth | 10'/10' | 10'/10' | 10'/10' | 10'/10' | na |
| B | Bulk Plane Slope from Side Interior and Side Street Zone Lot Line | 45° | 45° | 45° | 45° | na |

**SITING**

| C | Zone Lot Size (min) | 3,000 sf | 6,000 sf | 8,500 sf | 12,000 sf | 6,000 sf | 6,000 sf |
| C | Zone Lot Width (min) | 25’ | 50’ | 62.5’ | 62.5’ | 50’ | 50’ |

**SETBACKS AND BUILDING COVERAGE BY ZONE LOT WIDTH**

| D | Primary Street (min) | 15’ |
| E | Side Street (min) | 3’ | 5’ | 5’ |
| F | Side Interior (min) | 3’ | 5’ | 7.5’ |
| G | Rear, alley/no alley (min) | 12'/20’ | 12'/20’ | 12'/20’ |
| G | Building Coverage per Zone Lot, including all accessory structures (max) | 50% | 50% | 50% |

**PARKING BY ZONE LOT WIDTH**

| H | Parking and Drive Lot Coverage in Primary Street Setback (max) | Maximum 16-feet wide measured parallel to the Primary Street zone lot line for any length, or 33% of the zone lot area within the Primary Street setback, whichever is greater |
| H | Vehicle Access | From Alley; or Street access allowed when no Alley present (See Sec. 3.3.7.6) |
| H | See Sec. 3.3.4 |

**DESIGN ELEMENTS**

| I | Primary Street-Facing Attached Garage Door Width in front 50% of zone lot depth (max) | 35% of the entire width of the Primary Street-facing façade of the primary structure or 16’, whichever is greater |
| I | Upper Story Stepback, for any portion of building with Low-Slope Roof, above 25’: Primary Street (min) | 10’ | 10’ | na | 10’ | na |

**STREET LEVEL ACTIVATION**

| J | Pedestrian Access, Primary Street | Entry Feature |

**USES**

| All S-SU, -RH, -MU Districts | Primary Uses shall be limited to Single Unit Dwelling and permitted Congregate Living, Residential Care and Nonresidential uses. See Division 3.4 Uses and Parking. |

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

DENVER ZONING CODE
June 25, 2010 | Republished July 1, 2021 | 3.3-7
B. Duplex

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**DUPLICATE**

<table>
<thead>
<tr>
<th>HEIGH T</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Stories, front 65% / Rear 35% of zone lot depth (max)</td>
<td>2.5/2.5</td>
</tr>
<tr>
<td>A</td>
<td>Feet, front 65% / rear 35% of zone lot depth (max)</td>
<td>30’/30’</td>
</tr>
<tr>
<td></td>
<td>Feet, permitted height increase</td>
<td>1’ for every 5’ increase in Zone Lot width over 50’ up to a maximum height of 35’</td>
</tr>
<tr>
<td>B</td>
<td>Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line in front 65% / rear 35% of zone lot depth</td>
<td>10’/10’</td>
</tr>
<tr>
<td></td>
<td>Bulk Plane Slope from Side Interior and Side Street Zone Lot Line</td>
<td>45°</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITING</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE LOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Zone Lot Size (min)</td>
<td>4,500 sf</td>
</tr>
<tr>
<td></td>
<td>Zone Lot Width (min)</td>
<td>37.5’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SETBACKS AND BUILDING COVERAGE BY ZONE LOT WIDTH</th>
<th>61’ or Less</th>
<th>Greater than 61’</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Primary Street (min)</td>
<td>For -MU Districts: Calculated per Sec. 13.1.5.9 or 20’, whichever is less</td>
</tr>
<tr>
<td></td>
<td></td>
<td>For all other Districts: Calculated per Sec. 13.1.5.9</td>
</tr>
<tr>
<td>E</td>
<td>Side Street (min)</td>
<td>5’</td>
</tr>
<tr>
<td>F</td>
<td>Side Interior (min)</td>
<td>5’</td>
</tr>
<tr>
<td>G</td>
<td>Rear, alley/no alley (min)</td>
<td>12’/20’</td>
</tr>
<tr>
<td></td>
<td>Building Coverage per Zone Lot, including all accessory structures (max)</td>
<td>50%</td>
</tr>
</tbody>
</table>

**PARKING BY ZONE LOT WIDTH**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Parking and Drive Lot Coverage in Primary Street Setback (max %)</td>
</tr>
<tr>
<td></td>
<td>Vehicle Access</td>
</tr>
</tbody>
</table>

**DETACHED ACCESSORY STRUCTURES**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>See Sec. 3.3.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN ELEMENTS</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING CONFIGURATION</td>
<td></td>
<td>See Section 3.3.5.2</td>
</tr>
<tr>
<td>Rooftop and/or Second Story Decks</td>
<td></td>
<td>(1) Shall not be located closer to the minimum Primary Street setback line than the Primary Street-facing façade(s) comprising at least 65% of the total width of the primary structure enclosing the primary use.</td>
</tr>
<tr>
<td>Attach Garage Allowed</td>
<td></td>
<td>(2) May follow the Detached Garage Building Form for Side Street, Side Interior and Rear setbacks provided no permitted height increase has been applied to the Attached Garage.</td>
</tr>
<tr>
<td>Primary Street-Facing Attached Garage Door Width in front 50% of zone lot depth (max)</td>
<td></td>
<td>35% of the entire width of the Primary Street-facing façade of the primary structure or 16’, whichever is greater</td>
</tr>
<tr>
<td>Upper Story Stepback, for any portion of building with Low-Slope Roof, above 25’, Primary Street (min)</td>
<td></td>
<td>10’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET LEVEL ACTIVATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Access, Primary Street</td>
<td>Entry Feature</td>
</tr>
</tbody>
</table>

**USES**

<table>
<thead>
<tr>
<th></th>
<th>All S-RH and S-MU Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Uses shall be limited to Two Unit Dwelling and permitted Congregate Living, Residential Care and Nonresidential uses. See Division 3.4 Uses and Parking</td>
<td></td>
</tr>
</tbody>
</table>

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions
C. Tandem House

Not to Scale. Illustrative Only.
### TANDEM HOUSE

<table>
<thead>
<tr>
<th><strong>HEIGHT</strong></th>
<th><strong>S-SU-F1</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>2.5</td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>30'</td>
</tr>
<tr>
<td>Feets, permitted height increase</td>
<td>1' for every 5' increase in Zone Lot width over 50' up to a maximum height of 35'</td>
</tr>
<tr>
<td>B Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line</td>
<td>10'</td>
</tr>
<tr>
<td>Bulk Plane Slope from Side Interior/Side Street Zone Lot Line</td>
<td>45°</td>
</tr>
</tbody>
</table>

### SITING

<table>
<thead>
<tr>
<th><strong>ZONE LOT</strong></th>
<th><strong>S-SU-F1</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone Lot Size (min)</td>
<td>12,000 sf</td>
</tr>
<tr>
<td>Zone Lot Width (min)</td>
<td>62.5'</td>
</tr>
<tr>
<td>Zone Lot Depth (min)</td>
<td>150'</td>
</tr>
<tr>
<td>Number of Primary Structures per Zone Lot (max)</td>
<td>2</td>
</tr>
</tbody>
</table>

### SETBACKS AND BUILDING COVERAGE

| **D** Primary Street (min) | Calculated per Sec. 13.1.5.9 |
| **E** Side Street (min) | 10' |
| **F** Side Interior, for Primary Structure #1 (min one side/min combined) | 5'/15' |
| **G** Side Interior, for Primary Structure #2 (min one side/min combined)* | 5'/15' |
| **H** Rear, for Primary Structure #1, as a % of zone lot depth (min) | 50% |
| **I** Rear, for Primary Structure #2 (min) | 5' |
| **J** Horizontal distance between closest above-grade portions of each Primary Structure (min) | 6' |
| Building Coverage per Zone Lot, including all accessory structures (max) | 50% |

### PARKING BY ZONE LOT WIDTH

| **Parking and Drive Lot Coverage in Primary Street Setback (max %)** | 50% |
| **Vehicle Access** | From Alley; or Street access allowed when no Alley present (See Sec. 3.3.7.6) |

### DETACHED ACCESSORY STRUCTURES

See Sec. 3.3.4

### DESIGN ELEMENTS

<table>
<thead>
<tr>
<th><strong>BUILDING CONFIGURATION</strong></th>
<th><strong>S-SU-F1</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>K Overall Structure Width, Primary or Side Street (max)</td>
<td>36'</td>
</tr>
<tr>
<td>L Overall Structure Length, Primary or Side Street (max)</td>
<td>42'</td>
</tr>
<tr>
<td>Rooftop and/or Second Story Decks</td>
<td>See Section 3.3.5.2</td>
</tr>
</tbody>
</table>
| Attached Garage Allowed | (1) Shall not be located closer to the minimum Primary Street setback line than the Primary Street-facing façade(s) comprising at least 65% of the total width of the primary structure enclosing the primary use.  
(2) May follow the Detached Garage Building Form for Side Street, Side Interior and Rear setbacks provided no permitted height increase has been applied to the Attached Garage. |
| Primary Street-Facing Attached Garage Door Width in front 50% of zone lot depth (max) | 35% of the entire width of the Primary Street-facing façade of the primary structure or 16; whichever is greater |
| Upper Story Stepback, for any portion of building with Low-Slope Roof, above 25': Primary Street (min), for Structure #1 and for Structure #2 in front 50% of zone lot depth | 10' |

### STREET LEVEL ACTIVATION

| **M** Pedestrian Access, Primary Street | Primary Structure #1: Entry Feature  
Primary Structure #2: No Requirement |

Primary Uses shall be limited to Single Unit Dwelling per primary structure. See Division 3.4 Uses and Parking

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

*Must be offset to be visible from the street if to the rear of Primary Structure #1 (side setbacks may be reversed from Primary Structure #1)
D. Row House

Not to Scale. Illustrative Only.
### ROW HOUSE

<table>
<thead>
<tr>
<th><strong>HEIGHT</strong></th>
<th>S-RH-2.5</th>
<th>S-MU-3</th>
<th>S-MU- 5, 8, 12, 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>2.5</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>35’</td>
<td>35’</td>
<td>65’</td>
</tr>
<tr>
<td>B Side Wall Height (max)</td>
<td>25’</td>
<td>na</td>
<td>na</td>
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</table>

<table>
<thead>
<tr>
<th><strong>SITING</strong></th>
<th>S-RH-2.5</th>
<th>S-MU-3</th>
<th>S-MU- 5, 8, 12, 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>C Zone Lot Size (min)</td>
<td>6,000 sf</td>
<td>6,000 sf</td>
<td>6,000 sf</td>
</tr>
<tr>
<td>C Zone Lot Width (min)</td>
<td>50’</td>
<td>50’</td>
<td>50’</td>
</tr>
<tr>
<td>D Primary Street (min % within min/max)</td>
<td>na</td>
<td>50% 0’/80’</td>
<td>50% 0’/80’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SETBACKS</strong></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E Primary Street (min)</td>
<td>Calculated per Sec. 13.1.5.9</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>F Side Street (min)</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>G Side Interior (min)</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>H Side Interior, adjacent to Protected District (min)</td>
<td>na</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>Rear, alley/no alley (min)</td>
<td>12’/20’</td>
<td>10’/20’</td>
<td>10’/20’</td>
</tr>
<tr>
<td>Rear, adjacent to Protected District (min)</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PARKING</strong></th>
<th>From Alley; or Street access allowed when no Alley present</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DETACHED ACCESSORY STRUCTURES</strong></td>
<td>See Sec. 3.3.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>DESIGN ELEMENTS</strong></th>
<th>S-RH-2.5</th>
<th>S-MU-3</th>
<th>S-MU- 5, 8, 12, 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUILDING CONFIGURATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I Dwelling Units Oriented to the Street</td>
<td>All Dwelling Units shall be Oriented to the Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J Dwelling Unit Configuration</td>
<td>Structure shall only contain Side-by-Side-Dwelling Units</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K Primary Street-Facing Attached Garage Door Width (max per unit)</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>Upper Story Stepback, for any portion of building with Low-Slope Roof, above 25’: Primary Street, Side Street and Side Interior, (min)</td>
<td>10’</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Upper Story Setback Above 40’, Side, interior</td>
<td>na</td>
<td>na</td>
<td>15’</td>
</tr>
<tr>
<td>Upper Story Setback above 51’, Side, interior</td>
<td>na</td>
<td>na</td>
<td>15’</td>
</tr>
<tr>
<td>L Upper Story Setback Above 27’, adjacent to Protected District: Side Interior</td>
<td>na</td>
<td>25’</td>
<td>25’</td>
</tr>
<tr>
<td>Upper Story Setback above 27’, adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>na</td>
<td>20’/25’</td>
</tr>
<tr>
<td>Upper Story Setback above 40’, adjacent to Protected District: Rear, alley/Rear, no alley (min)</td>
<td>na</td>
<td>na</td>
<td>30’/40’</td>
</tr>
<tr>
<td>Upper Story Setback above 51’, adjacent to Protected District: Side Interior (min)</td>
<td>na</td>
<td>na</td>
<td>40’</td>
</tr>
<tr>
<td>Rooftop and/or Second Story Decks</td>
<td>See Section 3.3.5.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>STREET LEVEL ACTIVATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M Transparency, Primary Street (min)</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td>Transparency, Side Street (min)</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td><strong>USES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N Pedestrian Access</td>
<td>Each unit shall have a street-facing Entrance</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions
E. Apartment

Not to Scale. Illustrative Only.
### Article 3. Suburban Neighborhood Context

#### Division 3.3  Design Standards

**APARTMENT**

<table>
<thead>
<tr>
<th><strong>HEIGHT</strong></th>
<th>S-MU-3</th>
<th>S-MU-5</th>
<th>S-MU-8</th>
<th>S-MU-12</th>
<th>S-MU-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12</td>
<td>20</td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>40'</td>
<td>65'</td>
<td>100'</td>
<td>140'</td>
<td>230'</td>
</tr>
<tr>
<td>Feet, within 175’ of Protected District (max)</td>
<td>na</td>
<td>na</td>
<td>75'</td>
<td>75'</td>
<td>75'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SITING</strong></th>
<th>S-MU-3</th>
<th>S-MU-5</th>
<th>S-MU-8</th>
<th>S-MU-12</th>
<th>S-MU-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE LOT</td>
<td>Zone Lot Size (min)</td>
<td>6,000 sf</td>
<td>6,000 sf</td>
<td>6,000 sf</td>
<td>6,000 sf</td>
</tr>
<tr>
<td>Zone Lot Width (min)</td>
<td>50'</td>
<td>50'</td>
<td>50'</td>
<td>50'</td>
<td>50'</td>
</tr>
<tr>
<td>Building Coverage per Zone Lot, including all accessory structures (max)</td>
<td>na</td>
<td>na</td>
<td>75'</td>
<td>75'</td>
<td>75'</td>
</tr>
</tbody>
</table>

| **REQUIRED BUILD-TO** | | | | | |
| B Primary Street (min % within min/max) | 50% | 50% | 50% | 50% | 50% |

| **SETBACKS** | | | | | |
| C Primary Street (min) | 10' | 10' | 10' | 10' | 10' |
| D Side Street (min) | 5' | 5' | 5' | 5' | 5' |
| E Side Interior (min) | 7.5' | 7.5' | 7.5' | 7.5' | 7.5' |
| Side Interior adjacent to Protected District (min) | 10' | 10' | 10' | 10' | 10' |
| F Rear, alley/no alley (min) | 10'/20' | 10'/20' | 10'/20' | 10'/20' | 10'/20' |

**PARKING**

- Surface Parking between building and Primary Street/Side Street: Allowed/Allowed
- Vehicle Access, 3 or more side-by-side dwelling units in one structure: From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)
- Vehicle Access, all other permitted uses: Access determined at Site Development Plan Review

**DESIGN ELEMENTS**

<table>
<thead>
<tr>
<th>BUILDING CONFIGURATION</th>
<th>S-MU-3</th>
<th>S-MU-5</th>
<th>S-MU-8</th>
<th>S-MU-12</th>
<th>S-MU-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street-Facing Attached Garage Door Width (max per structure)</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Upper Story Setback Above 40', Side Interior</td>
<td>na</td>
<td>15'</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Upper Story Setback Above 51', Side Interior</td>
<td>na</td>
<td>na</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
</tr>
<tr>
<td>Upper Story Setback Above 75', Rear, alley/Rear, no alley and Side Interior</td>
<td>na</td>
<td>na</td>
<td>20'/30'</td>
<td>20'/30'</td>
<td>20'/30'</td>
</tr>
<tr>
<td>Upper Story Setback above 27', adjacent to Protected District: Side Interior (min)</td>
<td>25'</td>
<td>25'</td>
<td>25'</td>
<td>25'</td>
<td>25'</td>
</tr>
<tr>
<td>Upper Story Setback above 40', adjacent to Protected District: Rear, alley/no alley</td>
<td>na</td>
<td>30'/40'</td>
<td>30'/40'</td>
<td>30'/40'</td>
<td>30'/40'</td>
</tr>
<tr>
<td>Upper Story Setback above 51', adjacent to Protected District: Side Interior (min)</td>
<td>na</td>
<td>40'</td>
<td>40'</td>
<td>40'</td>
<td>40'</td>
</tr>
</tbody>
</table>

**STREET LEVEL ACTIVATION**

| Transparency, Primary Street (min) | 30% | 30% | 30% | 30% | 30% |
| Transparency, Side Street (min) | 25% | 25% | 25% | 25% | 25% |
| Pedestrian Access, Primary Street | Pedestrian Connection |

**USES**

- Primary Uses shall be limited to Multi Unit Dwelling and permit-ted Congregate Living, Residential Care, and Nonresidential uses. See Division 3.4 Uses and Parking

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

---

**DENVER ZONING CODE**

June 25, 2010 | Republished July 1, 2021
Drive Thru Services

Not to Scale. Illustrative Only.

(A) Side Interior Setbacks
(B) Surface Parking
(C) Canopy
(D) Screening
(E) Transparency
(F) Transparency
(G) Pedestrian Access
(G) Pedestrian Connection

Not to Scale. Illustrative Only.
## DRIVE THRU SERVICES

<table>
<thead>
<tr>
<th>APPLICABILITY</th>
<th>All S-CC, S-MX, and S-MS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Form is not permitted on Zone Lots within 1/4 mile of the outer boundary of a Rail Transit Station Platform</td>
<td></td>
</tr>
</tbody>
</table>

### APPLICABILITY

### HEIGHT

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feet (max)</td>
<td>30''</td>
<td>45’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SITING

#### REQUIRED BUILD-TO

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MS-3, -5</th>
<th>S-MX-2, -3, -5, -8, -12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min % within min/max)*</td>
<td>na</td>
<td>50% 0'/15'</td>
<td>na</td>
</tr>
<tr>
<td>Side Street (min % within min/max)*</td>
<td>na</td>
<td>50% 0'/15'</td>
<td>na</td>
</tr>
</tbody>
</table>

### Setbacks

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MS-3, -5</th>
<th>S-MX-2, -3, -5, -8, -12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Street (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Interior (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Interior, adjacent to Protected District (min)</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>Rear (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Rear, adjacent to Protected District, alley/no alley (min)</td>
<td>0'/10'</td>
<td>0'/10'</td>
<td>0'/10'</td>
</tr>
</tbody>
</table>

### PARKING

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MS-3, -5</th>
<th>S-MX-2, -3, -5, -8, -12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Parking between building and Primary Street/Side Street</td>
<td>Allowed/Allowed</td>
<td>Not Allowed/Allowed</td>
<td>Allowed/Allowed</td>
</tr>
</tbody>
</table>

### DESIGN ELEMENTS

#### BUILDING CONFIGURATION

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MS-3, -5</th>
<th>S-MX-2, -3, -5, -8, -12</th>
</tr>
</thead>
<tbody>
<tr>
<td>C *Canopy</td>
<td>na</td>
<td></td>
<td>na</td>
</tr>
</tbody>
</table>

Building shall be used to meet a portion of the Primary and Side Street Build-To. Canopy may be used to meet a portion of the Primary and Side Street Build-To.

#### SCREENING REQUIRED

See Article 10

Garden Wall required within 0'/15' for 100% of the zone lot's Primary and Side Street frontages, excluding access points and portions of building within 0'/15'; following the standards of Article 10, Section 10.5.4.4

#### STREET LEVEL ACTIVATION

<table>
<thead>
<tr>
<th></th>
<th>Upper Story Setback Above 27’, adjacent to Protected District: Rear, alley/ Rear, no alley and Side interior (min)</th>
<th>S-MX-2: na</th>
</tr>
</thead>
<tbody>
<tr>
<td>E Transparency, Primary Street (min)</td>
<td>15'/25'</td>
<td>15'/25'</td>
</tr>
<tr>
<td>F Transparency, Side Street (min)</td>
<td>25%*</td>
<td>25%*</td>
</tr>
</tbody>
</table>

#### Pedestrian Access, Primary Street

<table>
<thead>
<tr>
<th></th>
<th>Pedestrian Connection</th>
<th>Entrance</th>
<th>Pedestrian Connection</th>
</tr>
</thead>
</table>

### USES

All permitted Primary Uses shall be allowed within this building form, if the building form includes at least one of the following: (1) an Automobile Services, Light Primary Use, or (2) a Primary Use with Accessory Drive Thru Use, excluding Eating & Drinking Establishments. See Division 3.4 Uses and Required Minimum Parking.

*Applies only to street-facing portions of building facade located within 80’ of the Primary and/or Side Street
F. Drive Thru Restaurant
## DRIVE THRU RESTAURANT

### APPLICABILITY

All S-CC, S-MX, and S-MS

Form is not permitted on Zone Lots within 1/4 mile of the outer boundary of a Rail Transit Station Platform

### HEIGHT

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feet (max)</td>
<td>30'</td>
<td>30'</td>
<td>45'</td>
<td></td>
</tr>
</tbody>
</table>

### SITING

#### REQUIRED BUILD-TO

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-2, 3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min % within min/max)</td>
<td>na</td>
<td>50% 0'/80'</td>
<td>50% 0'/35'</td>
</tr>
<tr>
<td>Side Street (min % within min/max)</td>
<td>na</td>
<td>na</td>
<td>50% 0'/35'</td>
</tr>
</tbody>
</table>

### SETBACKS

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-2, 3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Street (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Interior (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Interior, adjacent to Protected District (min)</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>Rear (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Rear, adjacent to Protected District, alley/no alley (min)</td>
<td>0'/10'</td>
<td>0'/10'</td>
<td>0'/10'</td>
</tr>
</tbody>
</table>

### PARKING

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-2, 3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Parking between building and Primary Street/Side Street</td>
<td>Allowed/Allowed</td>
<td>Allowed/Allowed</td>
<td>Not allowed/Not Allowed</td>
</tr>
<tr>
<td>Drive Thru Lane between building and Primary Street/Side Street</td>
<td>Allowed/Allowed</td>
<td>Allowed/Allowed</td>
<td>Allowed/Allowed</td>
</tr>
<tr>
<td>Drive Thru Lane Width (max)</td>
<td>na</td>
<td>na</td>
<td>12'</td>
</tr>
<tr>
<td>Drive Thru Lane Screening</td>
<td>na</td>
<td>na</td>
<td>Garden Wall, following the standards of Article 10, Section 10.5.4.4</td>
</tr>
</tbody>
</table>

### DESIGN ELEMENTS

### BUILDING CONFIGURATION

Upper Story Setback Above 27’, adjacent to Protected District: Rear, alley/ Rear, no alley and Side interior (min) 15'/25' 15'/25' S-MX-2: na 15'/25'

### STREET LEVEL ACTIVATION

<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
<th>S-MX-2, 3, -5, -8, -12</th>
<th>S-MS-3, -5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transparency, Primary Street (min)</td>
<td>40%*</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Transparency, Side Street (min)</td>
<td>25%*</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Pedestrian Access, Primary Street</td>
<td>Pedestrian Connection</td>
<td>Pedestrian Connection</td>
<td>Entrance and Pedestrian Connection</td>
</tr>
</tbody>
</table>

### USES

All permitted Primary Uses shall be allowed within this building form, if the building form includes a minimum of one Eating & Drinking Establishment Primary Use with Accessory Drive Thru Use. See Division 3.4 Uses and Required Minimum Parking.

*Applies only to street-facing portions of building facade located within 80’ of the Primary and/or Side Street
G. General (1 of 3)

Not to Scale. Illustrative Only.
### GENERAL (1 OF 3)

#### HEIGHT
<table>
<thead>
<tr>
<th></th>
<th>S-CC-3</th>
<th>S-CC-3x</th>
<th>S-CC-5</th>
<th>S-CC-5x</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>45’</td>
<td>70’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feet, within 175’ of Protected District (max)</td>
<td>na</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height Exceptions</td>
<td>See Section 3.3.7.1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### SITING

#### SETBACKS
<table>
<thead>
<tr>
<th></th>
<th>S-CC-3, -3x, -5, -5x</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street (min)</td>
<td>0’</td>
</tr>
<tr>
<td>Side Street (min)</td>
<td>0’</td>
</tr>
<tr>
<td>Side Interior (min)</td>
<td>5’</td>
</tr>
<tr>
<td>A Side Interior, adjacent to Protected District (min)</td>
<td>10’</td>
</tr>
<tr>
<td>Rear (min)</td>
<td>0’</td>
</tr>
<tr>
<td>Rear, adjacent to Protected District, alley/no alley (min)</td>
<td>0’/10’</td>
</tr>
<tr>
<td>Setback Exceptions and Encroachments</td>
<td>See Sections 3.3.7.3 and 3.3.7.4</td>
</tr>
</tbody>
</table>

#### PARKING
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Parking between building and Primary Street/ Side Street</td>
<td>Allowed/Allowed</td>
</tr>
<tr>
<td>C Surface Parking Screening</td>
<td>See Article 10, Division 10.5</td>
</tr>
</tbody>
</table>

#### DESIGN ELEMENTS

#### BUILDING CONFIGURATION
<table>
<thead>
<tr>
<th></th>
<th>S-CC-3</th>
<th>S-CC-3x</th>
<th>S-CC-5</th>
<th>S-CC-5x</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Story setback above 27’, adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>15’/25’</td>
<td>20’/25’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper story setback above 51’, adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>35’/40’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### STREET LEVEL ACTIVATION

#### F Transparency, Primary Street (min) Residential Only Buildings: 30%*

#### G Transparency, Side Street (min) Transparency Alternatives See Section 3.3.6.3

#### H Pedestrian Access, Primary Street Pedestrian Connection

#### USES

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All permitted Primary Uses shall be allowed within this building form. See Division 3.4 Uses and Parking</td>
<td></td>
</tr>
</tbody>
</table>

*Applies only to street-facing portions of building facade located within 80’ of the Primary and/or Side Street
H. General (2 of 3)

Not to Scale. Illustrative Only.

Option A

- (A) Build-to Percentage
- (B) Protected District Setback
- (E) Protected District Upper Story Setback
- (F) Protected District Upper Story Setback
- (H) Transparency
- (G) Transparency
- (D) Surface Parking Screening
- (I) Pedestrian Access
- Zone Lot
- PRIMARY STREET

Option B

- (A) Build-to Percentage
- (I) Pedestrian Access
- Zone Lot
- PRIMARY STREET

Option A

- (A) Build-to Range
- (I) Pedestrian Access
- Zone Lot
- PRIMARY STREET

Option A

- (A) Build-to Range
- (I) Pedestrian Access
- Zone Lot
- PRIMARY STREET

Option A

- (F) Protected District Upper Story Setback
- (E) Protected District Upper Story Setback
- (D) Protected District Setback
- Protected District
- PRIMARY STREET
GENERAL (2 OF 3)

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th>S-MX-2x</th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>30'</td>
<td>30'</td>
<td>45'</td>
<td>70'</td>
<td>110'</td>
<td>150'</td>
</tr>
<tr>
<td>Feet, within 175' of Protected District (max)</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>75'</td>
<td>75'</td>
</tr>
<tr>
<td>Height Exceptions</td>
<td>See Section 3.3.7.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITING</th>
<th>All S-MX</th>
<th>All S-MX</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Option A</td>
<td>Option B</td>
</tr>
<tr>
<td>RESTRICTION</td>
<td>na</td>
<td>Allowed only if Street Level GFA is equal or greater than 20,000 sf</td>
</tr>
<tr>
<td>REQUIRED BUILD-TO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A Primary Street (min build-to % within min/max range)</td>
<td>50% 0'/80'</td>
<td>50% 0'/150'</td>
</tr>
<tr>
<td>Build-to Exceptions and Alternatives</td>
<td>See Sections 3.3.7.2 and 3.3.6.1</td>
<td>See Sections 3.3.7.2 and 3.3.6.1</td>
</tr>
<tr>
<td>SETBACKS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Street (min)</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Street (min)</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Side Interior (min)</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>B Side Interior, adjacent to Protected District (min)</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>Rear (min)</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Rear, adjacent to Protected District, alley/no alley (min)</td>
<td>S-MX-2x: 12'/20'</td>
<td>S-MX-2x: 12'/20'</td>
</tr>
<tr>
<td>All Other Zone Districts: 0/10'</td>
<td>All Other Zone Districts: 0/10'</td>
<td></td>
</tr>
<tr>
<td>Setback Exceptions and Encroachments</td>
<td>See Sections 3.3.7.3 and 3.3.7.4</td>
<td>See Sections 3.3.7.3 and 3.3.7.4</td>
</tr>
<tr>
<td>PARKING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C Surface Parking between building and Primary Street/ Side Street</td>
<td>Allowed/Allowed</td>
<td>Allowed, limited to two double loaded aisles within the Build-To range/Allowed</td>
</tr>
<tr>
<td>D Surface Parking Screening</td>
<td>See Article 10, Division 10.5</td>
<td></td>
</tr>
<tr>
<td>Vehicle Access, 3 or more side-by-side dwelling units in one structure</td>
<td>From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)</td>
<td></td>
</tr>
<tr>
<td>Vehicle Access, all other permitted uses</td>
<td>Access determined at Site Development Plan Review</td>
<td></td>
</tr>
<tr>
<td>DESIGN ELEMENTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUILDING CONFIGURATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Upper Story setback above 27', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>F Upper story setback above 51', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>STREET LEVEL ACTIVATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G Transparency, Primary Street (min)</td>
<td>40%*</td>
<td></td>
</tr>
<tr>
<td>Residential Only Buildings: 30%*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H Transparency, Side Street (min)</td>
<td>25%*</td>
<td></td>
</tr>
<tr>
<td>Transparency Alternatives</td>
<td>See Section 3.3.6.3</td>
<td></td>
</tr>
<tr>
<td>I Pedestrian Access, Primary Street</td>
<td>Pedestrian Connection</td>
<td></td>
</tr>
<tr>
<td>USES</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>S-MX-2x-2,-3,-5,-8,-12</td>
<td></td>
</tr>
</tbody>
</table>

(1) All permitted Primary Uses shall be allowed within this building form See Division 4.4 Uses and Parking; and (2) 40% of the street-facing portions of building façade located within 80' of the Primary Street shall be occupied by Street Level active uses as described in Section 3.3.5.3.

*Applies only to street-facing portions of building façade located within 80' of the Primary and/or Side Street

DENVER ZONING CODE
June 25, 2010 | Republished July 1, 2021

| 3.3-23 |
I. General (3 of 3)
### GENERAL (3 OF 3)

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th>S-MX-2A</th>
<th>S-MX-3A</th>
<th>S-MX-5A</th>
<th>S-MX-8A</th>
<th>S-MX-12A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>30’</td>
<td>45’</td>
<td>70’</td>
<td>110’</td>
<td>150’</td>
</tr>
<tr>
<td>Feet, within 175’ of Protected District (max)</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>75’</td>
<td>75’</td>
</tr>
<tr>
<td>Height Exceptions</td>
<td>See Section 3.3.7.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITING</th>
<th>S-MX-2A, -3A, -5A, -8A, -12A</th>
</tr>
</thead>
<tbody>
<tr>
<td>REQUIRED BUILD-TO</td>
<td></td>
</tr>
<tr>
<td>A Primary Street (min build-to % within min/max range)</td>
<td>60%</td>
</tr>
<tr>
<td>Side Street (min build-to % within min/max range)</td>
<td>na</td>
</tr>
<tr>
<td>Build-to Exceptions and Alternatives</td>
<td>See Sections 3.3.7.2 and 3.3.6.1</td>
</tr>
</tbody>
</table>

| SETBACKS |
| Primary Street (min) | 0’ |
| Side Street (min) | 0’ |
| Side Interior (min) | 0’ |
| B Side Interior, adjacent to Protected District (min) | 10’ |
| Rear (min) | 0’ |
| Rear, adjacent to Protected District, alley/no alley (min) | 0'/10’ |
| Setback Exceptions and Encroachments | See Sections 3.3.7.3 and 3.3.7.4 |

| PARKING |
| Surface Parking between building and Primary Street/ Side Street | Not Allowed/Allowed |
| D Surface Parking Screening | See Article 10, Division 10.5 |
| Vehicle Access, 3 or more side-by-side dwelling units in one structure | From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6) |
| Vehicle Access, all other permitted uses | Shall be determined as part of Site Development Plan Review |

<table>
<thead>
<tr>
<th>DESIGN ELEMENTS</th>
<th>S-MX-2A</th>
<th>S-MX-3A</th>
<th>S-MX-5A</th>
<th>S-MX-8A</th>
<th>S-MX-12A</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING CONFIGURATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Upper Story setback above 27’; adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>15'/25’</td>
<td>20'/25’</td>
<td>20'/25’</td>
<td>20'/25’</td>
</tr>
<tr>
<td>F Upper story setback above 51’; adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</td>
<td>na</td>
<td>na</td>
<td>35'/40’</td>
<td>35'/40’</td>
<td>35'/40’</td>
</tr>
<tr>
<td>STREET LEVEL ACTIVATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G Transparency, Primary Street (min)</td>
<td>40%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H Transparency, Side Street (min)</td>
<td>Residential Only Buildings: 30%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transparency Alternatives</td>
<td>See Section 3.3.6.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I Pedestrian Access, Primary Street</td>
<td>Entrance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>USES</th>
<th>S-MX-2A, -3A, -5A, -8A, -12A</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) All permitted Primary Uses shall be allowed within this building form; and (2) 40% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 3.3.5.3.</td>
<td></td>
</tr>
</tbody>
</table>
J. Shopfront

Not to Scale. Illustrative Only.

(A) Minimum Height of 24'

(B) Build-to Range

(C) Build-to Percentage

(D) Protected District Setback

(E) Surface Parking Screening

(F) Protected District Upper Story Setback

(G) Protected District

(H) Transparency

(I) Transparency

(J) Pedestrian Access
### SHOPFRONT

#### HEIGHT

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stories (max)</strong></td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td><strong>Feet (min/max)</strong></td>
<td>na/30'</td>
<td>na/45'</td>
<td>24'/70'</td>
<td>24'/110'</td>
<td>24'/150'</td>
</tr>
</tbody>
</table>

**Height Exceptions**

See Section 3.3.7.1

#### SITING

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REQUIRED BUILD TO</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Primary Street</strong></td>
<td>75%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Side Street</strong></td>
<td>25%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Build-to Exceptions and Alternatives**

See Sections 3.3.7.2 and 3.3.6.1

#### SETBACKS

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Street</strong></td>
<td>0'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Side Street</strong></td>
<td>0'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Side Interior</strong></td>
<td>0'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rear, adjacent to Protected District**

See Sections 3.3.7.3 and 3.3.7.4

#### PARKING

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surface Parking between building and Primary Street/Side Street</strong></td>
<td>Not Allowed (Sec. 3.3.5.1)/Not Allowed (Sec. 3.3.5.1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vehicle Access, 3 or more side-by-side dwelling units in one structure</strong></td>
<td>From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vehicle Access, all other permitted uses</strong></td>
<td>Access determined at Site Development Plan Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Surface Parking Screening**

See Article 10, Division 10.5

#### DESIGN ELEMENTS

**BUILDING CONFIGURATION**

<table>
<thead>
<tr>
<th></th>
<th>S-MX-2</th>
<th>S-MX-3</th>
<th>S-MX-5</th>
<th>S-MX-8</th>
<th>S-MX-12</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Street Upper Story Setback above 5 stories or 70’ (min)</strong></td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td><strong>Upper Story Setback above 27’ adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)</strong></td>
<td>na</td>
<td>15’/25’</td>
<td>20’/25’</td>
<td>20’/25’</td>
<td>20’/25’</td>
</tr>
<tr>
<td><strong>Upper story setback above 51’ adjacent to Protected District: Rear, no alley and Side Interior (min)</strong></td>
<td>na</td>
<td>na</td>
<td>35’/40’</td>
<td>35’/40’</td>
<td>35’/40’</td>
</tr>
</tbody>
</table>

#### STREET LEVEL ACTIVATION

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transparency, Primary Street (min)</strong></td>
<td>60%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transparency, Side Street (min)</strong></td>
<td>25%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transparency Alternatives**

See Section 3.3.6.3

**Pedestrian Access, Primary Street**

Entrance

#### USES

(1) All permitted Primary Uses shall be allowed within this building form. See Division 3.4 Uses and Parking; and (2) 100% of the portion of the Street Level building frontage that meets the minimum Primary Street and Side Street build-to requirements shall be occupied by Street Level active uses as described in Section 3.3.5.3.
SECTION 3.3.4 DETACHED ACCESSORY BUILDING FORM STANDARDS

3.3.4.1 Applicability
All detached accessory structures in all the Suburban Neighborhood Context zone districts

3.3.4.2 General Standards

A. Detached Accessory Structures Allowed
   Allowed detached accessory structures include, but are not limited to the following:

1. Structures, Completely Enclosed: (See Division 13.3, Definitions of Words, Terms and Phrases.)
   Examples include, but are not limited to, sheds, utility buildings, playhouses, cabanas, pool houses, garages, guard houses, and other similar Completely Enclosed Structures.

2. Structures, Partially Enclosed: (See Division 13.3, Definitions of Words, Terms and Phrases.)
   Examples include, but are not limited to, carports, gazebos, porches, trellises, chicken coops, and other similar Partially Enclosed Structures.

3. Structures, Open: (See Division 13.3, Definitions of Words, Terms and Phrases.)
   Examples include, but are not limited to, pools and associated surrounds, hot tubs and associated surrounds, decks, balconies, recreational and play facilities, non-commercial barbecues, outside fireplaces, outdoor eating areas, and other similar Open Structures.

4. Utilities, and Equipment Common and Customary to the Primary Structure and/or Use
   Examples include, but are not limited to the following:
   a. Radio and Television Receiving Antennas and Support Structures
      Permitted accessory radio and television receiving antennas and support structures shall include satellite dishes less than 32 inches in diameter, and one amateur radio sending and receiving antenna and support structures provided for same.
   b. Solar thermal and photo-voltaic energy systems
   c. Air conditioning units
   d. Pool pumps, heating and water filtration systems
   e. Mailboxes including individual mailbox structures and cluster box units (CBUs)
   f. Other similar Detached Accessory Structures, Utilities, and Equipment Common and Customary to the Primary Structure and/or Use

5. Fences, Walls and Retaining Walls
   All accessory fences, walls and retaining walls, including fences and walls used for required screening, shall comply with the fence, wall and screening standards in Division 10.5 instead of this Section 3.3.4, Detached Accessory Building Form Standards.

6. Detached Accessory Structures Not Listed
   a. The Zoning Administrator shall determine and impose limitations on accessory structures not otherwise listed as allowed in an applicable Use Table in Articles 3 through 9, or not otherwise covered by the standards in this Section 3.3.4.
   b. All such determinations shall be reviewed according to the procedures and review criteria stated in Section 12.4.6, Code Interpretations and Determination of Unlisted Uses. In addition to the criteria stated in Section 12.4.6, the Zoning Administrator shall determine whether a proposed accessory structure is common and customary to the primary structure on the zone lot or to a specific primary use, and if the
structure is incidental to the primary structure(s) on the zone lot or to a specific primary use.

c. The Zoning Administrator may impose limitations on the proposed accessory structure, which shall be uniform throughout the zone district, and taking into consideration the size of the accessory structure, the total number of structures on the zone lot, and the effect on adjacent property.

d. Matters that may be regulated according to this Section shall include, but shall not be limited to, the size, area and number of accessory structures, except as specifically permitted or excluded by Articles 3 through 9, or by this Section 3.3.4.

### 3.3.4.3 Supplemental Standards

**A. Additional Standards for Detached Accessory Structures in All Zone Districts**

1. **Building Coverage**
   All detached accessory structures on a zone lot, together with the primary structure(s) on such zone lot, shall not exceed any maximum building coverage standard (taking into account any permitted exemptions) applicable in the subject zone district for a particular primary building form (e.g., the suburban house, urban house, and duplex building forms are all subject to a maximum building coverage standard).

2. **Public Art**
   A detached accessory structure may be allowed to exceed any Detached Accessory Building Form standard if it is a “work of Public Art” as defined by Section 20-86 of the Denver Revised Municipal Code, as determined by the Zoning Administrator with input from Denver Arts and Venues, and if the Zoning Administrator determines that such exception (1) will have no adverse impacts on abutting property, and (2) shall not substantially harm the public health, safety, and general welfare.

**B. Additional Standards for Structures Accessory to Single Unit Dwellings**

1. **Required Building Materials**
   All structures accessory to primary single unit dwelling use shall be constructed of materials that are (1) compatible with the materials employed on the primary building, (2) durable, and (3) are not constructed from salvage doors, or other similar materials as designated by the Zoning Administrator.

**C. Additional Standards for Detached Accessory Structure Building Forms**

1. **Applicability**
   This section applies to the Detached Accessory Structure accessory building forms only.

2. **Limit on Gross Floor Area**
   If an accessory use is operated partially or entirely in one or more detached accessory structures, the gross floor area of such detached accessory structures shall not exceed 10 percent of the area of the zone lot; provided, however, that this limitation shall not apply to detached accessory structures with vehicle access doors.
3.3.4.4 District Specific Standards Summary
The table below states the building forms allowed in each zone district. The table also summarizes the maximum number of structures allowed per Zone Lot, which is stated in more detail in Section 1.2.3.5 (Number of Uses and Structures Allowed per Zone Lot).

See also Division 1.4, Building Form Standards - General Provisions, for additional standards related to initial assignment of building form standards to new and existing structures and for rules governing combining or changing building forms.

<table>
<thead>
<tr>
<th>Suburban (S-) Neighborhood Context Zone Districts</th>
<th>Max Number of Detached Accessory Structures per Zone Lot</th>
<th>Building Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Unit (SU)</td>
<td>S-SU-A, -D, -F, -Fx, -I, -Ix</td>
<td>no max*</td>
</tr>
<tr>
<td></td>
<td>S-SU-F1</td>
<td>no max*</td>
</tr>
<tr>
<td>Row House(RH)</td>
<td>S-RH-2.5</td>
<td>no max*</td>
</tr>
<tr>
<td>Multi Unit (MU)</td>
<td>S-MU-3, -5, 8, 12, 20</td>
<td>no max*</td>
</tr>
<tr>
<td>Commercial Corridor (CC)</td>
<td>S-CC-3, -3x, -5, -5x</td>
<td>no max</td>
</tr>
<tr>
<td>Mixed Use (MX)</td>
<td>S-MX-2x</td>
<td>no max</td>
</tr>
<tr>
<td></td>
<td>S-MX-2, -3, -5, -8, -12</td>
<td>no max</td>
</tr>
<tr>
<td></td>
<td>S-MX-2A, -3A, -5A, -8A, -12A</td>
<td>no max</td>
</tr>
<tr>
<td>Main Street (MS)</td>
<td>S-MS-3, -5</td>
<td>no max</td>
</tr>
</tbody>
</table>

■ = Allowed  □ = Allowed subject to limitations  *One per dwelling unit for structures with vehicle access doors, See Section 1.2.3.5
3.3.4.5 District Specific Standards

A. Detached Accessory Dwelling Unit

Not to Scale. Illustrative Only.
## DETACHED ACCESSORY DWELLING UNIT

<table>
<thead>
<tr>
<th>HEIGH T</th>
<th>S-SU-F1</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>1.5</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>24'</td>
<td>24'</td>
<td>24'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITING</th>
<th>S-SU-F1</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE LOT</td>
<td>Zone Lot Size (min)</td>
<td>8,500 sf</td>
<td>6,000 sf</td>
</tr>
<tr>
<td></td>
<td>Zone Lot Depth (min)</td>
<td>150'</td>
<td>na</td>
</tr>
<tr>
<td></td>
<td>Additional Standards</td>
<td>See Section 3.3.4.3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SETBACKS</th>
<th>S-SU-F1</th>
<th>S-RH-2.5</th>
<th>S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of Structure</td>
<td>Located in the rear 35% of the zone lot depth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Interior and Side Street (min)</td>
<td>Lots 25' wide or less: 3'</td>
<td>Lots greater than 25' wide: 5'</td>
<td></td>
</tr>
<tr>
<td>Rear (min)</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING</th>
<th>S-SU-F1 Only</th>
<th>S-RH-2.5, S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Access</td>
<td>From Alley; or Street access allowed when no Alley present</td>
<td>See 3.3.7.6 for exceptions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN ELEMENTS</th>
<th>S-SU-F1 Only</th>
<th>S-RH-2.5, S-MU-3, -5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING CONFIGURATION</td>
<td>6,000 sf or Less</td>
<td>Greater than 6,000 sf and up to 7,000 sf</td>
</tr>
<tr>
<td>Building Footprint (max)</td>
<td>650 sf</td>
<td>864 sf</td>
</tr>
<tr>
<td>Overall Structure Length (max)</td>
<td>36'</td>
<td>36'</td>
</tr>
<tr>
<td>Rooftop and/or Second Story Decks</td>
<td>Not allowed - See Section 3.3.5.2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>USES</th>
<th>S-SU-F1; S-RH-2.5; All S-MU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uses Accessory to Primary Residential Uses Only</td>
<td>See Division 3.4 for permitted Uses Accessory to Primary Residential Uses</td>
</tr>
</tbody>
</table>

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions
B. Detached Garage

Not to Scale. Illustrative Only.
## DETACHED GARAGE

### HEIGHT

<table>
<thead>
<tr>
<th></th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-Fx</th>
<th>S-SU-F</th>
<th>S-SU-Ix</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
<td>17’</td>
</tr>
<tr>
<td>B Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>na</td>
</tr>
<tr>
<td>B Bulk Plane Slope from Side Interior and Side Street Zone Lot Line</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>na</td>
</tr>
</tbody>
</table>

### SITING

<table>
<thead>
<tr>
<th></th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-Fx</th>
<th>S-SU-F</th>
<th>S-SU-Ix</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Standards</td>
<td>See Section 3.3.4.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SETBACKS

<table>
<thead>
<tr>
<th></th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-Fx</th>
<th>S-SU-F</th>
<th>S-SU-Ix</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>C Location of Structure</td>
<td>Located a minimum of 10’ behind 75% of the total width of the Primary Street-facing facade(s) of one Primary Structure; see Section 13.1.5.12 for applicable location standard when there are multiple Primary Structures on one Zone Lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Side Street (min)</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>D Side Interior (min), for structure entirely in rear 35% of zone lot**</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
</tr>
<tr>
<td>D Side Interior (min), for structure not entirely in rear 35% of zone lot</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>D Side Interior (min), for structure not entirely in rear 35% of zone lot, where Zone Lot Width is 30’ or less</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
<td>3’</td>
</tr>
<tr>
<td>E Rear, no alley (min)</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>E Rear, alley, where garage doors face alley (min)</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
<td>5’</td>
</tr>
<tr>
<td>E Rear, alley, where garage doors do not face alley (min)</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
<td>0’</td>
</tr>
</tbody>
</table>

### DESIGN ELEMENTS

<table>
<thead>
<tr>
<th></th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-Fx</th>
<th>S-SU-F</th>
<th>S-SU-Ix</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>F Building Footprint (max)</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>864 sf per unit*</td>
<td>864 sf per unit*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F Overall Structure Length (max)</td>
<td>36’</td>
<td>36’</td>
<td>36’</td>
<td>36’</td>
<td>no max</td>
<td>no max</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F Allowed Number of Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max)</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>no max</td>
<td>no max</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F Cumulative Width of All Primary Street Facing Vehicular Access Doors in the front 50% of the lot depth (max)</td>
<td>28’</td>
<td>28’</td>
<td>28’</td>
<td>28’</td>
<td>no max</td>
<td>no max</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### USES

<table>
<thead>
<tr>
<th></th>
<th>All S-SU; S-RH-2.5; All S-MU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Uses Only, excluding accessory dwelling unit where permitted. See Division 3.4 for permitted Accessory Uses</td>
<td></td>
</tr>
</tbody>
</table>

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

*When used with a Primary Single Unit Dwelling Use, the permitted building footprint for a detached garage may be increased to 1,000 sf
**Setbacks less than 5’ may be subject to more restrictive Department of Transportation and Infrastructure ("DOTI"), building and fire code review - Side facing gable roof ends are not permitted where setbacks are less than 5’
C. Other Detached Accessory Structures

Not to Scale. Illustrative Only.
### OTHER DETACHED ACCESSORY STRUCTURES

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-F</th>
<th>S-SU-F1</th>
<th>S-SU-Ix</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stories (max)</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Feet (max)</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td></td>
</tr>
<tr>
<td>Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td>Bulk Plane Slope from Side Interior and Side Street Zone Lot Line</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>45°</td>
<td>na</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITING</th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-F</th>
<th>S-SU-F1</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Standards</td>
<td>See Section 3.3.4.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SETBACKS

<table>
<thead>
<tr>
<th>LOCATION OF STRUCTURE</th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-F</th>
<th>S-SU-F1</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of Structure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Street (min)</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>Side Interior, for structure entirely in rear 35% of zone lot (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td></td>
</tr>
<tr>
<td>Side Interior, for structure not entirely in rear 35% of zone lot (min)</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>Side Interior, for structure not entirely in rear 35% of zone lot (min), where Zone Lot Width is 30' or less</td>
<td>3'</td>
<td>3'</td>
<td>3'</td>
<td>3'</td>
<td>3'</td>
<td>3'</td>
<td></td>
</tr>
<tr>
<td>Rear, no alley (min)</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>Rear, alley, where doors face alley (min)</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td></td>
</tr>
<tr>
<td>Rear, alley, where doors do not face alley (min)</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td></td>
</tr>
</tbody>
</table>

### DESIGN ELEMENTS

<table>
<thead>
<tr>
<th>BUILDING CONFIGURATION</th>
<th>S-SU-A</th>
<th>S-SU-D</th>
<th>S-SU-F</th>
<th>S-SU-F1</th>
<th>S-SU-I</th>
<th>S-RH-2.5</th>
<th>S-MU-3, 5, -8, -12, -20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Footprint (max)</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td>1,000 sf</td>
<td></td>
</tr>
<tr>
<td>Overall Structure Length (max)</td>
<td>36'</td>
<td>36'</td>
<td>36'</td>
<td>36'</td>
<td>36'</td>
<td>36'</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>USES</th>
<th>All S-SU; S-RH-2.5; All S-MU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Uses Only, excluding accessory dwelling unit where permitted and parking of vehicles. See Division 3.4 for permitted Accessory Uses</td>
<td></td>
</tr>
</tbody>
</table>

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions
D. Detached Accessory Structures

Not to Scale. Illustrative Only.
## DETACHED ACCESSORY STRUCTURES

### HEIGHT

| A | Stories (max) | 1 |
| A | Feet (max) | 17' |

### SITING

### SETBACKS

- **B Location of Structure**: Located a minimum of 10' behind 75% of the total width of the Primary Street-facing facade(s) of one Primary Structure; see Section 13.1.5.12 for applicable location standard when there are multiple Primary Structures on one Zone Lot.

| C | Side Interior and Side Street (min) | 5' |
| D | Rear, no alley (min) | 5' |
|   | Rear, alley, where garage doors face alley (min) | 5' |
|   | Rear, alley, where garage doors do not face alley (min) | 0' |

### DESIGN ELEMENTS

<table>
<thead>
<tr>
<th>All S-CC,-MX,-MS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Floor Area (max)</strong></td>
</tr>
<tr>
<td><strong>Additional Standards</strong></td>
</tr>
<tr>
<td><strong>USES</strong></td>
</tr>
</tbody>
</table>

Accessory Uses Only

See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions
SECTION 3.3.5 SUPPLEMENTAL DESIGN STANDARDS

3.3.5.1 Surface Parking Between the Building and the Primary/Side Street

A. Intent
Allow for the functional siting of Buildings and Surface Parking while continuing to minimize the impacts of Surface Parking on the pedestrian experience.

B. Applicability
This Section 3.3.5.1 applies to the Shopfront building form in the S-MS zone districts.

C. Surface Parking Not Allowed
Where a building form specifies that Surface Parking is not allowed between a Building and a Primary Street and/or Side Street, Surface Parking shall not be located in the area directly between the applicable Street and any portion of a Building Facade set back 65 feet or less from the Zone Lot Line abutting the applicable Street and the Street. Surface Parking shall be allowed in the area directly between the applicable Street and any portion of a Building Facade set back more than 65 feet from the Zone Lot Line abutting the applicable Street and the Street.

Figure 3.

3.3.5.2 Rooftop and/or Second Story Decks

A. Intent
To protect the privacy of adjacent rear yards in low-scale residential neighborhoods.

B. Applicability
All S-SU and S-RH zone districts

C. Supplemental Design Standard
1. Rooftop and/or Second Story Decks are prohibited in the rear 35% of the zone lot depth.
2. The Zoning Administrator may prohibit other similar structures in the rear 35% of the zone lot depth, including detached or freestanding structures, but excluding the detached accessory dwelling unit building form where allowed, when the Zoning Administrator finds the structure would have similar adverse privacy impacts as the specifically prohibited Rooftop and/or Second Story Deck.
3.3.5.3 Street Level Active Uses in the S-MX and S-MS Zone Districts

A. Intent
To promote activity on the street and sidewalk, enhance safety and encourage a vibrant urban environment.

B. Applicability
This Section 3.3.5.3 applies to the General and Shopfront building forms in the S-MX zone districts and the Shopfront building form in the S-MS zone districts.

C. Street Level Active Uses
1. Street Level active uses include all permitted primary uses except the following:
   a. Mini-storage Facility; or
   b. Wholesale Trade or Storage, Light.
2. Street Level active uses include all permitted accessory uses except the following:
   a. Car Wash Bay Accessory to Automobile Services or Hotel Uses; or
   b. Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses.
3. Street Level active uses shall not include Parking Spaces or Parking Aisles.
4. Street Level active uses shall occupy Street Level floor area for a minimum depth of 15 feet (may include the depth of a recessed entrance allowed to meet minimum pedestrian access standards).
5. The length of any build-to alternatives, except Arcades, permitted by Section 3.3.6.1 shall not apply toward the required percentage of Street Level building frontage that must be occupied by a Street Level active use.
   a. An Arcade may contribute to the Street Level Active use requirement for a maximum of 6 feet of the required 15 foot depth.
6. The portion of the Street Level building frontage that meets the Street Level active use requirement shall contain at least one window or door that meets the minimum transparency requirement standards in Section 13.1.6.3.A.4.

SECTION 3.3.6 DESIGN STANDARD ALTERNATIVES

3.3.6.1 Required Build-To Alternatives

A. Intent
To help define the public realm and enhance the visual quality of the built environment where it is not possible to do so with building facades.

B. Allowance
The following alternatives may be used singularly or in combination as alternatives to a required build-to standard and may count toward the required build-to no more than as described in the table below, provided all alternatives meet the requirements stated in Section 13.1.5.8.E.
### REQUIRED BUILD-TO ALTERNATIVES

<table>
<thead>
<tr>
<th>ZONE DISTRICT</th>
<th>PERMANENT OUTDOOR PATIO SEATING (MAX INCREASE IN BUILD-TO RANGE)</th>
<th>PRIVATE OPEN SPACE (MAX % OF BUILD-TO)</th>
<th>GARDEN WALL (MAX % OF BUILD-TO)</th>
<th>GARDEN WALL WITH COVERED SEATING FOR PEDESTRIANS (MAX % OF BUILD-TO)</th>
<th>PERGOLA (MAX % OF BUILD-TO)</th>
<th>ARCADE (MAX % OF BUILD-TO)</th>
<th>COURTYARD (MAX % OF BUILD-TO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-MU</td>
<td>na</td>
<td>na</td>
<td>30%**</td>
<td>30%**</td>
<td>100%</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td>S-CC</td>
<td>10**</td>
<td>na</td>
<td>30%**</td>
<td>30%**</td>
<td>100%</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td>S-MX</td>
<td>10**</td>
<td>25%**</td>
<td>30%**</td>
<td>30%**</td>
<td>100%</td>
<td>na</td>
<td></td>
</tr>
</tbody>
</table>

*Permitted increase in the maximum depth of the required build-to range.
**If used in combination with each other, the garden wall, garden wall with covered seating for pedestrians and pergola alternatives may count toward no more than 30% of required build-to.

### 3.3.6.2 Primary Street Upper Story Setback

**A. Intent**
To provide flexibility while maintaining and promoting a pedestrian-scaled primary street.

**B. Applicability**
S-MX-8, S-MX-8A, S-MX-12, S-MX-12A

**C. Alternative**
When the building is placed at 0 feet on the Primary Street Zone Lot Line, then the Upper Story Setback above 5 stories or 70 feet may be reduced to 15 feet. This alternative only applies to portions of buildings placed at 0 feet on the Primary Street Zone Lot Line. Therefore, any portions of the building placed beyond 0 feet shall meet the Upper Story Setback stated in the building form table.

### 3.3.6.3 Transparency Alternatives

**A. Intent**
To provide visual interest on building facades, to activate the public street and sidewalk, and enhance the visual quality of the built environment along Street Level facade areas where windows do not provide sufficient transparency.

**B. Allowance**
The following alternatives may be used singularly or in combination as alternatives to a required transparency standard and may count toward required transparency no more than as described in the table below, provided all alternatives meet the requirements stated in Section 13.1.6.3.A.5:

#### TRANSPARENCY ALTERNATIVES

<table>
<thead>
<tr>
<th>ZONE DISTRICT</th>
<th>ZONE LOT LINE DESIGNATION</th>
<th>DISPLAY CASES AND AUTOMATED TELLER MACHINES (MAX)</th>
<th>WALL DESIGN ELEMENTS (MAX)</th>
<th>PERMANENT OUTDOOR EATING / SERVING AREAS (MAX)</th>
<th>PERMANENT ART (MAX)</th>
<th>COMBINATION OF ALTERNATIVES (MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-MU</td>
<td>Primary Street</td>
<td>40%</td>
<td>60%</td>
<td>40%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Side Street</td>
<td>40%</td>
<td>80%</td>
<td>40%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td>S-CC</td>
<td>Primary Street</td>
<td>40%</td>
<td>60%</td>
<td>40%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Side Street</td>
<td>40%</td>
<td>80%</td>
<td>40%</td>
<td>80%</td>
<td></td>
</tr>
</tbody>
</table>

80% provided the wall design elements are applied to the entirety (100%) of the length of the Street Level wall.
80%*
3.3.6.4 Pedestrian Access (Entrance) Alternatives

A. Intent
To provide a clear and obvious, publicly accessible route connecting the Primary Street to the primary uses within the building.

B. Allowance
In the S-MX-2A, -3A, -5A, -8A, -12A zone districts for all building forms, one of the following may be used as an alternative to a required Entrance, provided that the alternative meets the design standards described in Section 13.1.6.3.B.4:

1. Courtyard or Plaza
2. Covered Walkway

3.3.6.5 Attached Garage Alternative

A. Intent
To allow for an attached garage, designed as an integral part of the building’s facade, to project forward of a primary street facing facade when the design of the entire building de-emphasizes the garage entrance and function.

B. Applicability
Zone lots that meet both of the following may utilize this alternative:

1. Zoned S-SU, S-RH, or S-MU; and
2. Zone Lot Width along Primary Street is at least 100 feet.

C. Allowance
An attached garage may be located closer to the minimum Primary Street setback line than the Primary Street-facing façade(s) enclosing the primary use, if the attached garage complies with all of the following standards:

1. Garage doors shall not face the Primary Street (See Section 13.1.6.1.L);
2. Maximum 30 feet width and maximum 12 feet depth dimension for the portion of the attached garage projecting forward of the Primary Street-facing façade;
3. The attached garage facade facing the Primary Street has similar architectural and material treatment as the other portions of the Primary Street-facing façade.

SECTION 3.3.7 DESIGN STANDARD EXCEPTIONS

3.3.7.1 Height Exceptions

A. Intent
To allow building features to exceed maximum height for utility purposes and/or limited recreation or building amenities in the higher intensity zone districts/larger forms.

B. Standard
Except as specifically allowed below:

1. No portion of a structure shall project beyond the maximum height in feet specified in the applicable Building Form table.

2. No portion of a structure shall project beyond the bulk plane specified in the applicable Building Form table.

3. No portion of a structure shall exceed the maximum height in stories specified in the applicable Building Form table.

C. Exceptions
The following building features of Primary Structures and Accessory Structures are allowed to exceed height in feet, stories, bulk plane, and upper story setbacks as described in the table below, subject to the following standards.

1. Unoccupied elevator penthouses, stair enclosures, and enclosed or unenclosed mechanical equipment including vertical or sloped screen walls for such equipment granted an exception for height in stories shall only be as large as necessary to achieve the intended function of the feature and shall not exceed the minimum required dimensions defined in the Denver Building and Fire Code.

2. An elevator lobby granted an exception for height in stories shall be no larger in area than the area of the elevator shaft which it abuts, measured to the exterior walls.

3. Unoccupied building features shall not include space for living, sleeping, eating, cooking, bathrooms, toilet compartments, closets, halls, storage, or similar space.

4. Where a building feature exceeds the maximum height in feet or the maximum height in stories as allowed in this section, all standards for the applicable feature in the table below shall apply.
<table>
<thead>
<tr>
<th>BUILDING FEATURES</th>
<th>ZONE DISTRICTS</th>
<th>THE AGGREGATE SHALL NOT EXCEED 33-1/3 PERCENT OF THE AREA OF THE SUPPORTING ROOF</th>
<th>SHALL BE SET BACK FROM THE PERIMETER OF THE BUILDING A MINIMUM OF ONE FOOT HORIZONTALLY FOR EVERY ONE FOOT OF VERTICAL HEIGHT</th>
<th>MAY EXCEED MAXIMUM HEIGHT IN FEET BY:</th>
<th>MAY EXCEED MAXIMUM HEIGHT IN STORIES BY:</th>
<th>MAY PROJECT THROUGH THE BULK PLANE</th>
<th>MAY ENCROACH INTO THE UPPER STORY SETBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof Overhangs, gutters, and downspouts, each extending no more than 3-feet measured perpendicular from the exterior face of the Exterior Wall to the furthest edge of the projection</td>
<td>All S- Zone Districts</td>
<td>No</td>
<td>No</td>
<td>Any distance when attached to a feature that meets the definition of a Story</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Unoccupied spires, towers, flagpoles, antennas, chimneys, flues and vents</td>
<td>All S- Zone Districts</td>
<td>No</td>
<td>No</td>
<td>28'</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Unoccupied cooling towers and enclosures for tanks</td>
<td>All S- Zone Districts</td>
<td>No</td>
<td>Yes</td>
<td>28'</td>
<td>Not applicable</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Unoccupied elevator penthouses, stair enclosures, and enclosed or unenclosed mechanical equipment including vertical or sloped screen walls for such equipment</td>
<td>All 3-Story or lower S-MU, S-CC, S-MX, S-MS Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, from the perimeter of the portion of the building facing the Primary Street or Side Street.</td>
<td>12'</td>
<td>1 story</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Elevator lobbies</td>
<td>All 3-Story or lower S-MU, S-CC, S-MX, S-MS Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, from the perimeter of the portion of the building facing the Primary Street or Side Street.</td>
<td>28'</td>
<td>1 story</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Elevator lobbies</td>
<td>All S-Story or greater S-MU, S-CC, S-MX, S-MS Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, from the perimeter of the portion of the building facing the Primary Street or Side Street.</td>
<td>28'</td>
<td>1 story</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Open Structures</td>
<td>All 3-Story or lower S-MU, S-CC, S-MX, S-MS Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>12'</td>
<td>Not applicable</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>
BUILDING FEATURES | ZONE DISTRICTS | THE AGGREGATE SHALL NOT EXCEED 33 1/3 PERCENT OF THE AREA OF THE SUPPORTING ROOF | SHALL BE SET BACK FROM THE PERIMETER OF THE BUILDING A MINIMUM OF ONE FOOT HORIZONTALLY FOR EVERY ONE FOOT OF VERTICAL HEIGHT | MAY EXCEED MAXIMUM HEIGHT IN FEET BY: | MAY EXCEED MAXIMUM HEIGHT IN STORIES BY: | MAY PROJECT THROUGH THE BULK PLANE | MAY ENCROACH INTO THE UPPER STORY SETBACK
--- | --- | --- | --- | --- | --- | --- | ---
Open Structures | All S-Story or greater S-MU, S-CC, S-MX, S-MS Zone Districts | Yes | Yes | 28' | Not applicable | Not allowed | Not allowed
Parapet Wall and/or Safety Railing | All S-Story or greater S- Zone Districts | No | No | Any distance | Not applicable | Not allowed | Not allowed
Flush-mounted solar panels | All S- Zone Districts | No | No | Any distance | Not applicable | Any distance | Any distance
Evaporative coolers | All S- Zone Districts | No | Yes | Any distance | Not applicable | Any distance | Any distance
Accessory water tanks | All S-CC, S-MX, S-MS Zone Districts | No | Yes | 28' | Not applicable | Any distance | Any distance
Pedestrian bridge | All S- Zone Districts | Not applicable | Not applicable | 28' | Any number | Any distance | Any distance

### 3.3.7.2 Required Build-To Exceptions

#### A. Civic, Public & Institutional Uses

1. **Intent**
   
   To accommodate signature entrance architecture, gathering spaces, plazas, or community amenities along the front facades of structures containing civic, public and institutional uses.

2. **Standard**
   
   Structures containing one or more uses in the Civic, Public & Institutional Use Classification are not required to meet the Primary Street and Side Street Build-To standards.

#### B. Parkways

1. **Intent**

   To ensure structures contribute to the look and feel of a Parkway and great public space along Parkways, when Parkway setbacks are more restrictive than this Code’s build-to range.

2. **Standard**

   Where a zone lot has street frontage on a Parkway designated under D.R.M.C., Chapter 49, if the parkway setback is greater than the outer range of the required build-to range, the build-to shall follow the setback established by the Parkway. The minimum build-to percentage shall still apply.

### 3.3.7.3 Setback Exceptions - Parkway

#### A. Intent

To promote compatible building character along Parkways, when Parkway setbacks are more restrictive than this Code’s setbacks.

#### B. Standard

In all S- zone districts, where a zone lot has street frontage on a Parkway designated under D.R.M.C., Chapter 49, the greater of the following street setbacks shall apply:
1. The street setback required by the applicable building form standards in this Code; or
2. The required Parkway setback established under D.R.M.C., Chapter 49.

3.3.7.4 Setback Exceptions - Architectural, Site, Service & Utility Elements

A. Intent
To allow minor elements to encroach into a setback while maintaining an open and unobstructed minimum setback.

B. Standard
Except as specifically allowed below, Setbacks specified in the applicable Building Form tables shall be open and unobstructed.

C. Exceptions
The following Structures or portions of Structures are permitted to encroach into the Setbacks subject to the limitations in the tables below. No portion of a Structure that encroaches into the Setbacks shall extend into a required Setback beyond the maximum Setback encroachment distance specified in the tables below, as measured perpendicular to the respective Zone Lot line. Where more than one Setback encroachment is allowed for the same Structure or portion of a Structure, the permitted Setback encroachment distances shall not be cumulative. See "Height Exceptions" for encroachments related to Upper Story Setbacks.

1. Architectural Elements
To allow for minor elements which add to the architectural character of buildings, while maintaining an open and unobstructed setback.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belt Courses, sills, lintels, pilasters, pediments, cornices</td>
<td>All S-Zone Districts</td>
<td>All Building Forms</td>
<td>1.5’ Cornices only: 3’</td>
<td>1.5’ Cornices only: 3’</td>
<td>1.5’ Cornices only: 3’; if setback is less than 5’: 2’</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.5’ Cornices only: 5’</td>
</tr>
</tbody>
</table>

Intent: To allow common, minor decorative elements which are integral to a building.
Brick and stone veneers above Finished Grade for re-siding an existing structure only

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All Building Forms</td>
<td>6”</td>
<td>6”</td>
<td>6”</td>
<td>6”</td>
</tr>
</tbody>
</table>

Intent: To allow for re-siding of existing structures which may not meet a required minimum setback or the re-siding of the structure would result in not meeting the required minimum setback.

Canopies providing cover to an entrance:
- Shall be no more than 8’ maximum in horizontal width;
- Shall be open on three sides;
- May include an at-grade landing.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-SU, S-RH Zone Districts</td>
<td>All Building Forms</td>
<td>3’</td>
<td>3’</td>
<td>3’; if setback is less than 5'; 2’ and at no point closer than 2’ to a property line</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>

Intent: To provide for covering over an entrance to protect from weather. Unlike the Unenclosed Porch encroachment, canopy is allowed in Side Interior Setback.
### Article 3. Suburban Neighborhood Context

#### Division 3.3 Design Standards

**ZONE DISTRICTS** | **BUILDING FORMS** | **PRIMARY STREET** | **SIDE STREET** | **SIDE INTERIOR** | **REAR**
---|---|---|---|---|---

**Canopies providing cover to an entrance:**
- The width shall be no greater than 25% of the width of the face of the building or 20', whichever is less; and
- Shall be open on three sides.

| All S-Zone Districts, except S-SU and S-RH | All Building Forms | Any distance | Any distance | Not allowed | Not allowed |

**Intent:** Provide protection from the weather for pedestrians entering the building and define street entrances to the building.

**Gutters, Downspouts, and Roof Overhangs**

| All S-Zone Districts | All Building Forms | 3' | 3' | 3'; if setback is less than 5'; 2' | 5' |

**Intent:** To allow features of structures intended to repel weather
### Design Standards

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>8’ and minimum of 1’ between right-of-way and first riser of above-grade stairway</td>
<td>5’ and minimum of 1’ between right-of-way and first riser of above-grade stairway</td>
<td>Not allowed</td>
<td>5’</td>
</tr>
</tbody>
</table>

**Intent:** To promote elements which provide for street activation and human scale.

### Projecting Windows:

- Shall be a minimum of 1.5’ above finished floor;
- Shall not extend floor to ceiling; and
- No individual projection shall be more than 10’ in horizontal length at the opening along the face of the building.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>1.5’</td>
<td>1.5’</td>
<td>Not allowed</td>
<td>1.5’</td>
</tr>
</tbody>
</table>

**Intent:** To allow for improved interior daylighting.

---

**Unenclosed Porches, Decks, Patios, Exterior Balconies, Stoops, and above-grade stairways at the Street Level:**
- May be covered;
- All sides shall be at least 50% open except for any side abutting a building facade or fire wall.

**All S- Zone Districts**

- All Building Forms
- All S- Zone Districts

**Primary Street Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.

**Side Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.

**Rear Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.

---

**Primary Street Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.

**Side Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.

**Rear Setback**

- Allowed Encroachment
- Not to Scale. Illustrative Only.
### Shading Devices

- **Horizontal Shading Devices**:
  - Include awnings, horizontal sunshades, and other shading devices projecting in a horizontal plane.
  - All other shading devices shall include vertical sunshades, vertical screens, and combination horizontal/vertical sunshades ("eggcrate" sunshades).
  - Vertical screens and combination horizontal/vertical sunshades ("eggcrate" sunshades) shall be at least 50% open.

#### Table: Shading Devices

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Horizontal shading devices: 5’</td>
<td>Horizontal shading devices: 3’</td>
<td>Horizontal shading devices: 3’</td>
<td>Horizontal shading devices: 10’</td>
</tr>
<tr>
<td>All other shading devices: 1.5’</td>
<td>All other shading devices: 1.5’</td>
<td>All other shading devices: 1.5’</td>
<td>All other shading devices: 1.5’</td>
<td>All other shading devices: 1.5’</td>
<td></td>
</tr>
</tbody>
</table>

#### Illustration

- **Horizontal Sunshade**
- **Awnings**
- **Vertical Sunshades**
- **Vertical Screen**

*Illustrative only*
### 2. Site Elements

To allow for minor screening and parking elements while maintaining an open and unobstructed setback.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fences and Walls</strong></td>
<td>See Article 10, Division 10.5 Landscaping, Fences, Walls and Screening</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Off-Street Parking Area for Suburban House, Duplex, and Tandem House building forms

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-SU, S-RH, S-MU Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow off-street parking area where it is not impactful due to the number of required parking spaces.

---

*Illustrative only*

---

**Not to Scale. Illustrative Only.**

#### Off-Street Parking Area

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-RH and S-MU Zone Districts</td>
<td>Row House, Apartment,</td>
<td>Not allowed</td>
<td>Not allowed</td>
<td>Allowed within the rear 35% of the Zone Lot only</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To restrict off-street parking area where it is impactful due to the number of required parking spaces.

---

*Illustrative only*

---

**Not to Scale. Illustrative Only.**
### Article 3. Suburban Neighborhood Context

**Division 3.3 Design Standards**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive or Driveway</td>
<td>All S-SU, S-RH, S-MU Zone Districts</td>
<td>Suburban House, Duplex, and Tandem House</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow a Drive or Driveway to access an Off-Street Parking Area.

---

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive or Driveway</td>
<td>All S-RH and S-MU Zone Districts</td>
<td>Row House and Apartment</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Not allowed (*see exception below)</td>
</tr>
</tbody>
</table>

**Intent:** To allow a Drive or Driveway to access an Off-Street Parking Area, but restrict the location where it is impactful due to proximity to adjacent properties.

---

*Exception: A Drive or Driveway may encroach any distance into a Side Interior setback where:
- The Side Interior setback Abuts a public Alley;
- Other public right-of-way, or an easement for public access Abutting a public Alley; or
- Where a shared access agreement allows the Drive or Driveway to provide shared access to more than one Abutting Zone Lot.
### Flatwork providing pedestrian access to entrances and buildings:

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance, but may not exceed 50% of the area within the setback</td>
<td>Any distance, but may not exceed 50% of the area within the setback</td>
<td>Maximum of 5’ wide: Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To provide pedestrian access to entrances and buildings, but restrict coverage and width to ensure adequate openness.

**Illustrative only**
3. **Service & Utility Elements**

To allow for minor service and utility elements while maintaining an open and unobstructed setback.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To provide flexibility in the location of barrier-free access to existing buildings.

**Basketball goals on a fixed post**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>
### Article 3. Suburban Neighborhood Context
#### Division 3.3 Design Standards

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
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<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All building forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow for functional siting.

### Chimneys

- **Chimneys originally designed and constructed to enclose fireboxes, smoke chambers, and flues serving wood-burning fireplaces and not exceeding 6-feet in width**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All building forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow for functional siting.

### Enclosed Structure

- **Enclosed structure that is below the original grade and completely underground, of any setback, except as otherwise restricted by this Code**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow below grade structures that do not disrupt the streetscape.

### Gas and Electric Meters

- **Gas and electric meters**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
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<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>1.5’</td>
<td>1.5’</td>
<td>1.5’</td>
<td>1.5’</td>
</tr>
</tbody>
</table>

**Intent:** To allow for functional siting.
Ground mounted air conditioning units or other similar mechanical equipment, except evaporative coolers, provided the following are all met:

- Does not generate more than 75 decibels of ambient sound according to the manufacturer's specifications and does not exceed the noise standards of Section 36-6 of the DRMC;
- Does not exceed 4' in height or 10 square feet in area per unit;
- Does not exceed 2 units per zone lot;
- Has adequate screening to conceal it from view from adjacent properties and public rights-of-way by means of landscaping and/or fencing; and
- The location of the unit(s) minimizes the impacts on adjoining properties.

**Intent:** To allow for functional siting.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Not allowed</td>
<td>3'; subject to Zoning Permit Review with Informational Notice</td>
<td>3'; subject to Zoning Permit Review with Informational Notice</td>
<td>3'; subject to Zoning Permit Review with Informational Notice</td>
</tr>
</tbody>
</table>

Ground mounted evaporative coolers
- Located behind the front of the primary structure and
- Screened from adjacent properties and public rights-of-way, and
- Not to exceed the noise standards of D.R.M.C. Section 36-6

**Intent:** To allow for functional siting.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Not allowed</td>
<td>3'</td>
<td>3'</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>
### Design Standards

#### Emergency Egress

Adequate emergency egress, when required by the Denver Fire Code, such as fire escapes, fire escape ladders, and outside stairways, including landing(s) which do not exceed the minimum required dimensions for a landing as defined in the Denver Building And Fire Code and excluding above-grade walkways.

**Intent:** To provide for egress from a building only for emergency purposes.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>5’</td>
<td>3’</td>
<td>3’</td>
<td>10’</td>
</tr>
</tbody>
</table>

#### Pedestrian Bridge

Pedestrian Bridge where the encroachment is necessary to complete a connection for a continuous, publicly accessible pedestrian/bicycle route provided the Department of Transportation and Infrastructure (“DOTI”) has approved a right-of-way encumbrance.

**Intent:** To allow for above-grade connections that support continuous publicly accessible pedestrian/bicycle routes.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S- Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

---

*Not to Scale. Illustrative Only.*

---

*Illustrative only*
### Intent: To allow for openings to below-grade spaces

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All building forms</td>
<td>4’</td>
<td>4’</td>
<td>4’</td>
<td>4’</td>
</tr>
</tbody>
</table>

Retaining structures for window wells and below grade areas,  
(1) shall not extend more than 6-inches above grade; and  
(2) shall not exceed 6-feet in width as measured parallel to the exterior walls of the structure served.

### Intent: To allow for minimum means of egress components and minimum emergency escape and rescue openings required for life-safety

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All building forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

Retaining structures for window wells and below grade areas for exits, exit discharges, and emergency escape and rescue openings required by the Denver Building and Fire Code,  
(1) shall not extend more than 6-inches above grade; and  
(2) shall not exceed 6-feet in width as measured parallel to the exterior walls of the structure served; and  
(3) shall not exceed 4-feet in width as measured perpendicular to the exterior walls of the structure served; and  
(4) shall not exceed the minimum number of exits or emergency escape and rescue openings required by the Denver Building and Fire Code.

### Intent: To allow flush mounted solar panels on the roof of existing structures which may not meet a required minimum setback.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

Solar Panel, Flush Mounted Roof

Not to Scale. Illustrative Only.
Utility pedestals, transformers or other similar equipment, excluding mechanical equipment:
- Shall not exceed 3’ in height.

Intent: To allow for functional siting.
### Mailboxes and other similar structures, including individual mailbox structures and cluster box units (CBUs)

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All Building Forms</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>

**Intent:** To allow for functional siting.

![Illustrative only](image1.png)

### Wall-mounted fixtures, wiring, conduit, piping, and vents integral to conventional mechanical, electrical, plumbing, and fire protection systems

1. not otherwise identified as an allowed setback encroachment; and
2. serving permitted uses on the zone lot; and
3. projecting no more than 18-inches from the exterior face of the exterior wall

Including but not limited to electrical panelboards, controllers, sensors, meters, drains, hoseebibs, hydrants, fire department connections, sprinklers, alarms, dryer vents, bathroom vents, furnace vents, radon exhaust fans, lighting fixtures, and similar minor utility features approved by the Zoning Administrator

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>BUILDING FORMS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All S-Zone Districts</td>
<td>All building forms</td>
<td>Wall-mount-ed lighting fixtures and elements of fire protection systems: Any Distance All Others: Not Allowed</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Intent:** To allow for functional siting.
3.3.7.5 Building Coverage Exception

A. Applicability
All S-SU, S-RH, and S-MU zone districts where a building coverage standard applies.

B. Unenclosed Porch Exception

1. Intent
To promote street activation and human scale.

2. Standard
The Building Footprint of a Primary Structure occupied only by portions of an Unenclosed Porch may be excluded from the calculation of Building Coverage up to a maximum of 400 square feet for each dwelling unit if:
   a. The portions of the Unenclosed Porch are located between the Primary Street zone lot line and the Primary Street-facing façade(s) of the Primary Structure (a Facade is "Street-facing" when it meets the criteria in Section 13.1.6.5 Determination of "Street-Facing" Building Elements); and
   b. The portions of the Unenclosed Porch provide access to a Primary Use within the structure.

3.3.7.6 Vehicle Access From Alley Required - Exceptions

A. No Alley
Where a building form specifies "street access allowed when no Alley present", vehicle access from the street is allowed when a Zone Lot is not bounded by an Alley.

B. Alley Access Required
Where a building form specifies vehicle access from Alley is required, and the Zone Lot is bounded by an Alley, any newly constructed Driveway, Off-Street Parking Area, Garage, Carport, or other parking facility shall be accessed solely from an Alley, unless the applicant can demonstrate at the time of zoning permit application that an exception stated in this Section 3.3.7.6 applies.

C. DOTI Approval Required for All Exceptions to Alley Access
The Department of Transportation and Infrastructure ("DOTI") shall approve all requests for an exception to required Alley access under this Section 3.3.7.6.

D. General Exceptions
When one or more of the conditions listed in this Section 3.3.7.6.D apply, street access may be used instead of alley access. However, if improvements to any portion of the Alley, including widening and/or repaving, are required by the City at the time of Development due to a change in use or intensity, which improvements resolve one or more conditions for an exception specified in this Section 3.3.7.6.D, then vehicular Alley access shall be required.

1. The Alley is not provided with an all-weather surface of asphalt, asphaltic concrete, concrete, or any equivalent material;

2. The Alley is less than 12 feet in width;

3. At least 60 percent of the existing Zone Lots on the same Face Block are served by Driveways, Off-Street Parking Areas, Garages, Carports, or other parking facilities accessed from a primary street.
4. The Department of Transportation and Infrastructure ("DOTI") prohibits the use of the Alley for vehicular access to the Zone Lot based upon a determination that the Alley cannot safely or operationally accommodate additional vehicular traffic; or

5. The Primary Use is within the Civic, Public, and Institutional Use Category and the DRC determines during Site Development Plan review that street access is more consistent with the Comprehensive Plan, or is necessary to ensure safety or vehicle operational needs.

E. Special Exception for Pre-Existing Street Access

When the conditions listed in this Section 3.3.7.6.E apply, street access may be used instead of alley access. Vehicular access from the street to an accessory Garage, Carport, or other Off-Street Parking Area was legally established, constructed, or expanded prior to June 25, 2010, and has been Continuously Maintained; and

1. The Primary Structure containing either a Single-Unit or Two-Unit Dwelling use on the same Zone Lot is not Voluntarily Demolished. In the case of Voluntary Demolition of the Primary Structure, vehicle access must be taken from the Alley unless otherwise allowed by this Section 3.3.7.6.

SECTION 3.3.8 REFERENCE TO OTHER DESIGN STANDARDS

3.3.8.1 Article 10: General Design Standards

Refer to the following Divisions for other applicable design standards

A. Parking and Loading: Division 10.4

B. Landscaping, Fences, Walls and Screening: Division 10.5

C. Site Grading: Division 10.6

D. Outdoor Lighting: Division 10.7

E. Signs: Division 10.10
DIVISION 3.4 USES AND REQUIRED MINIMUM PARKING

SECTION 3.4.1 APPLICABILITY

3.4.1.1 This Division 3.4 sets forth the land uses permitted, the required zoning procedure and the required minimum parking for all the Suburban Neighborhood Context zone districts.

3.4.1.2 Uses not listed are prohibited, unless the Zoning Administrator specifically permits the unlisted use according to Section 12.4.6, Code Interpretations and Determination of Unlisted Uses.

3.4.1.3 For number of primary and accessory uses allowed per Zone Lot, see Section 1.2.3.5, Number of Structures and Uses Allowed per Zone Lot.

SECTION 3.4.2 ORGANIZATION

3.4.2.1 Organized by Primary, Accessory and Temporary Uses
The Use and Parking Table first presents all primary uses, then all accessory uses, and finally all temporary uses. Primary uses are arranged hierarchically within the table by use classification, category of primary uses, and then by specific use type. Accessory uses are organized by whether such use is accessory to a primary residential use or to a primary nonresidential use. Temporary uses are presented alphabetically ordered in the last division of the table.

3.4.2.2 Primary Use Classifications, Categories & Specific Use Types

A. Primary Use Classifications
All primary land uses in the Use and Parking Table are organized into one of the following five general land use classifications:

1. Residential Uses
2. Civic, Public & Institutional Uses
3. Commercial Sales, Service & Repair Uses
4. Industrial, Manufacturing & Wholesale Uses
5. Agriculture

B. Primary Use Categories & Specific Use Types
Primary uses are further organized into use categories and specific use types listed under each general primary land use classification. The Use and Parking Table is organized into the above five general land use classifications, use categories and specific use types.

C. Classifications & Categories Are Mutually Exclusive
The general land use classifications and use categories listed in the Use and Parking Table are intended to be mutually exclusive; that is, a use classified into one use category, such as “lodging accommodations,” cannot be classified in a different use category, such as “congregate living,” unless otherwise expressly permitted by this Code.

SECTION 3.4.3 EXPLANATION OF TABLE ABBREVIATIONS

3.4.3.1 General Explanation of Table Cell Entries
In each of the table cells, the entry will indicate first whether use limitations apply to the specific use, and then separated by a hyphen, the type of zoning review required prior to establishment of the use under this Code. For example, as described in more detail below, a cell entry “L-ZPIN” means, first, the use is subject to use limitations (the “L”), and, second, that the use is subject to zoning permit review with information notice (the “ZPIN”) prior to its establishment.
3.4.3.2 Permitted, Limited, Not Permitted

A. Permitted Use - No Use Limitations Apply (“P”)
A “P” in a table cell indicates that the use is permitted in the respective zone district, and is not subject to use limitations.

B. Permitted Use - Subject to Use Limitations (“L”)
“L” in a table cell indicates the use is permitted in the zone district subject to compliance with the use limitations referenced in the last column of the use table (“Applicable Use Limitations”).

C. Uses Not Permitted (“NP”)
“NP” in a table cell indicates that the use is not permitted in the specific zone district.

3.4.3.3 Zoning Procedure

A. Use Subject to Zoning Permit Review (“ZP”)
“ZP” in a table cell indicates that the use is permitted in the respective zone district only if reviewed and approved according to the requirements in Section 12.4.1, Zoning Permit Review.

B. Use Subject to Zoning Permit Review with Informational Notice (“ZPIN”)
“ZPIN” in a table cell indicates that the use is permitted in the respective zone district only if reviewed and approved according to the public notice and procedural requirements in Section 12.4.2, Zoning Permit Review with Informational Notice. Such uses shall comply with any applicable use limitations noted in the last column of the use table (“Applicable Use Limitations”), as well as the review criteria stated in Section 12.4.2, Zoning Permit Review with Informational Notice.

C. Use Subject to Zoning Permit Review with Community Information Meeting (“ZPCIM”)
“ZPCIM” in a table cell indicates that the use is permitted in the respective zone district only if reviewed and approved according to the public notice and procedural requirements in Section 12.4.1, Zoning Permit Review. Prior to formal application, an applicant shall schedule a community information meeting and provide public notice of the community information meeting according to Section 12.3.4.6, Community Information Meeting.

D. Use Subject to Zoning Permit with Special Exception Review (“ZPSE”)
“ZPSE” in a table cell indicates that use is generally appropriate in the neighborhood context and zone district, yet may have the potential for limited impacts on adjacent properties or on the established character of the neighborhood context or zone district. “ZPSE” uses are subject to a Board of Adjustments public hearing according to Section 12.4.9, Zoning Permit with Special Exception Review, which grants the Board of Adjustment the authority to impose conditions on the specified use to mitigate any potential impacts. Such uses shall comply with any applicable use limitations noted in the last column of the use table (“Applicable Use Limitations”), as well as the review criteria stated in Section 12.4.9, Zoning Permit with Special Exception Review.

E. Uses Where More Than One Zoning Procedure Is Indicated
Where a table cell shows more than one zoning procedure applies to a use, for example “L-ZP/ZPIN”, the referenced use limitation (last table column) will indicate which zoning procedure applies in a specific case. For example, a table cell may indicate “L-ZPIN/ZPSE” for a use. This means that the ZPIN zoning procedure will apply, unless the applicable use limitation specifies the ZPSE zoning procedure is triggered (e.g., by proximity to a Protected District).

3.4.3.4 Enclosure of Uses
All primary, accessory and temporary uses must be established, operated and maintained within a Completely Enclosed Structure, unless otherwise specifically allowed by this Code. The Use and Parking Tables in Articles 3-9 indicate when a use may be established, operated or maintained outside a Completely Enclosed Structure by including an asterisk “*” next to the specific use type. For example, the asterisk following the “Telecommunication Tower*” use type in the tables indicates that a telecommunication tower land use need not be enclosed.
### SECTION 3.4.4  DISTRICT SPECIFIC STANDARDS

**KEY:**
- * = Need Not be Enclosed
- P = Permitted Use without Limitations
- L = Permitted Use with Limitations
- NP = Not Permitted Use
- ZP = Zoning Permit Review
- ZPCIM = Subject to Zoning Permit Review with Community Information Meeting
- ZPIN = Subject to Zoning Permit Review with Informational Notice
- ZPSE = Subject to Zoning Permit with Special Exception Review
- When no ZP, ZPCIM, ZPIN, ZPSE listed = No Zoning Permit required

#### USE CATEGORY
<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL PRIMARY USE CLASSIFICATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwelling, Single Unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Parking Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwelling, Two Unit: Vehicle: 1.25/unit MS only: 1/unit Bicycle: No requirement</td>
<td>L-ZP</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP</td>
</tr>
<tr>
<td>Dwelling, Multi-Unit: Vehicle - MS only: 1/unit Vehicle: 1.25/unit Bicycle: 1/5 units (80/20)</td>
<td>L-ZP</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP</td>
</tr>
<tr>
<td>Residential Care, Type 1: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>L-ZPCIM</td>
<td>L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM</td>
</tr>
<tr>
<td>Residential Care, Type 2: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>L-ZPCIM</td>
<td>L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM L-ZPCIM</td>
</tr>
<tr>
<td>Residential Care, Type 3: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>NP</td>
<td>NP NP NP</td>
</tr>
<tr>
<td>Residential Care, Type 4: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>NP</td>
<td>NP NP NP</td>
</tr>
<tr>
<td>Congregate Living</td>
<td>All Types Vehicle: 1/1,000 sf GFA Bicycle: 1/20,000 sf GFA</td>
<td>NP</td>
</tr>
<tr>
<td><strong>CIVIC, PUBLIC &amp; INSTITUTIONAL PRIMARY USE CLASSIFICATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Utilities</td>
<td>Utility, Major Impact*: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>L-ZPSE</td>
</tr>
<tr>
<td>Utility, Minor Impact*: Vehicle: .5/1,000 sf GFA Bicycle: No requirement</td>
<td>L-ZP</td>
<td>L-ZP L-ZP</td>
</tr>
</tbody>
</table>
## Article 3. Suburban Neighborhood Context
### Division 3.4 Uses and Required Minimum Parking

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
</table>
| Community/ Public Services | Community Center*  
- Vehicle: 5 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP §11.3.3 |
| | Day Care Center  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | L-ZP L-ZP P-ZPIN P-ZP P-ZP P-ZPIN P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP §11.3.4 |
| | Postal Facility, Neighborhood  
- Vehicle - MS only: 2/1,000 sf GFA  
- Vehicle: 2.5 / 1,000 sf GFA  
- Bicycle: 1 / 20,000 sf GFA (20/80) | P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP |
| | Postal Processing Center  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 20,000 sf GFA (20/80) | NP NP NP NP NP NP NP NP NP NP NP NP |
| | Public Safety Facility  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP §11.3.5 |
| | Hospital | NP NP NP NP NP NP NP NP NP NP NP NP |
| | Correctional Institution | NP NP NP NP NP NP NP NP NP NP NP NP |
| Cultural/Special Purpose/Public Parks & Open Space | Cemetery*  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | NP NP NP NP NP NP NP NP NP NP NP NP |
| | Library  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP |
| | Museum  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | NP NP NP NP NP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP |
| | City Park*  
- No Parking Requirements | NP NP NP NP NP NP NP NP NP NP NP NP |
| | Open Space - Conservation*  
- No Parking Requirements | P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP |
| Education | Elementary or Secondary School  
- Vehicle: High School: 2/1,000 sf GFA  
- Bicycle: High School: 1 / 20,000 sf GFA (0/100)  
- Vehicle: All Others: 1/1,000 sf GFA  
- Bicycle: All Others: 1 / 10,000 sf GFA (0/100) | L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP §11.3.8 |
| | University or College  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | NP NP NP L-ZP L-ZP L-ZP NP L-ZP L-ZP L-ZP L-ZP L-ZP §11.3.8; §11.3.9 |
| | Vocational or Professional School  
- Vehicle: 1 / 1,000 sf GFA  
- Bicycle: 1 / 10,000 sf GFA (0/100) | NP NP NP NP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP L-ZP §11.3.8 |
### Article 3. Suburban Neighborhood Context
### Division 3.4 Uses and Required Minimum Parking

**DENVER ZONING CODE**
June 25, 2010 | Republished July 1, 2021

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- ZPCIM = Subject to Zoning Permit Review with Community Information Meeting
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- ZPSE = Subject to Zoning Permit with Special Exception Review
- When no ZP, ZPCIM, ZPIN, ZPSE listed = No Zoning Permit required

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public and Religious Assembly</td>
<td>All Types</td>
<td>L-ZP L-ZP L-ZP P-ZP P-ZP P-ZP P-ZP P-ZP P-ZP</td>
</tr>
<tr>
<td></td>
<td>Vehicle: .5/1,000 sf GFA</td>
<td>See Section 9.4.4, Use Overlay Districts, for adult business use allowance in the UO-1 District.</td>
</tr>
<tr>
<td></td>
<td>Bicycle: 1 / 10,000 sf GFA (0/100)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>§ 11.3.10</td>
</tr>
<tr>
<td><strong>COMMERCIAL SALES, SERVICES, &amp; REPAIR PRIMARY USE CLASSIFICATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult Business</td>
<td>All Types</td>
<td>NP NP NP NP NP NP NP NP NP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arts, Recreation and Entertainment Services, Indoor</td>
<td>NP NP NP NP P-ZP P-ZP L-ZPIN L-ZP P-ZP P-ZP</td>
</tr>
<tr>
<td></td>
<td>• Vehicle - Artist Studio: 0.3/1000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Vehicle - All Others - MS only: 2/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Vehicle - All Others: 2.5/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bicycle: 1/20,000 sf GFA (20/80)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arts, Recreation and Entertainment Services, Outdoor*</td>
<td>NP NP NP NP L-ZPSE L-ZP L-ZPIN L-ZPSE L-ZPSE L-ZPSE</td>
</tr>
<tr>
<td></td>
<td>• Vehicle - MS only: 2/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: 2.5/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bicycle: 1/20,000 sf GFA (20/80)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Event Space with Alternate Parking and Loading*</td>
<td>NP NP NP NP NP NP NP NP NP</td>
</tr>
<tr>
<td></td>
<td>• Vehicle: No requirement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sports and/or Entertainment Arena or Stadium*</td>
<td>NP NP NP NP NP NP NP NP NP</td>
</tr>
<tr>
<td>Nonresidential Uses in Existing Business Structures In Residential Zones (All Uses Shall Be Parked According to the Parking Requirement Stated in this Use Table for the Specific Nonresidential Use)</td>
<td></td>
<td>L-ZPIN L-ZPIN L-ZPIN L-ZPIN Not Applicable §11.4.6</td>
</tr>
<tr>
<td>Parking of Vehicles</td>
<td>Parking, Garage</td>
<td>NP NP NP P-ZP P-ZP P-ZP NP P-ZP P-ZP P-ZP</td>
</tr>
<tr>
<td></td>
<td>• No Parking Requirements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking, Surface*</td>
<td>NP NP L-ZP L-ZP P-ZP P-ZP NP NP NP NP</td>
</tr>
<tr>
<td></td>
<td>• No Parking Requirements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All Types</td>
<td>NP NP NP NP P-ZP P-ZP L-ZPSE L-ZP P-ZP P-ZP</td>
</tr>
<tr>
<td></td>
<td>• Vehicle - MS only: 2/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: 5/1,000 sf GFA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bicycle: 1/5,000 sf GFA (0/100)</td>
<td></td>
</tr>
</tbody>
</table>

**DENVER ZONING CODE**
June 25, 2010 | Republished July 1, 2021
## Article 3. Suburban Neighborhood Context
### Division 3.4 Uses and Required Minimum Parking

**DENVER ZONING CODE**
June 25, 2010 | Republished July 1, 2021

**KEY:**  
* = Need Not be Enclosed  
P = Permitted Use without Limitations  
L = Permitted Use with Limitations  
NP = Not Permitted Use  
ZP = Zoning Permit Review  
ZPCIM = Subject to Zoning Permit Review with Community Information Meeting  
ZPIN = Subject to Zoning Permit Review with Informational Notice  
ZPSE = Subject to Zoning Permit with Special Exception Review  
When no ZP, ZPCIM, ZPIN, ZPSE listed = No Zoning Permit required

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
</table>
| Office, All Others | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | §11.4.10                    |
| Office            | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Office, Dental / | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | L-ZP §11.4.10               |
| Medical Office or Clinic | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |
| Lodging          | **Bed and Breakfast Lodging**  
**Vehicle:** 1/guest room or unit  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Lodging          | **Accommodations, All Others**  
**Vehicle:** 1/guest room or unit  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |

<table>
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<tr>
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</table>
| Office, All Others | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Office            | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | L-ZP §11.4.10               |
| Office, Dental / | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |
| Medical Office or Clinic | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |

**Legend:**  
S-SU-A  
S-SU-D  
S-SU-F  
S-SU-I  
S-RH-2.5  
S-MU-3  
S-MU-5  
S-MU-8  
S-MU-12  
S-CC-3  
S-CC-5x  
S-CC-5  
S-MX-2  
S-MX-2A  
S-MX-3  
S-MX-3A  
S-MX-5  
S-MX-5A  
S-MX-8  
S-MX-8A  
S-MX-12  
S-MX-12A  
S-MS-3  
S-MS-5  
S-SU-A  
S-SU-D  
S-SU-F  
S-SU-I  
S-RH-2.5  
S-MU-3  
S-MU-5  
S-MU-8  
S-MU-12  
S-CC-3  
S-CC-5x  
S-CC-5  
S-MX-2  
S-MX-2A  
S-MX-3  
S-MX-3A  
S-MX-5  
S-MX-5A  
S-MX-8  
S-MX-8A  
S-MX-12  
S-MX-12A  
S-MS-3  
S-MS-5  

**Notes:**  
- Vehicle Parking Reqmt: # spaces per unit of measurement  
- Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)  
- S-SU-Fx  
- S-SU-F1  
- S-RH-2.5  
- S-MU-3  
- S-MU-5  
- S-MU-8  
- S-MU-12  
- S-CC-3  
- S-CC-5x  
- S-CC-5  
- S-MX-2  
- S-MX-2A  
- S-MX-3  
- S-MX-3A  
- S-MX-5  
- S-MX-5A  
- S-MX-8  
- S-MX-8A  
- S-MX-12  
- S-MX-12A  
- S-MS-3  
- S-MS-5  

**Table:**  
<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
</table>
| Office       | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Office, Dental / | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | L-ZP §11.4.10               |
| Medical Office or Clinic | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |

**Notes:**  
- Vehicle Parking Reqmt: # spaces per unit of measurement  
- Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)  
- S-SU-Fx  
- S-SU-F1  
- S-RH-2.5  
- S-MU-3  
- S-MU-5  
- S-MU-8  
- S-MU-12  
- S-CC-3  
- S-CC-5x  
- S-CC-5  
- S-MX-2  
- S-MX-2A  
- S-MX-3  
- S-MX-3A  
- S-MX-5  
- S-MX-5A  
- S-MX-8  
- S-MX-8A  
- S-MX-12  
- S-MX-12A  
- S-MS-3  
- S-MS-5  

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</table>
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**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Office, Dental / | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | L-ZP §11.4.10               |
| Medical Office or Clinic | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |

**Table:**  
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</table>
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**Bicycle:** 1/20,000 sf GFA (60/40)                                             | P-ZP                        |
| Office, Dental / | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | L-ZP §11.4.10               |
| Medical Office or Clinic | **Vehicle:** 2/1,000 sf GFA  
**Bicycle:** 1/20,000 sf GFA (60/40)                                             | NP                          |
### Article 3. Suburban Neighborhood Context
### Division 3.4 Uses and Required Minimum Parking

**KEY:**
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<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Sales, Service &amp; Repair (Not Including Vehicle Sales, Service &amp; Repair)</td>
<td>Animal Sales and Services, Household Pets Only</td>
<td>§11.4.12; §11.4.13</td>
</tr>
<tr>
<td></td>
<td>Animal Sales and Services, All Others</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Food Sales or Market</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pawn Shop</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair -- Outdoor*</td>
<td>§11.4.11 §11.4.16</td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair - Firearms Sales</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair; All Others</td>
<td></td>
</tr>
</tbody>
</table>

**USE CATEGORY**
- **S-SU-Fx**
- **S-SU-Dx**
- **S-SU-F1x**
- **S-RH-2.5x**
- **S-MU-3x**
- **S-MU-5x**
- **S-MU-8x**
- **S-MU-12x**
- **S-CC-3x**
- **S-CC-5x**
- **S-CC-9x**
- **S-CC-15x**
- **S-CC-20x**
- **S-MX-2x**
- **S-MX-2Ax**
- **S-MX-8x**
- **S-MX-8Ax**
- **S-MX-12x**
- **S-MX-12Ax**
- **S-MS-3x**
- **S-MS-5x**

**SPECIFIC USE TYPE**
- Vehicle Parking Reqmt: 
  - # spaces per unit of measurement
- Bicycle Parking Reqmt: 
  - # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)

<table>
<thead>
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<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Sales, Service &amp; Repair (Not Including Vehicle Sales, Service &amp; Repair)</td>
<td>Animal Sales and Services, Household Pets Only</td>
<td>§11.4.12; §11.4.13</td>
</tr>
<tr>
<td></td>
<td>Animal Sales and Services, All Others</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Food Sales or Market</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pawn Shop</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair -- Outdoor*</td>
<td>§11.4.11 §11.4.16</td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair - Firearms Sales</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retail Sales, Service &amp; Repair; All Others</td>
<td></td>
</tr>
</tbody>
</table>
### Article 3. Suburban Neighborhood Context
### Division 3.4 Uses and Required Minimum Parking

#### USE CATEGORY

<table>
<thead>
<tr>
<th>SPECIFIC USE TYPE</th>
<th>USE CATEGORY</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Parking Reqmt: # spaces per unit of measurement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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#### INDUSTRIAL, MANUFACTURING & WHOLESALE PRIMARY USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antennas Not Attached to a Tower*</td>
<td>L-ZP</td>
</tr>
<tr>
<td>No Parking Requirements</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Communication Services</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Vehicle: .5/ 1,000 sf GFA</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Bicycle: No requirement</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Telecommunications Towers*</td>
<td>L-ZP</td>
</tr>
<tr>
<td>No Parking Requirements</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Telecommunications Tower - Alternative Structure*</td>
<td>L-ZP</td>
</tr>
<tr>
<td>No Parking Requirements</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Telecommunication Facilities - All Others*</td>
<td>L-ZP</td>
</tr>
<tr>
<td>No Parking Requirements</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Contractors, Special Trade - General</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Vehicle: .5/ 1,000 sf GFA</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Bicycle: No requirement</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Contractors, Special Trade - Heavy/ Contractor Yard*</td>
<td>L-ZP</td>
</tr>
<tr>
<td>USE CATEGORY</td>
<td>SPECIFIC USE TYPE</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Industrial Services</strong></td>
<td><strong>Food Preparation and Sales, Commercial</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td></td>
<td><strong>Laboratory, Research, Development and Technological Services</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td></td>
<td><strong>Service/Repair, Commercial</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td><strong>Manufacturing and Production</strong></td>
<td><strong>Manufacturing, Fabrication &amp; Assembly -- Custom</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td></td>
<td><strong>Manufacturing, Fabrication &amp; Assembly -- General</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td><strong>Mining &amp;</strong></td>
<td><strong>Oil, Gas -- Production, Drilling</strong></td>
</tr>
<tr>
<td>Extraction and Production Systems</td>
<td><strong>Sand or Gravel Quarry</strong></td>
</tr>
<tr>
<td></td>
<td>• No Parking Requirements</td>
</tr>
<tr>
<td><strong>Transportation Facilities</strong></td>
<td><strong>Airport</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Helipad, Helistop, Heliport</strong></td>
</tr>
<tr>
<td></td>
<td>• No Parking Requirements</td>
</tr>
<tr>
<td></td>
<td><strong>Railway Right-of-Way</strong></td>
</tr>
<tr>
<td></td>
<td>• No Parking Requirements</td>
</tr>
<tr>
<td></td>
<td><strong>Terminal, Station or Service Facility for Passenger Transit System</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: .5 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
<tr>
<td><strong>Waste Related Services</strong></td>
<td><strong>Terminal, Freight, Air Courier Services</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Automobile Parts Recycling Business</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Junkyard</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Recycling Center</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Recycling Collection Station</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Recycling Plant, Scrap Processor</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Solid Waste Facility</strong></td>
</tr>
<tr>
<td>**Wholesale, Storage, Warehouse &amp;</td>
<td><strong>Automobile Towing Service Storage Yard</strong></td>
</tr>
<tr>
<td>Distribution**</td>
<td><strong>Mini-storage Facility</strong></td>
</tr>
<tr>
<td></td>
<td>• Vehicle: 0.1 / 1,000 sf GFA</td>
</tr>
<tr>
<td></td>
<td>• Bicycle: No requirement</td>
</tr>
</tbody>
</table>

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### AGRICULTURE PRIMARY USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>Aquaculture*</td>
<td>Unlisted Accessory Uses: L - Applicable to all Zone Districts</td>
<td>§11.7</td>
</tr>
<tr>
<td></td>
<td>Garden, Urban*</td>
<td>Accessory Dwelling Unit: L - To be Determined by Planning Commission or Council</td>
<td>§11.7; §11.8.2</td>
</tr>
<tr>
<td></td>
<td>Husbandry, Animal*</td>
<td>Domestic Employee: L - To be Determined by Planning Commission or Council</td>
<td>§11.7; §11.8.3</td>
</tr>
<tr>
<td></td>
<td>Husbandry, Plant*</td>
<td>Keeping of Household Animals*: L - To be Determined by Planning Commission or Council</td>
<td>§11.7; §11.8.4</td>
</tr>
<tr>
<td></td>
<td>Plant Nursery</td>
<td>Keeping and Off-Street Parking of Vehicles, Motorcycles, Trailers &amp; Recreational Vehicles*: L - To be Determined by Planning Commission or Council</td>
<td>§11.7; §11.8.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kennel or Exercise Run*: L - To be Determined by Planning Commission or Council</td>
<td>§11.7; §11.8.6</td>
</tr>
<tr>
<td></td>
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<td>Limited Commercial Sales, Services Accessory to Multi-Unit Dwelling Use: L - To be Determined by Planning Commission or Council</td>
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<td>Yard or Garage Sales*: L - To be Determined by Planning Commission or Council</td>
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</table>
## Article 3. Suburban Neighborhood Context

### Division 3.4 Uses and Required Minimum Parking

#### KEY:
- * = Need Not be Enclosed
- P = Permitted Use without Limitations
- L = Permitted Use with Limitations
- NP = Not Permitted Use
- ZP = Zoning Permit Review
- ZPCIM = Subject to Zoning Permit Review with Community Information Meeting
- ZPIN = Subject to Zoning Permit Review with Informational Notice
- ZPSE = Subject to Zoning Permit with Special Exception Review
- When no ZP, ZPCIM, ZPIN, ZPSE listed = No Zoning Permit required

### USE CATEGORY

#### SPECIFIC USE TYPE
- Vehicle Parking Reqmt: # spaces per unit of measurement
- Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)

### APPLICABLE USE LIMITATIONS

#### HOME OCCUPATIONS ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

<table>
<thead>
<tr>
<th>Home Occupations (Parking is Not Required for Home Occupations Unless Specifically Stated in this Table or in an Applicable Use Limitations)</th>
<th>L-ZP</th>
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### Accessory to Primary Nonresidential Uses Use Classification

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<td>Accessory to Primary Nonresidential Uses (Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)</td>
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<td>Book or gift store; media recording and production facilities accessory to public libraries, museums, places of religious assembly, colleges or universities</td>
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**APPLICABLE USE LIMITATIONS**

- **S-SU-Fx**
- **S-SU-Ix**
- **S-SU-Dx**
- **S-MU-12**
- **S-MU-20**
- **S-CC-3x**
- **S-CC-5x**
- **S-MX-2x**
- **S-MX-12A**
- **S-MX-12A**
- **S-MS-3**
- **S-MS-5**
### Article 3. Suburban Neighborhood Context
#### Division 3.4 Uses and Required Minimum Parking

**DENVER ZONING CODE**
June 25, 2010 | Republished July 1, 2021

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### USE CATEGORY

<table>
<thead>
<tr>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
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</table>

#### TEMPORARY USE CLASSIFICATION

| Temporary Uses (Parking is Not Required for Temporary Uses Unless Specifically Stated in this Table or in an Applicable Use Limitations) | Unlisted Temporary Uses | L - Applicable to all Zone Districts | §11.11.1
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<td>Amusement / Entertainment - Temporary*</td>
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<td>Bazaar, Carnival, Circus or Special Event*</td>
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| Tent for Religious Services | NP | NP | NP | NP | NP | NP | NP | NP | NP | NP | NP

### USE LIMITATIONS

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