MEETING AGENDA
DESIGN REVIEW COMMISSION
THURSDAY, JANUARY 28, 2016
5:00 PM

North St. Paul City Hall – Castle Room
2400 Margaret Street

NORTH ST.PAUL
extraordinary.

I. CALL TO ORDER

II. ROLL CALL
Paul Anderson, Chair
Patrick Blees, Vice-Chair
Deb Fairbanks
Candy Petersen, Council Liaison
Joe Stahlmann
Lou Ann Stevens

III. ADOPT AGENDA

IV. APPROVAL OF MINUTES
A. Approve the November 19, 2015 regular meeting minutes.

V. MEETING OPEN TO THE PUBLIC
Note: This is a courtesy extended to persons wishing to address the Commission concerning issues that are not on the agenda. This discussion will be limited to 15 minutes.

VI. COMMISSION BUSINESS ACTION ITEMS & RECOMMENDATIONS
A. Elect a Chairperson and Vice-Chairperson of the Design Review Commission
B. Downtown Design Manual - Discussion

VII. REPORTS FROM STAFF
A. Home Improvement Award Ceremony wrap-up
B. Year End Review wrap-up
C. Joint Council-Commissions Meeting, February 9, 2016, 6:30pm City Hall Training Room

VIII. REPORTS FROM COMMISSIONERS

IX. ADJOURNMENT

Next meeting: Thursday, February 25, 2016

CITY OF NORTH ST. PAUL
DESIGN REVIEW COMMISSION
Regular Meeting Minutes

Thursday, November 19, 2015
5:00 PM
City of North St. Paul Castle Room
2400 Margaret Street, North St. Paul, Minnesota

I. CALL TO ORDER

The meeting was called to order at 5:02 p.m.

II. ROLL CALL

Commission members present: Paul Anderson, Patrick Blees, Joe Stahlmann, Deb Fairbanks, Lou Ann Stevens

Absent: Candy Petersen

Staff: City Planner, Corrin Wendell

III. ADOPT AGENDA

The agenda was adopted without objection.

IV. APPROVAL OF MINUTES

A. On motion by Chair Anderson, the October 22, 2015 meeting minutes were adopted by consensus.

V. MEETING OPEN TO THE PUBLIC

None.

VI. COMMISSION BUSINESS ACTION ITEMS & RECOMMENDATIONS

A. Design Review – 2549 7th Avenue East

City Planner Wendell introduced item VI.A. Design Review for 2549 7th Avenue East. Wendell stated that the applicant is requesting new awnings for his business, Polar Lounge. The property is located within the MU-1 Downtown Mixed-Use District and is within the boundary of the Downtown Design Manual. Wendell states that the proposal appears to meet all City Code, Downtown Design Manual and Zoning Code requirements. The applicant Jerry Bayers is present to discuss the proposed project. The proposal includes: Awnings: Rear Awning – (1) @ 4'-6" tall x 3'-0" projection x 12'-1" wide, Porch Awning – (1) @ 3'-1" tall x 3'-0" projections x 7'-10", 16'-1" and 7'-10" wide with 2 each outside

corners, Front Awning – (1) @ 4'-6" tall x 3'-0" projection x 8'-10" wide. Materials: Frame Material – Aluminum (Silver), Full Frames, Open Bottom, Sunbrella #6031 Burgundy Roof Cloth and Sides, Signage: 100% Solution Dyed Acrylic #6004 Natural (White) Solid Valiances "Polar Lounge." The applicant, Bayers states that the existing blade signs on the façade will be taken down and the new awnings will be installed.

On motion by Commissioner Fairbanks, seconded by Commissioner Stevens, with all present voting aye (5-0), motion carried to recommend to the City Council approve the Design Review application, located at 2549 7th Avenue East, in the MU-1 Downtown Mixed-Use District as presented.

B. Downtown Design Manual Review

City Planner Wendell introduced item VI.B. Downtown Design Manual Review. Wendell and Commissioners discussed the follow-up of comments received at the October 22, 2015 meeting. Commissioners discussed the layout, design and graphics of the existing Design Manual. Wendell stated that the process should take around 6-8 months to complete and the Commissioners will continue to review proposed draft elements as well as discuss methods of public participation and outreach efforts.

C. Year End Review – City Council Presentation Discussion

City Planner Wendell introduced item VI.C. Year End Review. Wendell reviewed the packet items stating the meeting commenced in 2015 along with the goals and achievements of the Commission. Commissioner Stahlman would present the Year End Review at the December 15, 2015 City Council meeting.

VII. REPORTS OF STAFF

A. Home Improvement Award – Order Awards/City Council Presentation

City Planner Wendell introduced item VII.A. Home Improvement Award. Wendell stated that the stones for the two awards being presented had been ordered. When completed, the stones will be available for the presentation at the December 15, 2015 City Council meeting. Commissioner Stahlman would help present the awards along with Andersen Cabinet. All Commissioners are invited to attend the City Council meeting award ceremony.

VIII. REPORTS OF COMMISSION MEMBERS

Commissioner Fairbanks suggested that the exterior of City Hall receive additional landscaping, especially additional trees, planters, and flowers. Commissioner Stevens commented on the boat launch in Maplewood and whether they were going to fill the launch.

IX. ADJOURNMENT

The meeting adjourned at 5:51 p.m.

MEMORANDUM

Date: Thursday, January 28, 2016

To: Chair Anderson and Design Review Commission
From: Corrin Hoegen Wendell, AICP, City Planner
CC: Click here to enter text.
Re: Elect a Chairperson and Vice-Chairperson of the Design Review Commission

NORTH ST.PAUL extraordinary.

BACKGROUND

Chair Anderson and Commission members:

Chairperson and Vice-Chairperson: Per Chapter 32, Section 32.08 Organization. At the first regular meeting of the calendar year, the Board and Commission shall elect a Chairperson and a Vice-Chairperson from among its appointed members, each for a term of one (1) year. No person shall serve more than three (3) consecutive one-year terms as Chairperson of a particular Board or Commission, unless a challenge is not present, then the existing Chairperson may remain for an additional term.

Terms: Per Chapter 32, Section 32.06 (C) Terms. Board and Commission member appointees shall serve staggered terms of membership not to exceed three (3) years perm term, except as noted below, commencing on the first day of January in the next year of the appointment. Upon expiration of a term, the appointee shall continue until reappointed or a successor is appointed.

Current Chairperson: Paul Anderson
Current Vice-Chairperson: Patrick Blees

Attachments:

FINDINGS

Planning Commission			
		Term	**Start Date**
Chair	Paul Anderson	01/01/2015-12/31/2017	2/1/2000
Vice-Chair	Patrick Blees	01/01/2016-12/31/2018	1/1/2007
	Joe Stahlman	01/01/2015-12/31/2017	4/16/2013
	Deb Fairbanks	01/01/2014-12/31/2016	6/14/2011
	Lou Ann Stevens	01/01/2015-12/31/2017	4/16/2013
Council Liaison	Candy Petersen	01/01/2015-12/31/2016	

RECOMMENDED ACTION

To nominate and vote a Chairperson and Vice-Chairperson of the Design Review Commission.

FISCAL IMPACT

Budgeted Item?	N/A
Fund / Department / Amount.	Not Applicable 19 COMMUNITY DEVELOPMENT Budgeted: $ N/A Actual: $ N/A

STRATEGIC PLAN

Strategic Plan Item?	N/A
List the Strategic Area.	Not Applicable
Describe the engagement opportunities?	N/A

MEMORANDUM

Date: Thursday, January 28, 2016

To: Chair Anderson and Design Review Commission
From: Corrin Hoegen Wendell, AICP, City Planner
CC: Click here to enter text.
Re: VI.B Downtown Design Manual - Discussion

NORTH ST.PAUL extraordinary.

BACKGROUND

Chair Anderson and Commission members:

The Design Review Commission is asked to review and discuss the Downtown Design Manual.

Review:
Design Manual Update Process (enclosed)
Planning and Urban Design Standards – Downtown Design Manual (enclosed)

Discuss:
Downtown Design Manual Boundary (Maps brought to meeting)
North St. Paul History (enclosed)
Notes from October 22, 2015 Meeting (enclosed)

Attachments:
Please see the enclosed attachments.

FINDINGS

Plan Examples:
Downtown Design Standards – Platteville, WI 2010
Downtown Design Standards and Guidelines – Denver, CO 2012

RECOMMENDED ACTION

To review and discuss the Downtown Design Manual.

FISCAL IMPACT

Budgeted Item?	N/A
Fund / Department / Amount.	Not Applicable 19 COMMUNITY DEVELOPMENT Budgeted: $ N/A Actual: $ N/A

STRATEGIC PLAN

Strategic Plan Item?	N/A
List the Strategic Area.	Not Applicable
Describe the engagement opportunities?	N/A

Downtown Design Manual Update 2016
Process/Timeline

Introduction to the Design Manual Update

The Design Review Commission and City Staff have determined that a full Downtown Design Manual Update is necessary in order to provide better flexibility and design solutions to the Downtown Mixed-Use District built environment. This process will take approximately six months to complete while including the participation of City staff, City Council, Commissions, various City departments, business owners and residents.

Process and Involvement

This process will take a strong commitment from the City to inform, involve, and engage North St. Paul residents, business owners, the Design Review Commission, other Commissions, the Business Association, City Council and various City departments to create a full Downtown Design Manual Update. The City would like to extend its outreach efforts to provide an inclusive process. North St. Paul has many passionate residents, Council members and Commissioners who care deeply about our Downtown, and who through their participation, can help to shape the elements of the manual. The Downtown Design Manual Update will ultimately be a better document because of the comments, suggestions, and critique provided by all of those who engage in the project. The City will be thankful for their contributions and dedication to this process.

Why is a Downtown Design Manual Update necessary?

The former 2005 Downtown Design Manual is a document that, over the past 10 years, has implemented its design standards within the City, but has numerous times resulted in conflicts and inconsistencies with the City's Zoning Code that often made the document difficult to interpret and use. It is the City's goal to rewrite and update the manual to be consistent with the City's Zoning Code and updated design practices.

The design standards will provide direction to decision makers, design professionals, and the public regarding site planning, building, landscaping, and infrastructure design. The intent of the new manual is not only to update and modernize the design standards, but also to create encouraging guidelines that reinforce the community's desires for quality design and place making and to promote sustainable development practices. The manual will be written to support local businesses and new development interests in North St. Paul. As a result, the review procedures and processes will be streamlined, any unnecessary or contradictory standards will be removed, and more opportunities for creative development consistent with the City's goals and policies will be facilitated.

Relationship to the Zoning Code

In addition to a full Downtown Design Manual Update, there is a potential for the Zoning Code to be affected by the suggested changes and modifications of the manual. It is the goal of the manual update to be in compliance and complement the Zoning Code. If suggestions to the manual affect the ordinance, potential text amendments will be requested of the Zoning Code.

Downtown Design Manual Layout and Graphics

Through this process, the manual will benefit from a new layout, table formations, and graphics that will better address the overall goals of the language changes and better aid in interpretation of the guidelines. The updated manual will certainly benefit from visual guides, sketches, and diagrams providing a graphical interpretation of the design guidelines.

Existing Downtown Design Manual Sections

- Part I: Introduction
    - Table of Contents
    - Map of the Downtown Design District
    - Overview of the Design Manual
    - Purpose of the Design Manual
    - Who Should Use this Manual
    - The Role of Developers and Business Owners
    - The Desired Character of Downtown
    - Building Height and its Effect on Place-making
    - Design Review Defined
    - The Purpose of Design Review
    - The Design and Historical Review Commission (DHRC)
    - History of North St. Paul
    - Types of Projects that Require Review
    - Application Procedure and The Design Review Process
    - Guiding Principles
- Part II: Design Standards and Guidelines
    - What are Design Guidelines?
    - What are Design Standards?
    - Streetscape Elements and Materials Palette
    - Site Design and Layout
        - Building Orientation – Setbacks
        - Building Orientation – Entrances
        - Rear Entrances
        - Landscaping and Impervious Surfaces
        - Parking Lots
        - Parking Screening
        - Utility Areas and Mechanical Equipment
        - Rooftop Mechanical Equipment Screening
        - Fences
        - Outdoor Seating
        - Mixed Use
        - Franchise Architecture
    - Massing
        - Proportion and Rhythm
        - Height
        - Width

    - Façade
        - Blank Walls
        - Windows
        - Doors
        - Awnings
        - Architecture Detail
        - Color
        - Lighting
        - Rooflines and Parapets
        - Materials
    - Signage
        - Sandwich Boards
        - Projecting or Hanging Signs
        - Monument Signs or Billboards
        - Rooftop Signs
        - Decorative Flags, Pennants, and Balloons
        - Temporary Signs
        - Street Banners
- Part III: Appendices
    - Appendix Summary
    - Appendix A
        - Glossary
        - Bibliography
    - Appendix B – Building Permit Application and Supplemental Forms for Design Review
        - Section B:1 – Building Permit Application
        - Section B:2 – Sign Installation Supplement
        - Section B:3 – Façade Renovation Supplement
        - Section B:4 – New Construction/Development Supplements (Phases I – IV)
    - Appendix C – Checklist
        - Section C:1 – Design Review Application Checklist

Potential New Downtown Design Manual Sections

- History of North St. Paul's Downtown District
- Design Standards Manual
    - Purpose
    - Design Goals
    - Applicability
- Site Design
    - Building Setbacks
    - Parking
    - Landscaping
    - Placement and Screening of Services, Loading and Storage Areas
    - Fencing and Walls

    - Lighting
    - Streetscape Furniture and Elements
    - Pedestrian and Bicycle Access
    - Public Spaces
- Building Design
    - Building Proportion and Scale
    - Building Placement and Orientation
    - Building Height
    - Building Details and Façade Articulation
    - Fenestration
    - Building Entries, Overhangs, Awnings, and Canopies
    - Building Materials
    - Colors
    - Building Roof Design and Materials
    - Corporate and Franchise Designs
- Application and Review Process
- Community Design Outcomes and Expectations
    - Current Opportunities
    - Goals and Objectives for Downtown Business Development
- Acknowledgements
- Glossary
- References and Maps
- Appendix A: Design Manual Gallery
- Appendix B: Sample Site Plan
- Appendix C: Table

Downtown Design Manual Update Education

After the update is completed, the City will provide an update and overview to residents and business owners via presentations, the City website, or send out notices in the newsletter. These updates would provide an overview of the manual and how it may be applied to the Downtown.

Draft Schedule for Downtown Design Manual Updates

Discussion Sessions:

- Where can we insert items from the Redevelopment Master Plan and Comprehensive Plan?
- What changes are necessary in each section of the Manual?
- What additional information/missing information needs to be added to each section of the Manual?
- How do these changes affect other areas of the zoning code, if any?
- Are there changes/comments/suggestions from the DRC, EDA and City Council? Meet and discuss.
- Are there changes/comments/suggestions from each department? Meet and discuss.
- How does the Downtown Overlay district affect the updates and vice versa?

- What does the new Downtown Design Manual Layout look like?
- What is the Role of a Planning Consultant and Planning Intern? Timeframe/Duties.
- What role will the City Engineer and City Attorney have in this process?
- Are there any RCP projects related to the manual? (Parking study etc.)

Prior to Start

Hire Planning Consultant – Potentially only months 6-8 for critical proofreading
Hire Planning Intern – Months 0-8

Months 1-2 (November/December)

Discussion Sessions
Meetings with Council and Commissions
    Design Review Commission – (on going)
    City Council – Work Session (on going)
Meetings with Departments/Leadership Team/Business Association
    Leadership Team – (on going)
    City Manager – (TBD)
    Community Development – (TBD)
    Code Enforcement – (TBD)
    Public Works/Engineering – (TBD)
    Business Association – (TBD)
Gap Analysis – Review analysis from Design Manual vs. Zoning Code
Research New Manual language
    Additional Sections
    Additional design guideline language
    Other City design guidelines – good examples
    Planning and Urban Design Standards – review
    Urban Street Design Guide – review
    Principles and Practice of Urban Planning – review
    The Practice of Local Government Planning – review
Planning and Zoning webpage
    Set up a Downtown Design Manual update page

Months 3-4 (January/February)

Send out information in Newsletter
Discussion Sessions
Meetings with Council and Commissions
    Planning Commission – February 4, 2016
    Design Review Commission – (on going)
    Economic Development Authority – TBD
    City Council – Work Session (on going)
Meetings with Departments/Leadership Team/Business Association
    Leadership Team – (on going)
    City Manager – (TBD)

Community Development – (TBD)
Code Enforcement – (TBD)
Public Works/Engineering – (TBD)
Business Association – (TBD)

Modification of Downtown Design Manual Sections

- History of North St. Paul's Downtown District
- Design Standards Manual
    - Purpose
    - Design Goals
    - Applicability
- Site Design
    - Building Setbacks
    - Parking
    - Landscaping
    - Placement and Screening of Services, Loading and Storage Areas
    - Fencing and Walls
    - Lighting
    - Streetscape Furniture and Elements
    - Pedestrian and Bicycle Access
    - Public Spaces

Modification of affected Zoning Code Sections
Incorporating Graphics/Layout
Bring working drafts by Section to Commissions
Open House at Design Review Commission – (TBD)

Months 5-6 (March/April)

Discussion Sessions
Meetings with Council and Commissions
Design Review Commission – (on going)
Economic Development Authority – March 8, 2016
City Council – Work Session (on going)

Modification of Downtown Design Manual Sections

- Building Design
    - Building Proportion and Scale
    - Building Placement and Orientation
    - Building Height
    - Building Details and Façade Articulation
    - Fenestration
    - Building Entries, Overhangs, Awnings, and Canopies
    - Building Materials
    - Colors
    - Building Roof Design and Materials
    - Corporate and Franchise Designs
- Application and Review Process

- Community Design Outcomes and Expectations
    - Current Opportunities
    - Goals and Objectives for Downtown Business Development
- Acknowledgements
- Glossary
- References and Maps
- Appendix A: Design Manual Gallery
- Appendix B: Sample Site Plan
- Appendix C: Table

Modification of affected Zoning Code Sections
Incorporating Graphics/Layout
Bring working drafts by Section to Commissions

Month 7 (May)

FINAL DRAFT: Bring Final Draft to DRC for approval
Open House of Final Draft and Comment period – (TBD)

Month 8 (June)

Modification of Zoning Code Sections – possible text amendments
Take Text Amendments to Planning Commission and City Council (June mtgs)
FINAL DRAFT: Bring Final Draft for approval
Planning Commission – June 2, 2016
City Council – June 7, 2016
Print new Downtown Design Manual for Planning Commission, City Council and DRC
Put new Downtown Design Manual on Planning webpage – GO LIVE!
Newsletter Update – send out Downtown Design Manual adoption news

Notes from Design Review Commission on Thursday, October 22, 2015

Downtown Design Manual

Signs

- Updated better pictures
- Too many sandwich boards
- Yes on blade signs
- Liquor store sign in manual- not anymore
- Too many words

Site Design

- Wording change-concise
- Pg. 31 business owners go through rear and never see front
- Pg. 32 Target is terrible example of parking
- Proof of parking
- Parking area behind south is bad shape
- Pg. 37 rooftop equipment screening

Massing

- Good overall
- Pg. 43 no one story is that an issue? It's what there
- Pg. 47 exterior finish material 70% windows, 40% brick? Maybe no percentages
- Efface, EFFIS, Sp. Correction
- Pg. 50 Windows 70%/40%/seems high
- Pg. 41 too restrictive
- Percentages hard to design
- Is 40 a good number- yes from interior calculations wall surface
- Pg. 51 ADA – take out
- Pg. 52 awning fiberglass? Maybe other materials
- Pg. 57 Earthy tones then no beige
- Pg. 58 incandescent lighting- now say LED or energy efficient instead
- Pg. 59 roofline ok in guideline- find out?
- Helen St., 7th street, 4th street, 850 each
- Pg. 60-61 redundant- more graphics
- 25 ft. change in façade overkill

History of North St. Paul

In 1887, Captain Henry Castle purchased land near Silver Lake to develop a town that capitalized on the newly run Wisconsin Central Railroad line. As a result, North St. Paul is one of the oldest suburbs in the Metro Area. Castle's dream was that the town would evolve into a large city and create "a workingman's community with industries and housing in a resort atmosphere". To do this he set aside areas for industry, homes, churches, schools, and parks, selling off the 1,200 lots which comprised the new town, much of which is still occupied today. The primary mode of transportation for residents were streetcars that connected North St. Paul to surrounding areas from Stillwater to St. Paul in addition to the railroad.

Because of the 1893 depression, the town did not develop into a city as planned, but still survives. The old railroad is remembered by the gateway trail that follows its path while Seppala Boulevard takes the place of the location of the streetcar that linked North St. Paul to St. Paul and Stillwater.

Story of the Snowman

Years ago, a giant snowman was built each winter on the southeast corner of 7th Avenue and Margaret Street in the downtown district. After lean snowfall winters, several residents decided to build a permanent snowman creating icon for the city. In 1964 the "Snowman" was adopted as the official city logo. The giant snowman was moved next to Highway 36 to increase visibility in the 1990's where it stands today.

DESIGN GUIDELINES

Design guidelines provide a connection between general planning policies and implementing regulations. The principal purpose of design guidelines is to convey a sense of the preferred quality for a place. Although the written language aspect is necessary, particularly to meet legal tests, design guidelines often use photographs, sketches, and diagrams to convey their information. However, note that no single form of communication alone is adequate to explain design concepts so that they are meaningful to planners, designers, and the general public.

While their application falls within the regulatory realm, design guidelines follow a format that is more similar to visioning-related planning documents. Design guidelines are descriptive and suggestive. And though there is no universally applicable format for design guidelines, the most effective ones contain similar elements, which are described here.

GENERAL CONTENT

Links with Policies

As with any piece of regulation, support a set of guidelines through policies adopted by the legislative body. The initial portions of a document containing guidelines should refer to relevant policy provisions. Alternatively, footnotes or marginal notations can indicate the nexus between a specific guideline and a policy. The underlying intention, as expressed through policies, can be described in a separate initial section or can be tied to each guideline (or both). This creates an underpinning and, in the case of an appeal, indicates the supporting rationale for the decision; moreover, because guidelines may need to be revised from time to time, it serves as a reminder of the original objective.

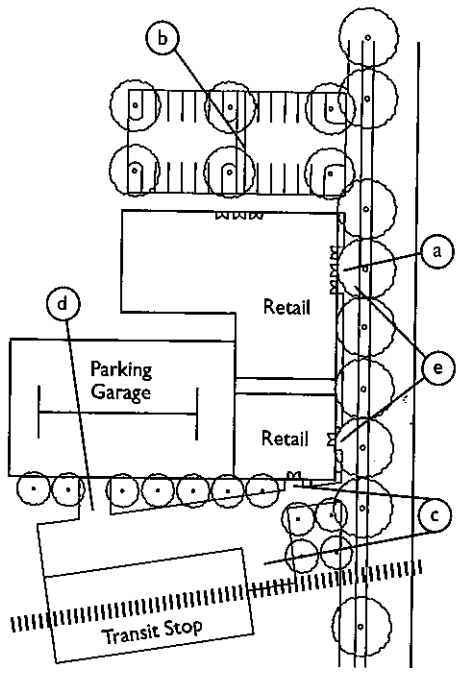
Focus

Design guidelines cannot be developed to cover every conceivable subject, but they should identify the most critical issues. This approach provides a focus for the review, so that extraneous issues are not interjected. It also informs the development community about what will receive the greatest amount of scrutiny. Setting forth key issues sharpens the scope and concentrates the energies of reviewers, designers, and decision makers. Finally, it can reduce the potential for contentious interchanges by declaring, in advance, what is truly important.

The Principles

The listing and explaining of the design principles to be applied should comprise the largest amount of space in a set of guidelines. For each individual guideline, several sentences should be sufficient. Amplify written information with graphics, such as diagrams, sketches, illustrations, photographs, or combinations of these. Also, use captions so that the point being illustrated is evident.

If photographs are used, ideally they should be of exemplary buildings (or parts of them) within the community itself. If good examples cannot be found, it is legitimate to use examples from nearby communities. That said, avoid using examples from places that are radically different in climate, vegetation, topography, or culture. Many design solutions reflect these regional factors.



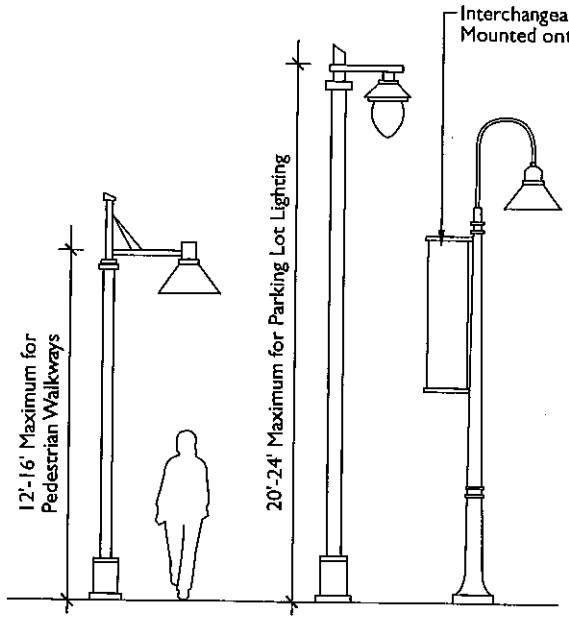
Intent:
To create a network of safe and attractive off-street linkages for pedestrians.

Guidelines:

1. Clearly defined pedestrian connections shall be provided:
   a. Between a public right-of-way and building entrance.
   b. Between parking lot or structure and building entrances.
   c. Between transit stop and building entrance.
   d. Between transit stop and parking lot or structure.
   e. Between adjacent properties.
2. Pedestrian connections shall not be less than 5 feet wide.
3. Pedestrian connections should clearly be defined by at least two of the following:
   - 6-inch vertical curb in combination with a raised walkway.
   - Textured paving, including across vehicular lanes.
   - Bollards.
     Trellis.
   - A continuous landscape area a minimum of 3 feet wide on at least one side of the walkway, except where walkway courses vehicular travel lanes.
   - Pedestrian scale lighting, bollard lighting, accent lighting or a combination thereof to aid in pedestrian wayfinding.

OFF-STREET PEDESTRIAN CONNECTIONS

Source: LMN Architects.



Intent:
To ensure that site lighting contributes to the character of the site and does not disturb adjacent development.

Guidelines:

1. Lighting should be provided within parking lots and along pedestrian walkways.
2. Lighting fixtures should be limited to heights of 20-24 feet for parking lots and 12-16 feet for pedestrian walkways.
3. All lighting should be shielded from producing off-site glare, either through exterior shields or through optical design inside the fixture, so that the direction of the lights is downward.
4. All street lights shall have brackets to mount special-event and other flags and banners, pursuant to municipal code.

LIGHTING

Source: LMN Architects.

Mark Hinshaw, FAICP, LMN Architects, Seattle, Washington

Glossary

Include a list of terms with definitions. This helps reduce the number of arguments caused by people using different meanings for the same terms. People often have different understandings of a term or concept; therefore, it is important that within the process at hand the same meaning should be used. A glossary also makes it evident that some words, such as "compatibility," do not lend themselves to a simple definition when used in the process. Such words should not be used at all within the guidelines themselves, but they may be appropriate for policies within a plan document. The guidelines should seek to *achieve* compatibility, if that is an objective. Note that courts will not support the use of vague language.

SPECIFIC SUBJECTS

Guidelines must recognize and strengthen what already can be found in a place. To properly put these attributes into words and images requires a thorough and thoughtful analysis. Certainly it can be instructive to look at other jurisdictions for which subjects they address, but specific statements should be crafted only after undertaking an evaluation of a community's setting.

In some quarters, design review has acquired a negative image from ordinances and reviews that dwell upon superficial characteristics of buildings, such as materials and colors. Avoid such a "wallpaper" approach to design review, especially when using it as a regulatory tool. Few places have established such a unique character that this level of detail is important. Only if all of the more important issues have been successfully dealt with should these subjects be introduced.

Design guidelines should, at a minimum, address the following five subjects:

- Overall site design
- Use of plant materials
- Building orientation and form
- Signage
- Public spaces

In providing direction in these subject areas, it is possible to achieve dramatic results. It makes little impact, for example, to insist that a convenience store be covered in brick if it is a freestanding box surrounded by a sea of asphalt. Design guidelines should aim to restructure the pattern of development.

Each of these five subjects has within it a number of issues that can be addressed through specific guidelines. The following is a brief overview of a number of these guidelines. Note that each guideline needs to be derived from the context and needs of a particular geographic area, whether it is a community, a district, a corridor, a neighborhood, or a street.

Overall Site Design

Overall site design considerations should include parking, building location, conditions around the perimeter of a site access, and overall access (both pedestrian and vehicular).

Parking and Loading

The location, amount, and appearance of parking are major determinants of a development's image. Parking lots are more than just for the circulation and storage of vehicles; people pass through such places on foot, and their needs for safety, convenience, and visual appeal must be met.

Whereas parking standards in zoning codes specify the amount and dimensions of parking stalls, design guidelines must be used to ensure that parking—whether contained within a garage or in a lot—contributes positively to the surroundings. This approach requires the use of sizable trees, decorative walls, trellises, raised walkways, and other devices.

To the extent possible, loading should be internalized within a site or building. In high-density areas, loading is often required to be belowground within a building.

Building Location

Design guidelines also should indicate preferred building location. Consider using "set-to" lines rather than minimum building setbacks, in order to push buildings together, at least toward the street. Often this is the only way to encourage the use of other transportation modes, such as walking or transit.

Perimeter Conditions

Development proposals are often designed as if there were no surrounding uses or activities. Loading docks, trash containers, service yards, and flat, blank walls end up facing other development, sometimes even residential areas. Require the submittal of an overall site area plan showing adjacent uses and buildings, to address methods of reducing adverse visual impacts. Develop design guidelines that indicate alternatives for concealing mechanical equipment and service areas, with options for architectural solutions and landscape planting solutions. For example, the roof form of a building could incorporate substantial design features within which heating, ventilation, and air conditioning units are contained.

Access

Overall site design guidelines must include provisions that address the needs of walkers, transit patrons, and bicyclists, especially in light of the Americans with Disabilities Act and federal transportation legislation that supports multiple modes of transportation. For example, provide safe and convenient walkways between the public street system and building entrances. Major retail destinations, such as shopping centers, should include transit shelters in prominent locations.

Use of Plant Materials

The use of plant materials, with respect to size, spacing, and species, has become a common element in most land-use regulations, particularly in perimeter buffers and parking lots. Design guidelines can take this to another level in order to ensure quality and a sense of character. Planting should be seen as a major, integral part of project design.

Employ planting to help create the sense of entry into a building or complex and to define and enliven public spaces. Design guidelines can insist that, at the least, major projects need the perspective of a landscape architect throughout the design process.

Design guidelines may be a more appropriate method of addressing the use of plant materials than through detailed specifications in a code. This is because technologies and techniques associated with irrigation, xeriscaping, and other technical considerations are continuing to evolve. Furthermore, the understanding of the types of vegetation that can survive and thrive in a harsh, constrained urban setting is still growing.

Design guidelines can set forth the objectives without locking in specific solutions. Some communities may wish to have a list of recommended plant materials; such a list should still allow for choices to be made by a design professional.

Where possible, retain trees already present on a site. The code should require some proportion of existing trees to be preserved, but guidelines can indicate methods of protection during grading and ways of accommodating grade changes that happen within close proximity to an established tree.

Building Orientation and Form

Design guidelines can help ensure that the orientation and form of new buildings recognize their context. Although there is some concern about the role of government in what is seen as a private sector decision, addressing aspects of architecture through a set of design guidelines does not necessarily mean that there is a heavy-handed form of intrusion. The governmental body should be concerned only with certain aspects of a project, namely, those in which there is a clear relationship to neighboring uses, streets, sidewalks, and public spaces. In these areas, there should be no hesitation to guide the form of development. Sometimes, only through such direction is the larger public realm even recognized in the design of a project.

Entrances and Façades

The location, orientation, and treatment of the entrance can make a huge difference in how a building reinforces and adds to the public realm. For most buildings, the public will only come into contact with the ground level, either passing along it or using it. Consequently, the guidelines should describe each aspect of the quality and character of the ground-level façade.

Bulk

The bulk of the building can have radically varying impacts on an existing context. Indicating the need for cornice lines, step-back lines, and window articulation may be necessary to ensure an appropriate fit. Roof form is also important, and favorable options should be presented.

Signage

Many issues relating to signs are covered within the scope of sign codes, which have become extraordinarily complex, with elaborate formulas and long lists of exceptions or prohibitions. Despite all this exactitude, streets and sidewalks are often lined with an array of shapes, lights, and supports that do not contribute positively to the character of a community.

It is typical for sign companies to install structures after a project is completed and only in response to the demands of individual tenants. In some instances, a building owner may have a set of rules, but they are often reluctant to impose any for fear of losing a tenant to a competitor. Design guidelines can level the playing field by insisting upon some degree of forethought in the size, placement, and graphic format of future signs.

Mark Hinshaw, FAICP, LMN Architects, Seattle, Washington

Public Spaces

The design of public spaces should be of great concern to reviewing bodies. Public spaces include sidewalks, walkways, arcades, atriums, courtyards, alleys, entrances, recesses, setbacks, forecourts, and other features. Review all of these to ensure that they are truly usable by the public. Examine issues related to visibility, access, use, maintenance, lighting, security, seating, solar exposure, and so forth through the design review process, with review criteria expressed through guidelines. Design guidelines should indicate the obligation of development to contribute positively to the public realm.

Location

Guidelines should cover issues such as size and dimension of the space in relation to the project's size, landscaping, seating, and the presence of supportive commercial uses. Location is also important. Studies of public spaces by William H. Whyte and the Project for Public Spaces, Inc., based in New York City, have shown that people will use such spaces only when they are very close to existing ground level (not depressed or elevated or on rooftops) and when they are very visible from the public right-of-way. There are few exceptions to this. People want to feel that they are around lots of other people and can engage in the space as they wish at a particular moment. Therefore, they need to be in places where people logically want to pass through or next to.

Question of Liability

One of the common objections developers raise regarding the requirement for public spaces is the potential liability problem: What if someone trips and falls and we're sued? While this actually might happen, the fact is that all portions of a building intended for human occupancy pose potential risks. As long as they are designed, maintained, and operated intelligently, exterior public spaces should present few additional risks. In any event, a court will ultimately determine actual fault, if any; it is senseless to anticipate an outcome to a hypothetical problem. Hundreds of development projects across the country contain public spaces that do not have major safety problems.

Details

In setting forth design guidelines for public spaces, provide details. For example, ledges must be at the correct height (14 to 18 inches) to encourage sitting. Beyond this range, few will use them. As another example, fountains can be wonderful—when they work. Fountains require special expertise to design and maintain. If a property owner is not prepared to assume both a substantial short-term capital investment and a long-term operating cost, it is probably best to look to other design elements to add interest.

Art

Public spaces frequently include art. Most of the time this consists of a freestanding object, placed in the space after it has been finished. Occasionally, this can be interesting, but often it is lifeless. Involve artists in the design team early on. For example, in one project, an artist designed unique, cast-iron tree grates that reflected the history of the community. Items such as this are provided anyway, as a part of the development, so this manner of including art is more effective, both in terms of cost and visual impact.

Other Design Issues

Materials and colors are often the source of considerable discussion during design review deliberations. While this may be of interest to some, unless the elements described above are completely addressed, the exterior surfaces will not make much of a difference. Rather than narrowing the range of options down to one, various types of materials can be deemed acceptable (or unacceptable). Furthermore, final building details often can change during the actual design process, as information becomes known about costs, availability, and performance. This subject is probably best dealt with as a condition attached to the decision, rather than as a guideline.

Having a sense of how and why the details of a building's exterior can be important, but it may not be inappropriate to be too specific. Encourage sensitivity toward the need for amenities, particularly in areas where there will be pedestrians. One technique is to require ground-floor façades and associated public spaces to be illustrated at a larger scale, such as ½ inch to 1 foot, instead of the typical ⅛ inch or ¼ inch to 1 foot. This size will help the design team determine if there are large, plain surfaces that need to be embellished.

FORMS OF DESIGN GUIDELINES

There is no single recommended form for design guidelines. The type often depends upon the community, who will use them, and who will administer them.

Within the Zoning Ordinance

Simple design guidelines that cover only a few, salient issues can be contained in a zoning ordinance. While this method can achieve results, it often does not have space for illustrations. Also, it can be confusing—zoning provisions are fixed and often numerical, whereas guidelines are flexible and descriptive. However, if the concern is keeping all relevant regulations in one location, this is an appropriate form.

Separate Document

More typically, design guidelines are separate documents that supplement the code. These are appendices or even independent publications. Indicate the existence of design guidelines in the main text of the zoning ordinance. (Guidelines in this form are adopted "by reference" so that they have the force of law behind them.) By being separate, guidelines explain in greater detail the qualities the community wants in its development.

Guidelines should, in a sense, tell a story. People should get a complete idea of what is preferred and why. Creativity should be constantly emphasized, meaning that the community understands that to make a development fit in many subtle ways requires considerable imagination and skill. Design guidelines should inspire people, an objective that is hard to achieve with typical codes.

Guidebook

Sometimes, design guidelines are expansive and cover many areas, in both subjects and geography. At this end of the spectrum, a guidebook may be warranted. This can take the form of a loose-leaf binder that allows for additions and amendments over time.

THE USERS

Participants in the Development Process

The principal users of guidelines are the participants in the development process: architects, landscape architects, project managers, and the building owners, as well as the reviewing body. Design guidelines are not necessarily a burden; all projects require the application of numerous codes and standards, including building, fire, mechanical, electrical, safety, traffic, and environmental. Certainly, the addition of a set of design guidelines addressing the exterior of a project adds some complexity, but it need not be onerous.

Public

The public also can make use of guidelines. They can serve as a yardstick to measure how successful a proposed project is in its surroundings. Furthermore, a comparison of the project with the guidelines can reveal a need to strengthen the language, improve the review process itself, or carry out enforcement.

Other Users

Real estate agents can use them to inform a client of their obligations in a property purchase. Guidelines reveal locations and subjects in which a community has a keen interest. They can warn people to be prepared to address certain issues. Guidelines also can be effective in sending a message as to expectations.

IMPLICATIONS FOR AGENCIES

Design guidelines are not self-implementing. Communities will encounter unforeseen situations and instances requiring sound professional judgment. Jurisdictions contemplating an expansive form of review need to commit to staff with design education and experience; or they can use a consultant. However, it is important for such professional advisors to realize that they are *not* designing projects, but rather guiding them.

Design review requires some amount of time. Checklists and forms can help, but the design process is an evolving one. While it may be tempting to try to conduct design review simultaneously with a building permit review, this is risky, because substantial design modification may be required. Design review should coincide with the "schematic design" and "design development" phases of practice, so that changes can more easily be made. It is important, however, to be expeditious. Some communities, such as Portland, Oregon, conduct design review in short time frames. It does this by accepting only applications that are complete and that clearly exhibit how they are meeting the review criteria. Following a brief "sufficiency check" at the front end, any application that is incomplete is promptly returned.

Design guidelines will need to be modified from time to time. As development occurs, there will be evidence that some things are not working and others are missing. Guidelines should be periodically reviewed and amended by the jurisdiction.

TRENDS

Design review is continuing to evolve, and more jurisdictions are making use of it as a regulatory tool. Positive results are being achieved throughout the country. A number of trends have been observed that

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suggest directions this technique will take over the next decade.

Increasing Specificity of Criteria

There is a trend toward making review criteria more specific. This trend, in part, has been stimulated by legal cases, but it is also one that was occurring on its own. Decision makers, public as well as private, need tangible directions. Early forms of design guidelines were more akin to policies—they were broad and general. More recently, guidelines have been considerably more detailed and comprehensive. It is still necessary, however, to keep guidelines out of the arena of architectural specifications. That would be counterproductive and produce monotony.

More Tailored Guidelines

Communities have become aware that it is the guidelines, rather than the design review procedures, that should be individualized. This can be done in a "layered" fashion, in which some guidelines are applicable over a wide area and others are relevant only to a given neighborhood, district, or even street. (This is accomplished through the use of overlay districts.) Future court cases may address how much individual tailoring is acceptable; too fine a level may generate claims of unequal treatment.

Mandatory Not Voluntary

Because design review can be controversial, some jurisdictions have introduced it on a voluntary basis. In other words, an applicant can choose between following strict numerical standards or can elect to go through design review and have more flexibility. A variation of this is that by-right development does not trigger design review, but the use of bonuses to attain increased height or intensity does. As design review becomes more widely accepted, such incentives are being replaced by requirements for review, particularly for large projects and those in sensitive areas.

Partners Not Adversaries

The traditional mode of operation for regulatory bodies places them in an adversarial posture with respect to applicants. This is a carryover of the notion of zoning as an extension of police powers. In recent years, this situation has changed by the realization that much more is gained through cooperation. Many local governments have restructured their regulatory functions to be customer-oriented. Design review should be used as a forum for meeting and melding the objectives of private interests and public interests.

Combining Design Review with Other Tools

Design review by itself cannot be very effective, because so many things affect the quality of the physical environment. Therefore, design review, increasingly, is being coupled with carefully developed public strategies to invest in improvement to streets and sidewalks, public parks and plazas, and civic facilities and transit. For example, the intent behind the Intermodal Surface Transportation Efficiency Act (ISTEA) and its subsequent reauthorizations is that transportation planning should be done in concert with other community objectives. Similarly, design review is but one of the means through which a community can obtain development to strengthen its quality and character.

REFERENCES

Whyte, William H. 1988. *City: Rediscovering the Center.* New York: Doubleday.

See also:
Scale and Density
Signage
Streetscape
Walkability
Wayfinding Systems

Mark Hinshaw, FAICP, LMN Architects, Seattle, Washington

Urban Design Standards & Guidelines
for 9th & Colorado

DENVER
THE MILE HIGH CITY

City and County of Denver Community Development Department

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Table of Contents

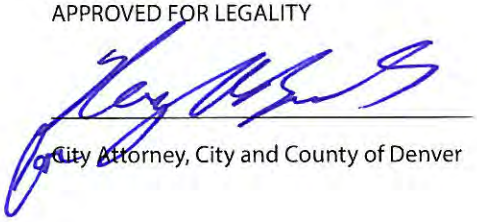
Signature Page

RULES AND REGULATIONS

RULES AND REGULATIONS ADOPTED PURSUANT TO DENVER REVISED MUNICIPAL COD,E SECTION 12.18.

PUBLIC HEARING BEFORE THE DENVER PLANNING BOARD HELD ON AUGUST 1, 2012.

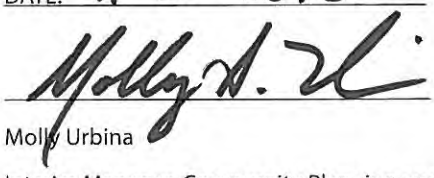
APPROVED FOR LEGALITY



City Attorney, City and County of Denver

APPROVED AND ADOPTED

DATE: 11·20·2012



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1.0 INTRODUCTION

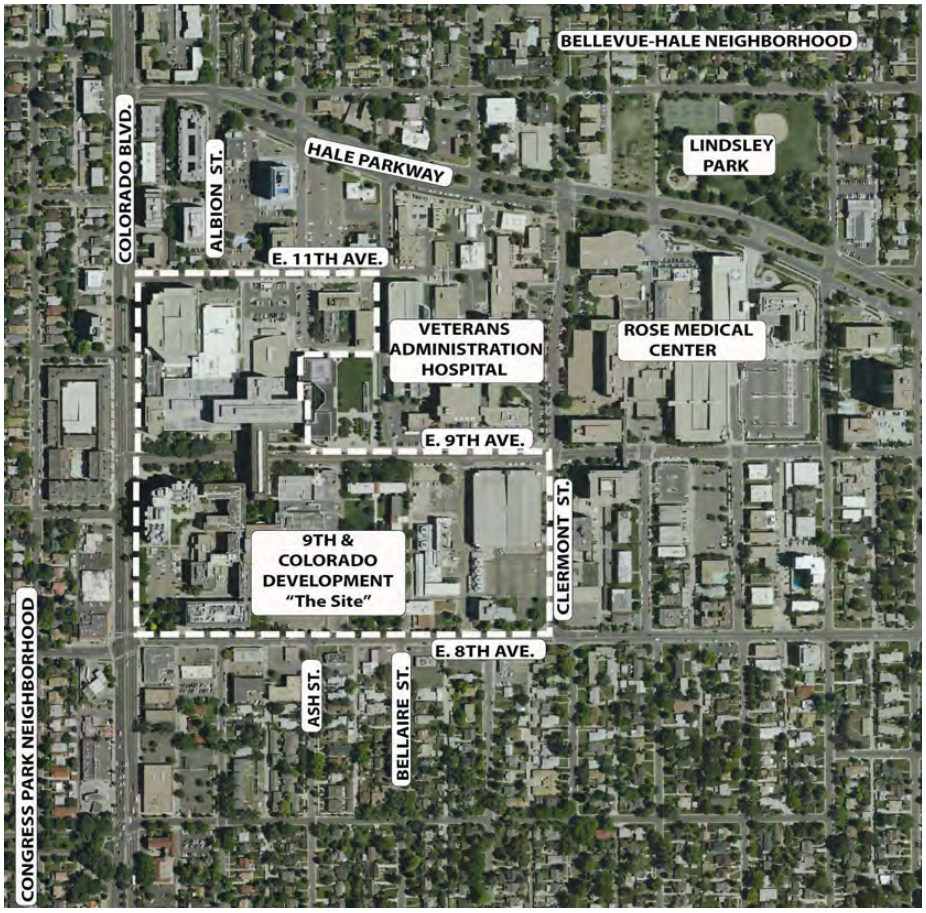


Figure 1: 9th and Colorado Development with Surrounding Context

1.0 OVERVIEW & GENERAL PURPOSE

These Urban Design Standards and Guidelines for 9th and Colorado are Rules and Regulations adopted by the Manager of the Community Planning and Development Department pursuant to Chapter 12 of the Denver Revised Municipal Code, and Section 59-313(b) of Former Chapter 59 of the Denver Revised Municipal Code. This document implements the vision for future land use, place-making, and infrastructure improvements adopted by the City and County of Denver in a General Development Plan ("GDP") for the redevelopment of the former University of Colorado Health Sciences Center located at approximately 9th Avenue and Colorado Boulevard in central Denver.

These design standards and guidelines provide a clear, comprehensive "road map" to guide future developers and architects through the process of designing and constructing streets, pedestrian connections, buildings, and outdoor spaces consistent with the adopted GDP vision and direction.

1.1 THE SITE

The subject property, totaling approximately 30 acres, is the former campus of the University of Colorado Health Sciences Center, later renamed the 9th Avenue Campus of the University of Colorado Denver ("the Site"). The original medical school and hospital campus is located in a highly visible and well-traveled location within central Denver on Colorado Boulevard, a major arterial street and public transit corridor. The Site is close to Downtown, National Jewish Hospital, the Cherry Creek shopping district, and Colfax Avenue. The latter street is a main street corridor through the Cities of Aurora, Denver and Lakewood. The Site is generally bounded by East 8th Avenue to East 9th Avenue from Colorado Boulevard to Clermont Street, and from East 9th Avenue to East 11th Avenue from Colorado Boulevard to approximately Ash Street. See Figure No. 1.

In the early 20th century, the University of Colorado established a medical school and hospital campus at East 9th Avenue and Colorado Boulevard on 17 acres of land donated to the school by Frederick Bonfils. The original campus was comprised of four buildings: the school of medicine, the hospital, the psychopathic hospital, and a central power plant. These facilities were the genesis of the campus that exists today – a medical research and treatment center consisting of 18 buildings on about 30 acres of land. The current architecture on the campus spans the entire 20th century, from the early 1900s (the nurses' dormitory building being retained to the late 20th Century (the north parking garage at 11th and Colorado).

In 2003, the University of Colorado decided to relocate its hospital and research facilities to the new Fitzsimons Medical Campus in Aurora, Colorado. Since then, the State of Colorado, the City and County of Denver (CCD), the Colorado Boulevard Healthcare District (CBHD), local neighborhood organizations and the general community have all worked closely together with the University's chosen master developers to create a new vision and life for the Site

Historical Photo 1

Historical Photo 2

Historical Photo 3

1.2 THE GENERAL DEVELOPMENT PLAN

The GDP is a master land use and infrastructure plan that commits the property owner, future developers, and the City of Denver to a long-range vision and general direction for future redevelopment of the former University of Colorado Health Sciences Center campus located between East 8th Avenue and East 11th Avenue, along Colorado Boulevard, in central Denver.

The existing health center campus layout creates several constraints on redevelopment, including a large number of existing structures and very limited vehicular and pedestrian access to and circulation through the Site. Redevelopment challenges and opportunities at the Site, which are addressed in the GDP, include:

- The opportunity to re-introduce the city's local street grid through extension of existing north/south local streets into the Site and creation of one new east/west vehicle access way. With re-introduction of the local street grid comes greater opportunity for multiple vehicle and pedestrian access points and connections through the Site at the same time dispersing Site-related traffic and mitigating future traffic impacts.

- The challenge that new development on the Site be compatible with an existing urban neighborhood context and adjacent residential neighborhood, taking into consideration the strategic retention and reuse of some of the campus' existing structures.

- The challenge to retain some significant remnant of the Site's medical campus history, and to preserve the location, quality and longevity of key specimens of the many mature trees on the Site.

In response to these challenges and opportunities, the GDP adopts overarching development and urban design principles for the Site, and sets forth specific redevelopment parameters and obligations for the provision of new streets and streetscapes, street intersection improvements, demolition and retention of existing buildings, pedestrian/bicyclist access and connections, publicly accessible open spaces and plazas, preservation of existing mature trees, and drainage and utilities. All future development on the Site must be consistent with the adopted GDP, which was originally recorded in the City Clerk's office on January 16, 2009. A major amendment to the original GDP was approved by the city's Development Review Committee on January 13, 2012, and is recorded in the City Clerk's Office, at reception number 2012092058.

The vision and framework for development established in the GDP was first implemented through a comprehensive rezoning of the Site to a combination of commercial and residential mixed-use zone districts under Former Chapter 59 of the Denver Revised Municipal Code. The rezonings were approved by City Council in January 2009. This document, the *Urban Design Standards and Guidelines for 9th and Colorado* ("Standards and Guidelines"), is an important second step in implementing and further detailing the long-range vision and framework plan spelled out in the GDP as specific site development commences.

1.3 GDP VISION & CORE URBAN DESIGN VALUES

The core urban design vision and values adopted in the GDP and implemented through these Standards and Guidelines are summarized below:

Create a diverse, mixed-used urban context that responds to and respects the surrounding neighborhoods.

- Provide a rich and varied network of vehicle and pedestrian routes into and through the Site that connect to surrounding local streets and bicycle routes.

• Create a walkable, pedestrian-friendly environment that invites repeat visits from near and far.

The GDP's long-range vision for the Site is to transform the current hospital campus into a mixed-use, pedestrian-friendly urban center with a potential mix of retail, restaurants, hotel, office space, and varying types and densities of housing. A variety of publicly accessible open spaces and plazas will ensure gathering places to sit, dine, relax and people watch. The overall site design and individual building design will be complementary to existing urban residential neighborhoods abutting to the north, south, and east, and will attract residents from these neighborhoods to visit the Site on a regular basis.

To achieve this vision, Denver's traditional local street grid will be extended into the Site to the extent possible. This will create a pedestrian-friendly scale of streets, blocks, and walks typical of Denver's great urban neighborhoods. All streets will feature sidewalks, lighting, street trees and furnishings to support safe and comfortable pedestrian activities. Many streets will have tree lawns with street trees that will mature into a shade canopy.

More specifically, Albion Street will become a new focus for pedestrian access and north/south pedestrian movement through the Site. An extended Bellaire Street will invite pedestrians and bicyclists with its enhanced landscaping and direct path to a newly enlivened Nurses Dormitory quadrangle complete with a reactivated historic structure, new landscaping and walking paths, and a bounty of preserved mature trees. A new east-west connection between 8th and 9th Avenue will provide an alternate route for both vehicles and pedestrians to easily access the Site. There will be plenty of choices for vehicles, pedestrians and bicyclists to access the Site and penetrate what once had been a veritable "fortress" of uninterrupted campus building walls and parking.

Throughout the Site, streets, drives, and sidewalks will connect to publicly accessible and useable open spaces in the form of plazas and landscaped areas as identified in the GDP. All open spaces and plazas will be designed to attract pedestrian movement and activities.

Building design character and scale will vary throughout the Development and over time in support of ultimately creating a diverse, high-density, mixed-use urban center. First phases of development will likely be lower-scale and less dense than Denver's existing urban centers in response to current market trends and development opportunities. Over time, subsequent new development may "fill in" underutilized parcels such as surface parking areas or redevelop one-story buildings to intensify the scale of development and to introduce new uses consistent with the long-term GDP vision. The up-front provision of an urban-scaled framework of new streets with ample pedestrian zones, which result in pedestrian-friendly walkable blocks, makes the opportunity for staged development and intensification over time possible.

Regardless of scale, first and subsequent development phases will provide a mix of commercial and residential uses, and buildings will be placed close to the street and designed to provide a pedestrian-friendly environment on abutting sidewalks and walkways. Buildings will be constructed of durable and high-quality materials. Long or large building walls will be articulated and detailed to create a more human scale. Building fronts will feature highly visible entrances and ground-story activation elements (e.g., windows, display cases, outdoor patios) that attract pedestrians and other visitors.

Finally, pedestrian and bicyclist connections and corridors throughout the Site will be located and designed to put primary emphasis on a convenient, comfortable and safe pedestrian experience. Open spaces and plazas will be designed to be centerpieces and gathering places for visitors, neighbors, and residents – open, attractive, and easily accessible by all members of the community. Service areas will not detract – in either design or operations – from any of these other urban design goals and objectives.

2.0 STANDARDS & GUIDELINES

The Standards and Guidelines are organized into five categories:

- Site Design
- Building Design
- Streetscapes
- Outdoor Lighting
- Signs

INTRODUCTION

2.0.1 ORGANIZATION

The Standards and Guidelines are organized into five broad subject categories:

(1) Site Design
(2) Building Design
(3) Streetscape
(4) Outdoor Lighting
(5) Signs

Each broad subject category (e.g., site design) begins with a set of guiding principles to set the stage, followed by more detailed intent statements, design standards, and design guidelines for each sub-category of focus (e.g., pedestrian access and circulation). Photographs, maps, and graphics are included to illustrate and clarify the standards and guidelines, and in some cases offer visual examples of preferred design approaches.

The overall goal of these Standards and Guidelines is to ensure an objective level of site and building design quality without eliminating creativity or flexibility. The Standards and Guidelines are not intended to be inflexible; in fact, the city may grant modifications to specific design standards if an alternative solution or approach works to the same or better extent to satisfy the stated guiding principles and intent statements.

The four component parts of the Standards and Guidelines are described in more detail below:

GUIDING PRINCIPLES - Each of the five broad subject categories in Section 2 of the Standards and Guidelines begins with a set of "Guiding Principles," which express the overarching design goals and objectives for the continued evolution of the Site. These principles lay the groundwork for the more specific intent statements tailored to the different sub-category topics addressed within each subject category.

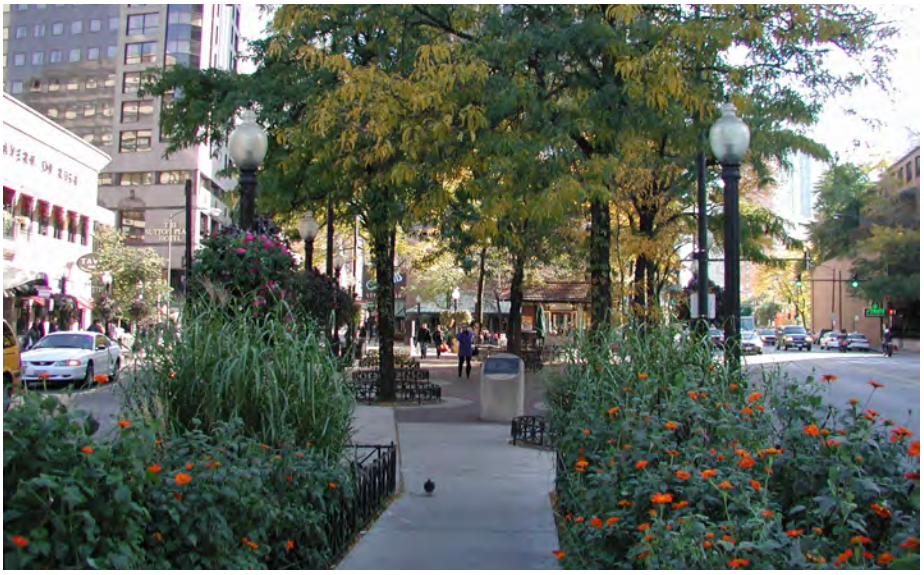
INTENT STATEMENTS - Intent statements establish more specific design goals or objectives for each sub-category topic addressed within the five subject categories. In circumstances where the appropriateness or applicability of a design standard or design guideline is in question, the Intent Statement will provide additional direction and guidance to city decision-makers.

DESIGN STANDARDS - Design Standards are prescriptive criteria that provide a specific set of directions for achieving the Intent Statements. Standards denote issues that are considered essential. Standards use the term "shall" to indicate that compliance is mandatory.

DESIGN GUIDELINES - Design Guidelines provide suggested approaches to achieve the goals or objectives set forth in the Intent Statements. City staff will use the guidelines to provide pertinent guidance in meeting the design standards. Guidelines use the term "should" or "may" to denote they are considered relevant to achieving the Intent Statement, but are not mandatory.

2.0.2 APPLICABILITY

All subdivision, new construction, exterior building renovation, site impacts, or signage projects proposed within the Site, as defined in Section 4.0, are subject



to compliance with these Standards and Guidelines.

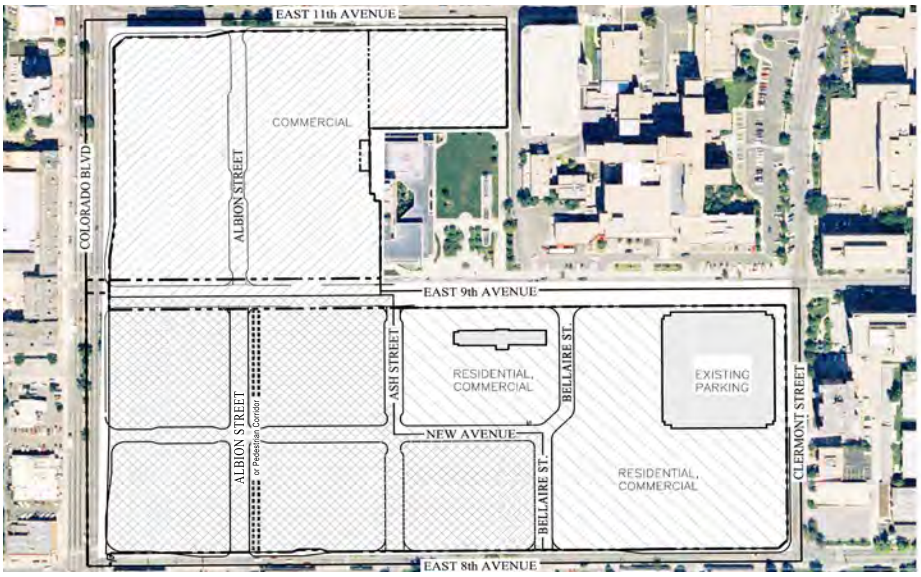
2.0.3 AMENDMENTS

Amendments to these Urban Design Standards and Guidelines shall be according to the process and criteria stated in Chapter 12 of the Denver Revised Municipal Code. All amendments shall be reviewed and decided upon according to the same process followed to adopt the original Standards and Guidelines.

2.0.4 RELATION TO OTHER DEVELOPMENT REGULATIONS

These Design Standards and Guidelines, as Rules and Regulations adopted by the Community Planning and Development Department, are supplementary to other regulations that may apply to the Site, including without limitation subdivision, zoning and building regulations codified in the Denver Revised Municipal Code. If any standard or guideline in these Design Standards and Guidelines conflicts with a subdivision, zoning, or building regulation applicable to the Site, the more restrictive provision shall apply unless these Design Standards and Guidelines expressly state otherwise

2.1 Site Design

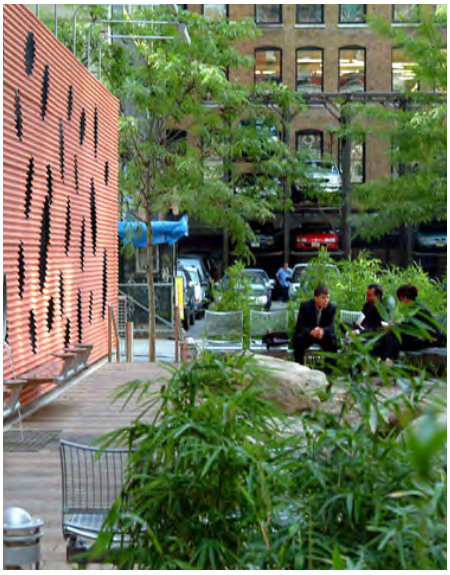


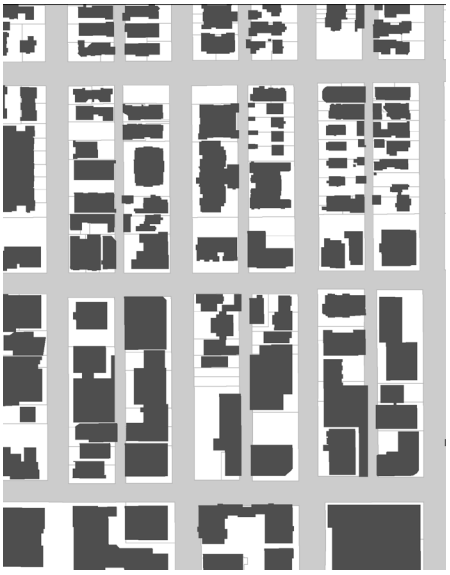
Site Design standards and guidelines addresses issues related to block configuration, new and perimeter street design, vehicle and pedestrian access and circulation, service areas, parking, open spaces and plazas, and sustainable site design.

GUIDING PRINCIPLES

- Surrounding urban local streets extend into the Site to create walkable blocks and multiple access ways for vehicles, pedestrians, and bicyclists, and to connect the Site into the existing, surrounding urban neighborhood context.
- Publicly accessible open spaces and plazas are key focal points and organizing features within the Site.
- Active retail and commercial uses improve the pedestrian experience along the street level of all buildings, including parking structures.
- Uninterrupted sidewalks along active building edges enhance the pedestrian experience.
- Sustainable site design achieves a balance between development priorities and environmental best practices, enhancing the desirability of the site.

2.1.1 Block Configuration





INTENT STATEMENTS

- Extend the existing local street grid into and through the Site to create a block pattern that is scaled appropriately to and compatible with established neighborhood blocks in adjacent urban neighborhoods.
- Create a block pattern that supports a logical pedestrian circulation system that connects to perimeter public sidewalks, existing and planned public transit stops/shelters, and adjacent neighborhoods.
- Ensure that where new through streets are not possible given specific Site conditions or other constraints, pedestrian connections are provided in a location or alignment roughly proximate to where a connecting street would go through if not so constrained.

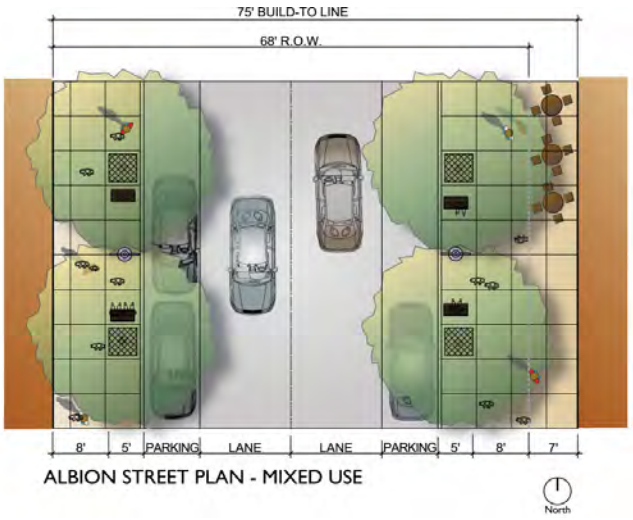
DESIGN STANDARDS

- New streets and connections into and through the Site shall result in blocks that are compatible with the existing size, scale and orientation of blocks in the adjacent urban neighborhood contexts.
- Where the extension of the adjacent local city street grid is not possible due to specific Site conditions or constraints, a pedestrian and/or bicycle connection shall be provided instead of a full street at substantially the same location as an extended street would be located. See also Section 2.1.5 for design standards and guidelines governing on-site pedestrian connections and corridors.

DESIGN GUIDELINES

- If a specific project or building is larger than one block, building façades should be interrupted or punctuated with building entries or other architectural elements in locations in visual alignment where the city street grid would have extended into and through the Site. See also Section 2.1.4 for Terminating Vista design standards and guidelines.
- Block faces bounded by public or private streets should be developed with building wall and active uses to the maximum extent possible to create a pedestrian-friendly, walkable environment. See also Section 2.2.1, Build-to Lines and Setback design standards and guidelines.

2.1.2 Streets | Internal Streets & Private Drive Design



INTENT STATEMENTS

- Introduce the pattern, orientation and hierarchy of Denver's urban neighborhood street grid into the Site to break up the existing "superblock" pattern of the campus and create smaller-scale and walkable blocks.
- Assure, through provision of multiple new access points and internal streets, dispersion of project-related vehicle trips to and from the Site, and viable alternatives to using heavily congested Colorado Boulevard for nearby neighborhood residents and others visiting and using the Site.
- Design and build new internal streets to support multiple modes of transportation, including vehicular, bicycle and pedestrian.
- Create a walkable, pedestrian-friendly environment and minimize conflicts between vehicles and pedestrians or bicyclists.
- Ensure all internal streets and vehicle ways are sited and designed to equally accommodate and support vehicle, pedestrian, and bicyclist traffic into and through the Site.

INTENT STATEMENTS

- Ensure that all internal streets, if developed as private streets or pedestrian-only corridors, are available for continual public vehicle and pedestrian access in perpetuity to allow for future redevelopment, infill, and intensification of Site development.
- Ensure that internal streets, if developed as private streets or private drives, meet the intent of the GDP to accommodate multiple transportation modes and create a pedestrian-friendly environment consistent with the urban neighborhood context.
- Ensure that Bellaire Street between 8th and 9th Avenue meets the intent of the GDP to act as a primary "gateway" street and visual corridor into the Site.
- Have the streetscape treatment be a unifying element through the use of consistent paving and landscape elements through the Site.

APPLICABILITY

- These design standards and guidelines shall apply to all public streets, private streets, private drives and pedestrian-only corridors constructed internal to the site consistent with the GDP. Specifically, at a minimum, the following streets shall comply with this section's standards and guidelines:

  a. Albion Street
  b. Ash Street
  c. Bellaire Street
  d. Birch Street
  e. New Avenue

2.1.2 Streets | Internal Streets & Private Drive Design

DESIGN STANDARDS

- New internal streets and drives shall either be dedicated public rights-of-way or public use and access shall be guaranteed in perpetuity through a public access easement. All public access easements shall be completed and accepted by the city prior to final site development plan approval.
- Private streets shall comply with the city's right-of-way standards and construction specifications for public streets, except as may be expressly modified by the GDP or except as may be superseded by public utility requirements (e.g., Denver Water standards).
- All private and public streets shall incorporate parking on both sides of the street, except as expressly allowed otherwise in the GDP or these standards and guidelines.

DESIGN STANDARDS

- All internal streets shall include a pedestrian walking zone (sidewalk) and an amenity zone on both sides of the street, except as expressly allowed otherwise in the GDP or in these standards and guidelines.
- Along Bellaire and Birch Streets, the amenity zone shall be a landscaped tree lawn and the sidewalks shall be detached sidewalks. Along all other internal streets, the amenity zone may be either a landscaped tree lawn or a hardscape area with street trees planted in grates, and the sidewalks shall be detached sidewalks.
- Pedestrian walking zones shall be unobstructed and clear at all times along all internal streets and private zones.
- The amenity zone shall be a minimum of 5 feet wide and shall contain streetscape elements, furnishings and street trees.
- The unobstructed pedestrian walking zone shall be organized to create a continuous pedestrian walkway through the Site.

DESIGN STANDARDS

- The location of trees shall be in the amenity zone within the right-of-way, combined with the street furnishings, light standards, and other streetscape elements.
- Tree lawns shall be landscaped only with street trees, turf grass, or other live ground covers except where limited pavement may be necessary, such as under benches or as a 2-foot snow strip along the curb edge.
- Street trees shall be deciduous trees only.
- Street tree diversification shall be provided within the same block.
- Streetscape elements shall be located within a required tree lawn, including elements such as benches, and pedestrian or street lights.
- The branching height of mature trees shall be a minimum of 8 feet in height for an unobstructed sidewalk zone.

2.1.2 Streets | Internal Streets & Private Drive Design

DESIGN STANDARDS

- If New Avenue is developed as a private drive, rather than as a public or private street, as allowed by the GDP, the following standards shall apply:
  - Public sidewalks a minimum of 8 feet wide shall be provided on at least one side of the private drive. When one or more primary buildings abut the private drive, such sidewalk shall be located between the edge of the private drive and the primary building façade(s).
  - In addition, an amenity zone a minimum of 5 feet wide shall be provided between the edge of the private drive and the primary building façade, on either side of the public sidewalk. Such amenity zone may be landscaped and/or used for outdoor public seating or gathering, or other similar public amenity purpose, but shall not be used for permanent or seasonal outdoor retail display or for outdoor storage.

DESIGN STANDARDS

- Consistent with the intent stated in the GDP that Bellaire Street act as a primary pedestrian entry and visual corridor into the site from 8th Avenue, development on both sides of the block of Bellaire Street between 8th Avenue and New Avenue shall include additional land area outside the dedicated right-of-way (or public access easement) sufficient to sustain additional ornamental trees and other live landscape materials. Such additional land area shall comply with the following minimum standards:
  - The additional land area may be aggregated in two or more areas along the street (e.g., at the corner of Bellaire and New Avenue), or may be added along the entire length of the street to effectively supplement the required amenity zone (tree lawn).
  - Additional land area used to meet this standard shall be at least 6 feet in its smallest dimension, and shall total no less than 1,000 square feet in the aggregate for each side of Bellaire Street.

2.1.2 Streets

Internal Streets & Private Drive Design

DESIGN GUIDELINES

- Across the entire Site, all internal streets should be visually cohesive through the use of similar or complimentary streetscape elements, hardscape treatments, and plantings.
- Streetscape concepts should be developed to respond to the different uses and classifications of roadways, but remain flexible to accommodate existing conditions and detailed design.
- Roadway intersections are encouraged to extend out ("bulb" or "bump") with a specialty corner treatment to support pedestrian cross traffic.
- Furnishings should be aligned with other elements along the street or may be grouped to create gathering areas or places to rest.
- Additional paving for a building related zone should be located outside of the right-of-way.
- Paving outside of the pedestrian walking zone may be distinguished differently by the use of specialty paving patterns and materials.

DESIGN GUIDELINES

- Paving inside the pedestrian walking zone may be distinguished differently by the use of specialty paving patterns and materials where approved by Public Works.
- Street trees species should be selected so as to create a continuous canopy at maturity.

2.1.2 Streets | Perimeter Street Design

INTENT STATEMENTS

- Use existing public roadway streetscapes along the perimeter of the Site (East 11th Avenue, East 9th Avenue, East 8th Avenue, Colorado Boulevard and Clermont Street) to create a unique and uniform identity for the Site.
- Improve the existing perimeter streetscapes where demolition of existing structures provides sufficient area to meet the streetscape requirements in the GDP and in other applicable city rules and regulations.
- Provide comfortable pedestrian realm by using streetscape elements to buffer pedestrians from adjacent vehicle parking and traffic lanes
- Provide views, access and interest into the Site.

DESIGN STANDARDS

- The frontage along perimeter streets adjacent to this Site shall be landscaped to meet the minimum requirements of the Denver Streetscape Manual and shall generally include a public sidewalk and landscaped tree lawn.
- Physical constraints that adversely affect the ability to meet city streetscape standards, whether caused by existing trees or structures identified to remain, shall be coordinated with the appropriate city staff prior to development and shall reference the approved GDP.
- All existing perimeter streets shall have a minimum tree lawn of 8-feet wide, whether planted or hardscape with trees in grates, consistent with the GDP.
- Pedestrian walking zones shall be unobstructed and clear at all times along existing perimeter streets.

DESIGN STANDARDS

- Colorado Boulevard is both a designated city Parkway and a state highway. New development that is not adjacent to an existing building to remain or existing trees to be preserved shall adhere to the city's Parkway setback requirements and the regulations stated in the *Tree Planting Policy for State Highways within the City and County of Denver.*
- Street lighting shall be standard city lights, although additional pedestrian-scaled lighting is encouraged where appropriate.
- All tree plantings or removal within the public right-of-way shall be approved by the City Forester.
- Existing trees and their root systems shall be protected during construction by complying with the standards and best practices stated in*; CCED Critical Rooting Distance to Minimize Catastrophic Tree Failure*
- Seating shall be placed at all RTD bus stops and where required by RTD, bus shelters shall be provided.

2.1.3 Vehicle Access & Circulation

General

INTENT STATEMENTS

- Establish a clear hierarchy and network of streets, drives and access points that provide logical and safe routes for pedestrian, bicycle and vehicle traffic into the Site.
- Establish logical, safe and attractive connections to adjacent neighborhoods.
- Provide clear entry points to the Site for vehicles, bicycles and pedestrians.
- Create a walkable, pedestrian friendly environment within the Site and minimize conflicts between vehicles and pedestrians.
- Promote safe and efficient movement of vehicles, pedestrians, and bicycles in public and private circulation areas.

DESIGN STANDARDS

- New vehicle access points to the site shall be designed as streets and not as private driveways, except as expressly allowed in the GDP.
- All curb cuts shall be perpendicular to the street such curb cuts serve.
- Pedestrian sidewalks and access points into the Site shall be kept separate from vehicular drive lanes to the maximum extent feasible.
- Traffic circulation, lights and signage shall be located in areas that transition and help direct unintentional site-related traffic away from surrounding neighborhoods.
- Vehicle access shall be sited to minimize direct or recurrent conflict with primary pedestrian or bicycle access to the Site, and with pedestrian and bicyclist circulation within the Site.
- Drive-through lanes related to a drive-up facility shall not be permitted between a primary building's front façade and a public or private street or private drive.
- Drive-through lanes related to a drive-up facility shall not be permitted between a primary building's front or side façade and Colorado Boulevard.

DESIGN GUIDELINES

- Curb cuts should be discouraged close to street intersections and should influence which existing curb cuts will be retained or removed.
- The number of curb cuts should be minimized and shared between uses to the maximum extent feasible.
- Drop-off serving the entrances of specific uses, such as residential or hotel lobbies, may be allowed if approved by Public Works.

2.1.3 Vehicle Access & Circulation

Service Areas

INTENT STATEMENTS

- Minimize adverse impacts on adjacent residential neighborhoods from service vehicles accessing the Site.
- Minimize the visibility and impact of service areas by locating loading areas and service access away from primary building access points and by providing adequate screening.
- Eliminate or minimize conflicts between pedestrians and service vehicles accessing the Site.
- Provide clean, safe and functional service areas for primary users on the Site.

DESIGN STANDARDS

- To the maximum extent feasible, truck and other service-related traffic to the Site shall be directed to 8th, 9th and 11th Avenues, and away from local streets in surrounding residential neighborhoods.
- Required on-site loading space for a building shall be separated from the primary building entrance.
- Service vehicles access shall be sited to minimize direct or recurrent conflict with primary pedestrian or bicycle access to the site, and with pedestrian and bicyclist circulation within the Site.
- To the maximum extent feasible, vehicle access to service areas shall be separate from public vehicle entrances and shall avoid crossing primary pedestrian connections into or on the site, including but not limited to an Albion Street pedestrian-only corridor south of 9th Avenue (if that option is developed).

DESIGN STANDARDS

- Loading space (i.e., docks, bays, and maneuvering areas) shall be screened from public view by means such as internalizing loading space within the primary building and/or by providing walls, fences and/ or landscaping of sufficient density to provide an opaque screen from public view.
- Adequate space shall be provided to allow for required loading to take place completely out of a public or private street right-of-way, and to allow access to such loading space without requiring backing into a public or private street right-of-way.

2.1.3 Vehicle Access & Circulation

Service Areas

DESIGN STANDARDS

- When access to required on-site loading abuts or crosses a publicly accessible sidewalk, walkway, pedestrian-only corridor, or publicly accessible open space, then:
  - The pedestrian connection shall be continued across the loading access way and shall be given design priority over the loading access by continuing the pedestrian and amenity zones across the service access area, and by a change in paving materials to visually delineate the pedestrian zone.
  - To further increase pedestrian separation from service access and loading spaces, additional buffering shall be provided by masonry walls and/or landscaping, or a continuation of the primary building wall.

DESIGN GUIDELINES

- Combined, multi-tenant trash receptacles, loading docks and service areas are strongly encouraged to maximize development potential and enhance the pedestrian realm.

2.1.4 Terminating Vistas

INTENT STATEMENTS

- Take advantage of public views into and across the Site along planned new streets and drives to create high-impact, visual "markers" that identify the Site for the public .

APPLICABILITY

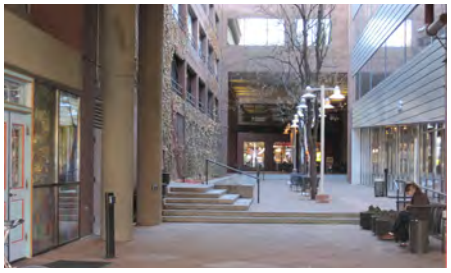
- This section's standards and guidelines shall apply to all "terminating vistas" shown below, consistent with the GDP.

DESIGN STANDARDS

- Special building or site design elements shall be incorporated at all terminating vistas, consistent with the above intent. Such element shall include a point of visual interest, such as but not limited to a monument, water feature, artistic composition, or architectural building features.
- Such element shall be of a scale that is generally visible from the opposite end of the terminating street corridor and, to the extent possible, from multiple public vantage points within the Site and along the Site's perimeter.

2.1.5 Pedestrian Access & Circulation

General



INTENT STATEMENTS

- Encourage pedestrian and bicyclist access to the Site and safe and convenient circulation through the Site.
- Provide continuous, convenient, direct and comfortable pedestrian connections between primary uses, and between primary uses and publicly accessible open space and plazas within the Site.
- Create a friendly, inviting environment by providing a pedestrian network that offers clear circulation paths from parking areas to building entries.
- Minimize pedestrian and bicycle conflicts with vehicles.
- Provide sidewalk and walkway of adequate width to contain, define, and concentrate pedestrian uses.
- Encourage bicycle connections to the Site along the Clermont Street designated bike route consistent with the GDP.

DESIGN STANDARDS

- An on-site system of pedestrian sidewalks and walkways shall be provided and designed to provide direct access and convenient connections to and between the following:
  - Primary entrances to each primary building, including pad site buildings;
  - All surface parking areas or parking structures;
  - All site amenities or publicly accessible open spaces and plazas;
  - The public sidewalk system along the perimeter streets adjacent to the development (or to the curb of an abutting street where there are no public sidewalks); and
  - Public and private sidewalks on adjacent properties that extend to adjoining land uses, developments, and public facilities such as parks, greenways, schools, recreational facilities and public office buildings.

DESIGN STANDARDS

- All sidewalks abutting private streets and all on-site pedestrian walkways shall provide not less than 5 feet clear walking area. In all locations where the edge of a pedestrian walk abuts parking spaces, an additional 3 feet of walkway width shall be provided to accommodate vehicle overhangs.
- Walkways through publicly accessible open space and plazas shall be a minimum of 8 feet wide, and shall incorporate durable, high quality, and distinctive paving materials.
- Where walkways are included on parking islands and medians that include landscape requirements, the required walkway width must be clear of low branching trees, vegetation and similar impediments.
- Where walkways occur along buildings walls, the required walkway width must be clear of door swings, exterior display, shopping cart storage, low branching trees and similar impediments.

2.1.5 Pedestrian Access & Circulation

General

DESIGN STANDARDS

- At each point that the on-site pedestrian walkway system crosses a parking area or internal street or private drive, the walkway or crosswalk shall be clearly marked through the use of a change in paving materials distinguished by their color, texture, or height.
- Sidewalk and walkway materials such as seeded concrete, and glazed or smooth slippery surfaces shall be prohibited.
- Subject to Public Works approval and consistent with the GDP, the developer shall provide safe bicycle passage along 9th Avenue by the addition of an on-street bike lane or other bike facility type consistent with recommendations in the *Denver Moves* plan. A connection to the Clermont bicycle route may be changed from 9th Avenue to a different internal or perimeter street, subject to Public Works and CPD approval.

DESIGN GUIDELINES

- Pedestrian crossings should be located a safe distance from vehicular curb cuts.
- Pedestrian crossings of major streets should be accommodated at grade and should conform to the standards of Public Works and consistent with the recommendations in the *Denver Moves* plan.
- Sidewalks and walkways should be continuous throughout the Site and should be provided on both sides of a public or private street, unless otherwise expressly allowed in the GDP or by these Standards and Guidelines.
- Sidewalks of various widths should connect to each other with a smooth transition and not a 90 degree edge.

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only

INTENT STATEMENTS

- Where extension of the city street grid is not practicable or possible, provide clear, interesting and accessible routes for pedestrians to traverse through the Site's blocks at or near the existing street grid alignments.
- Ensure that Albion Street, if developed as a pedestrian-only corridor, is designed consistent with the GDP to provide a unique, comfortable, safe, engaging, and attractive pedestrian passage through the Site between 8th and 9th Avenues.
- Ensure that entrances, active uses, seating and landscape enhance the use and aesthetic of an Albion Street pedestrian-only corridor.

DESIGN STANDARDS

- If Albion Street between 8th and 9th Avenues is developed as a pedestrian-only corridor, as allowed by the GDP, the following standards shall apply:
  - The developer shall execute, and the city shall approve, a public access easement according to the terms of the GDP prior to final site development plan approval.
  - To the maximum extent possible, the pedestrian-only corridor shall be located to establish a view corridor through and to the Site from 8th and 9th Avenues at approximately the Albion Street alignment.
  - Such corridor shall be designed, constructed, and illuminated to provide a convenient, safe, and high-quality experience for pedestrians walking through the Site. Pedestrians using the corridor shall be adequately buffered from moving and parked vehicles, including service vehicles and trucks.

DESIGN STANDARDS

  - Where vehicle access is provided at 8th Avenue, the vehicle access portion of Albion Street shall be designed to the city's public local street standards (i.e., sidewalks plus amenity zone on both sides of the street). Parallel parking should be provided on this portion of Albion Street if the parking can comply with city standards applicable at the time of development.
- As applicable, where the Albion Street pedestrian-only corridor crosses a surface parking area, the following standards shall apply:
  - Minimum width of corridor: 20'. Minor encroachments of up to 3 feet may be allowed for tree wells/ grates, planters, and supports for shading device, but in all cases at least 10 feet of width shall be maintained for unimpeded pedestrian access.

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only

DESIGN STANDARDS

- Shading Structure Required: The length of this portion of the pedestrian-only corridor (not including drive aisles) shall be shaded by means of a pergola, trellis or similar open structure. The shading structure may include or integrate additional pedestrian amenities, such as seating. Such structure shall comply with the minimum design standards for pergolas found in Table 2.2 of this document. The shading structure shall not count toward the minimum build-to requirement stated in Table 2.0.
- Required Materials: Materials used for this portion of the pedestrian-only corridor shall be durable and quality patterned or color material or materials. Special pavers are encouraged, but striping or simply painted surfaces are prohibited.
- Landscaping: A minimum 50% of the total area of this section of the Albion Street pedestrian-only shall be planted with trees and other live plant materials.

DESIGN STANDARDS

- Pedestrian Lighting: Pedestrian-scaled lighting shall be provided to ensure safe illumination and delineation of the pedestrian-only corridor at night. Lighting fixtures shall be a maximum of 18 feet tall.
- As applicable, where the Albion Street pedestrian-only corridor traverses a block and is bounded to some extent by building walls, the following standards shall apply:
  - Unenclosed and Open to the Sky: Such portion of the Albion Street pedestrian-only corridor shall not be permanently or completely enclosed, and shall remain unenclosed and open to the sky except as allowed herein. At the developer's option, the pedestrian-only corridor may be decorated with ornamental lights, seasonal decorations, and shading devices that may be installed across the width of the corridor.

DESIGN STANDARDS

- Minimum width of corridor: 20'. Minor encroachments of up to 3 feet may be allowed for architectural elements integrated into abutting building walls, provided an unimpeded view from one end of the pedestrian-only corridor to the other end is maintained.
- Required Materials: Materials used for this portion of the pedestrian-only corridor shall be durable and quality patterned or color material or materials, and shall be consistent with the materials used on other portions of the pedestrian-only corridor. Special pavers are encouraged.
- Pedestrian Lighting: Pedestrian-scaled lighting shall be provided to ensure safe illumination and delineation of the pedestrian-only corridor at night. Lighting fixtures shall be a maximum of 18 feet tall.

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only

DESIGN STANDARDS

- Landscaping: A variety of trees, grasses and other live plant materials shall be provided along the pedestrian-only corridor. Hardscape treatment of the corridor is allowed in combination with live landscaping materials. If trees are planted or installed along the corridor, they shall be spaced and aligned consistent with the pattern established on the remainder of the corridor.

DESIGN STANDARDS

- Abutting Building Façade Design: When this portion of the pedestrian-only corridor abuts a primary building wall or walls, a minimum of 60% of the length of such abutting building wall(s) shall include transparency (glass) or, as alternative(s) to transparency, wall design, outdoor eating/ seating areas, or permanent art. The standards in Section 2.2.3 and 2.2.4 regarding Ground Floor Transparency shall govern how this standard is measured and the minimum design criteria for the permitted alternatives. In all cases, a single alternative, or combination of alternatives, may count toward a maximum of 50% of the required 60% transparency requirement.
- See Section 2.2.4 for applicable Building Entrance design standards and guidelines.

DESIGN GUIDELINES

- Building facades that abut the Albion Street pedestrian-only corridor may aggregate the required transparency close to building corners so that, as applicable, required transparency on an intersecting building wall together with transparency on the abutting building wall "wrap" the building's corner.

2.1.6 Parking

Structured Parking

INTENT STATEMENTS

- Utilize underground and structured above-ground parking to the greatest extent practical to accommodate on site parking.
- Create parking structures that clearly identify parking opportunities and that fit within the urban center neighborhood context of the Site.
- Create façades on parking structures that are compatible in character and quality with adjoining buildings, plazas and streetscapes, and which are activated with ground floor retail or other pedestrian-oriented uses or design.
- Minimize visual and physical impacts of parking structures on the pedestrian experience and from the streetscape.
- Clearly sign parking areas for orientation and accessibility.

DESIGN STANDARDS

The following design standards shall apply to the construction of new parking structures on the Site:

- New parking structure facades facing 8th Avenue, 9th Avenue, 11th Avenue, New Avenue, or Colorado Boulevard shall include sufficient ground-floor space and ceiling height to support pedestrian-active uses (not including parking) or shall be "wrapped" with pedestrian active uses (including residential uses). For purposes of this standard, "ground-floor" shall mean the first interior floor of a parking structure with 6 feet or more of ceiling height above finished grade.
- Facades of a parking structure shall be subject to the Ground Story Tansparency standards applicable to nonresidential building facades in Section 2.2.4.
- Parking structure facade openings that face any public right-of-way or publicly accessible open space or plaza shall be vertically and horizontally aligned and all floors fronting on such facades shall be level.
- Parking structures shall be designed to conceal the view of all parked cars and angled ramps from adjacent public rights-of-way, private streets, and publicly accessible open space and plazas.
- Facades of a parking structure shall be masked in such a way as to maintain a high level of architectural design and finish. Expanses of blank walls shall not be allowed.
- Facade openings that face any public right-of-way, private street or publicly accessible open space or plaza shall utilize architectural features consistent with adjacent building forms and details.
- When the roof-top of a parking structure is 4 feet or less above finished grade, the roof-top parking area shall be treated as a surface parking lot for purposes of required perimeter and interior landscaping. See Section 2.1.6 below for applicable parking area landscaping design standards and guidelines.

2.1.6 Parking

Structured Parking

DESIGN STANDARDS

- Parking structures shall minimize the impact on adjacent streets and publicly accessible open space and plazas of vehicle noise and odors from within the parking structure.
- Parking areas shall be clearly signed, in a manner that is consistent with applicable sign code standards.

- The following design standards shall apply to the reuse of existing parking structures on the Site (e.g., the parking structure at 9th and Clermont Street):
  - To the maximum extent feasible, existing parking structures retained on the Site shall be wrapped with pedestrian-active uses, including residential uses, on all sides of the structure facing a public or private street or publicly accessible open space or plaza. Where wrapping with other uses is not feasible, façade modifications shall be used to minimize visual impacts from public view. Façade modifications shall include, but are not limited to: Resurfacing with enhanced building materials; using walls , metal or metal mesh screens or other devices to screen the façade openings and views of parking cars; live landscape cover; installation of public art or specialized exterior lighting to enhance the exterior facades; or other similar methods acceptable to the city. All facade modifications shall be compatible with adjacent buildings and uses.

DESIGN STANDARDS

DESIGN GUIDELINES

- Parking structures should be designed so that they are compatible with buildings in the area by means such as:
  - The horizontal and vertical elements of the parking structure façade should be similar to those of adjacent structures.
  - The spacing and proportions of openings in the parking structure facade should be compatible with those openings of windows or doors on the building it serves.

DESIGN GUIDELINES

- The same or similar materials and textures should be used on the façade of a parking structure to match the buildings it serves.
- As applicable, the design of a parking structure should be architecturally integrated with the design and structure of the building(s) it serves. Consider ways of treating the façade of the parking structure portion of a building to make it consistent with the façade of the rest of the building.
- Lighting within the structure should not impact the adjacent pedestrian realm.
- Siting and design of parking structures should be respectful of shadow and solar impacts to adjacent properties.

2.1.6 Parking

Surface Parking

INTENT STATEMENTS

- Reduce the visibility of surface parking.
- Clearly sign parking areas for orientation and accessibility.
- Promote a walkable, pedestrian-friendly Site with minimum visual impacts on the pedestrian experience and streetscape environment from surface parking.

DESIGN STANDARDS

- Surface parking shall not be permitted between a primary building's front façade and a public or private street or private drive.
- Surface parking shall not be permitted between a primary building's front or side façade and Colorado Boulevard.
- Large surface parking areas (greater than 75 spaces) shall be broken up into smaller increments or "pods" with interior landscaping (e.g., landscaped islands or medians) or with required pedestrian connections.
- Surface parking lots shall contain glare-free lighting and shall use only full cut-off outdoor lighting fixtures. See also Section 2.4.3 for outdoor lighting design standards and guidelines.

DESIGN GUIDELINES

- Parking area lighting fixtures should match light sources and fixtures used to illuminate pedestrian walkways or corridors and publicly accessible open spaces and plazas.
- Stormwater requirements provided in surface parking areas should be designed as an amenity to the Site.

2.1.6 Parking

Parking Area Landscape and Screening

INTENT STATEMENTS

- Improve the appearance of surface parking areas and minimize the visual impacts on pedestrians and adjacent uses and properties.
- Minimize the glare of vehicle headlights on adjacent streets, sidewalks and walkways.

DESIGN STANDARDS

- Perimeter Parking Area Landscaping: A perimeter planting strip combined with a garden wall shall be provided between the parking area perimeter boundary and an abutting public street, abutting private street, or abutting private drive. A "garden wall" shall mean a masonry wall with a minimum height of 30 inches and a maximum height of 42 inches. The planting strip shall be located between a sidewalk or walkway and the required garden wall.
- Interior Parking Area Landscaping - General Standards: Interior landscaping shall include, at a minimum, the following design and material elements:
  - Required landscaping and trees shall be sited to achieve maximum shading of parked vehicles.
  - Landscaping that abuts the length of a parking space shall provide a brick paver, mulched edges, or similar technique to provide a clear landing area for persons entering and exiting their parked vehicles.

DESIGN STANDARDS

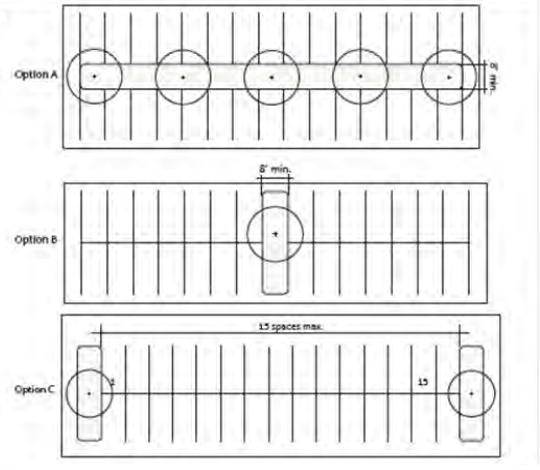
- When a landscape island is required every 15 contiguous parking spaces, the Zoning Administrator may vary the maximum increment, provided the spacing and layout of the landscape islands meet the intent of the regulation.
- On-site drainage required for a development shall, to the maximum extent feasible, be incorporated into parking lot landscaped areas.
- No artificial trees, shrubs, turf or plants shall be used as landscape for any parking area.

Parking Area Landscape and Screening

DESIGN STANDARDS

- Interior Parking Area Landscaping - Specific Standards: Interior landscaping shall comply with the following standards:

# of Parking Spaces per Block or Zone Lot	Minimum Landscaped Area Required	Plantings Required	Planting Area Design Requirements (See Figures below)
20 parking spaces or less	No Requirement of Interior Landscaping		
21-100 parking spaces	5% of the area devoted to surface parking stalls (exclusive of circulation areas)	1 canopy tree for every 50 linear feet of double loaded row of parking	Minimum Area: 400 square feet Minimum Width: 6 feet Configuration: Option A or Option B
101 or more parking spaces	5% of the area devoted to surface parking stalls (exclusive of circulation areas)	1 canopy tree and 6 shrubs, live ground cover, or ornamental grasses for every 200 square feet of required landscaped area	Minimum Width: 6 feet Configuration: Option A or Option C



2.1.7 Publicly Accessible Open Space & Plazas

INTENT STATEMENTS

- Provide open spaces – such as plazas and courtyards – to give relief and interest to the streetscape.
- Provide open spaces such as plazas and publicly-accessible courtyards that serve for relaxation and community interaction and create variety and interest in the architectural design.
- Allow for additional space adjacent to buildings to accommodate special amenities such as café seating, sculptures and planters.
- Ensure that walls that enclose open space and plazas are considered an integrated part of the space / plaza design.
- Ensure that plazas are considered distinct spaces and are designed as such.
- Maximize opportunities for people to utilize plazas and open spaces.
- Encourage socialization, congregation and interaction.

INTENT STATEMENTS

- Ensure that there are enough easily accessible trash and recycling containers to prevent litter and debris.
- Restore and maintain the Nurses' Dormitory Lawn as a central public gathering place for residents and visitors to the Site.
- In buildings abutting publicly accessible open space and plazas, occupy the ground floor with uses intended to activate the open space/ plaza and provide additional security throughout the day.

DESIGN STANDARDS

- Publicly accessible and usable open space and plazas shall be provided consistent with the GDP. Such spaces shall remain open to the public year-round and in perpetuity, and shall be accessible to pedestrians and bicyclists. All such spaces shall comply with ADA accessibility standards.
- All publicly accessible open space and plazas shall be unenclosed and open to the sky. At the developer's or owner's option, open space and plazas may be decorated with ornamental lights, seasonal decorations, and shading devices that may be installed and hung across the width of the space or plaza.
- Pedestrian lighting shall be designed and sited to avoid glare in nearby residences.
- All open space and plazas shall be landscaped with a combination of live materials to provide shade and hardscape to provide amenities for pedestrians and users. Irrigation systems shall be provided for all live material.

2.1.7 Publicly Accessible Open Space & Plazas

DESIGN STANDARDS

- Open space and plazas shall be designed to be easily accessible and comfortable for as much of the year as possible. Permanent shade structures are encouraged to provide relief from the summer sun.
- Separate trash and recycling receptacles shall be provided within open space and plazas to reduce dependence on the Site's trash receptacles.
- Amenities proposed within the Nurses' Dormitory Lawn shall be designed to conserve the existing, mature trees identified and agreed to remain by the Developer and the City Forester consistent with the GDP.
- The ground floor in buildings abutting a publicly accessible open space or plaza shall be occupied by active uses (e.g., retail, residential, office, or restaurant uses), and shall not be occupied exclusively for "back of house" operations such as storage, loading/deliveries, or commercial kitchens.

DESIGN STANDARDS

- New landscape in the Nurses' Dormitory Lawn shall augment the existing mature trees and landscaping through the addition of a variety of tree types and species so long as the open and formal character of the historical space remains. This shall be accomplished through the replacement of plant materials in the same general areas as those areas in which existing trees and landscaping have been identified to be removed by the City Forester consistent with the GDP.
- The aggregated public open space on 8th Avenue, as shown in the GDP, where it abuts private commercial users/tenant spaces, shall be reserved for the use of the general public (and in no way limited for use by private commercial users/tenant spaces) and shall remain open to the general public at all times.
- Aggregated public open spaces shall be owned and maintained by the 9th and Colorado Business Improvement District, or similar entity approved by the city.

DESIGN GUIDELINES

- Open spaces should be oriented to take advantage of views and sunshine.
- Design of plazas, publicly-accessible courtyards and expanded sidewalks should take into consideration ease of maintenance and snow removal.
- Plazas and courtyards should be made comfortable by using architectural and landscape elements to create a sense of place, enclosure and security.
- The materials used for paving may be extended into the sidewalk area and perhaps the curb line to render visual continuity along the sidewalk and to serve as a unifying element binding the open space/plaza area to the street.
- Private open space/plazas should not be components that are required by the building such as building entries and circulation patterns – they are created intentionally, not as a by-product of the building.
- Where possible, permeable paving should be used to reduce the amount of water runoff off -site.

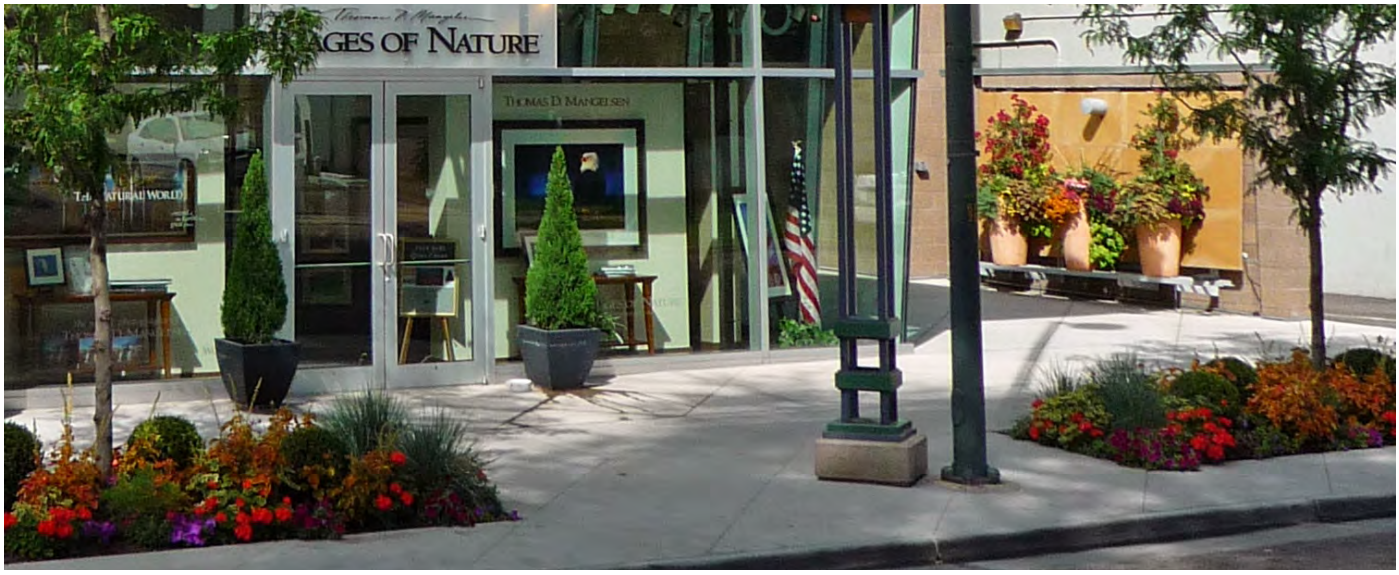
2.1.7 Publicly Accessible Open Space & Plazas

DESIGN GUIDELINES

- Building walls that abut or frame a plaza or open space should have special design consideration in order to prevent a monolithic, unattractive façade and to avoid an uninviting pedestrian experience.
- Seating should be designed so that it does not hold water and debris.
- Trash receptacles that have duel functions, including trash and recycling, are encouraged.
- Plazas should feature entrances to retail spaces along their perimeters to activate the space.
- Above-ground utilities or services, including but not limited to utility boxes, gas meters, or commercial dumpsters (e.g., within hardscaped areas) should not be located within publicly accessible open space and plazas. If this is not possible, such above-ground utilities shall either be integrated into a structure or otherwise secured and screened from the public.

2.1.8 Sustainable Site Design

General



Sustainability means design and construction in ways that are intended to preserve and enhance the natural resources and ecosystem of the site. This section covers sustainable Site design components including water, site preparation, permeable paving and building orientation. These are just a few of the sustainability elements applicants should consider during their design and construction processes. Sustainable design is highly encouraged throughout the Site.

WATER

INTENT STATEMENTS

- Reduce the amount of water used for on-going operations and maintenance.
- Use creative best-management practices to recycle and filter water on site.

DESIGN GUIDELINES

- Grass species with low water needs should be utilized in low-pedestrian traffic areas.
- The use of native plants with minimum water requirements is preferred.
- Manage rain water so that it irrigates landscape wherever possible.

SITE PREPARATION

INTENT STATEMENTS

- Minimize disturbance and erosion and maximize the success of improvements.

DESIGN GUIDELINES

- The use of trees for shading and cooling is encouraged throughout the Site and particularly in publicly accessible open space and plazas.
- The preservation of existing trees consistent with the GDP and where practical is encouraged.
- The incorporation of sustainable best practices within the development is encouraged.

2.1.8 Sustainable Site Design

General

PERMEABLE PAVING

INTENT STATEMENTS

- Design a site with creative stormwater technologies – Best Management Practices (BMPs)– to reduce infrastructure requirements on site.

DESIGN GUIDELINES

- Creative stormwater design is encouraged in an effort to reduce the infrastructure necessary to accommodate the stormwater flow.
- The incorporation of environmentally conscientious and sustainable design principles is encouraged.

BUILDING ORIENTATION

INTENT STATEMENTS

- Consider sustainability for solar access/shading, building orientation and environmental stewardship to maximize energy efficiency.

DESIGN GUIDELINES

- The incorporation of environmentally conscientious and sustainable design principles is encouraged.
- The development of shaded outdoor spaces for Site visitors and residents should be encouraged.
- Entries and windows should minimize heat gain with architectural shading devices and landscaping.
- Day-light devices (e.g. louvers, clerestory glass, skylights, etc.) should be provided on buildings to improve light quality in residences and businesses.

2.1.8 Sustainable Site Design | Tree Preservation

INTENT STATEMENTS

- Preserve healthy, existing trees within the right-of-way by complying with applicable tree preservation ordinances and regulations of the City Forester.
- Preserve healthy, existing trees within the Nurses' Dormitory Lawn and Open Space as appropriate by implementing the survey completed by the City Forester as a guide (UHSC Tree Inventory).
- Preserve all healthy, existing trees throughout the Site that are identified to remain by the Developer and the City Forester.

DESIGN STANDARDS

- Removal of existing trees in the rights-of-way shall be coordinated with the City Forester and the remaining trees and their root systems shall be protected from construction activities.
- All significant trees identified to remain in the GDP shall be preserved to the maximum extent feasible.
- Trees to remain must follow Denver's Tree Retention and Protection Guidelines.
- Appraisals shall be performed on all existing trees to be maintained or removed to ensure health.
- Actual trees to be removed shall be defined at the site plan level and shall include City Forester involvement and all necessary permits.

2.2 Building Design

Building Design standards and guidelines address issues related to general appearance and compatibility, mass and scale, pedestrian-oriented design, building materials and sustainable design. The standards and guidelines outlined in this section work to inform building design in order to create a lively mixed-use district of notable architecture and form exhibiting the highest standards of design.

GUIDING PRINCIPLES

- All visible sides of a building are given equal design consideration. All building sides are designed purposefully.
- Buildings are pushed close to the street, and incorporate a variety of ground story activation elements (e.g., windows, awnings, outdoor patios), to create a pedestrian-friendly environment.
- Buildings that express the uses inside to the viewer outside are more comprehensible. Similarly, buildings that acknowledge the activity outside them are more integrated into the streetscape.
- Buildings that fit within their context in terms of mass and scale enhance the character of a block or street; those that do not tend to interrupt their context.
- Buildings that are designed for low energy and water use, human comfort and sustainable best practices set an example for the neighborhood and contribute meaningfully to the community.
- Buildings with durable, sustainable and low-maintenance materials withstand the test of time.
- Creativity and unique design expression is encouraged.

2.2.1 Appearance and Compatibility

INTENT STATEMENTS

- Create a unique character for development on the Site, which is also complementary to the surrounding urban neighborhood context.
- Create an urban, pedestrian-friendly built environment on the Site.
- Encourage all building facades visible to Site visitors, residents, and adjacent neighborhoods to incorporate equal levels of design detail, articulation, and quality materials.

DESIGN GUIDELINES

- All façades of a building that front onto or are visible from public or private streets, or from publicly accessible open spaces and plazas, should be designed to be as attractive in appearance as the front of the building. Likewise, building façades exposed to internal parking areas or adjacent residential or commercial properties should be visually attractive through the use of a combination of roof design, architectural detail, recessed wall lines, and landscaping.
- Buildings, structures, and site elements are not required to match surrounding existing developments, but should be in visual harmony with surrounding developments.

DESIGN GUIDELINES

- Buildings or structures located on separate parcels or part of a present or future multi-building complex, should achieve visual unity of character and design concepts through the relationship of building style, texture, color, materials, form, scale, proportion, and location. Additions and expansions should be designed, sited, and massed in a manner that is sensitive to and compatible with the existing improvement(s).

2.2.2 Build-to-Lines & Setbacks

INTENT STATEMENTS

- Use the location of building walls to define the street space at a human scale.
- Reinforce pedestrian activity and create a pedestrian-friendly street environment.
- Create a reasonable continuity of the street wall to concentrate and articulate the pedestrian walking zone.
- Reinforce the role of Albion Street, Colorado Boulevard, Bellaire Street, Clermont Street, portions of New Avenue, and 9th Avenue as primary pedestrian streets.
- Reinforce the role of portions of New Avenue, Ash Street, and 11th Avenue as secondary pedestrian streets.
- Provide flexibility in meeting "build-to" standards through allowed alternatives, such as garden or service screening walls, provided the alternative achieves the same pedestrian-friendly intent and employs the same quality materials required of the primary building.

DESIGN STANDARDS

- Table 2.0: Required Build-to Lines and Setbacks. All development on the street frontages listed in Table 2.0 below shall comply with the build-to and setback standards shown in Table 2.0. Minimum setbacks for structures and parking areas set forth in Former Chapter 59 for the applicable zone district shall apply to portions of buildings or structures not used to comply with a required build-to line unless otherwise superseded by a more specific minimum setback in Table 2.0 for a specific street frontage. Descriptions and minimum standards for build-to alternatives follow in Table 2.1. Rules of Measurement for build-to lines are found in the "Rule of Measurement" standards at the end of this Section.

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	**Build-To Line and Setback Required**	**Allowed Build-to Alternatives**	
		Type	**Allowance**
Colorado Boulevard – Standards shall apply separately to each of the following block faces along Colorado Blvd: 1. Colorado Blvd. between 8th and 9th Avenues; 2. Colorado Blvd. between 9th and 11th Avenues.	70% build-to within 0'-10' of property line. Minimum Parkway setbacks standards in D.R.M.C. Chapter 49 shall apply to Colorado Boulevard frontage unless waived by the Department of Parks and Recreation	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
8th Avenue between Colorado Boulevard and Clermont	70% build-to within 0'-10' of property line	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
		Publicly accessible open space or plaza	Up to 100% of 70% build-to requirement, provided the open space or plaza is directly accessible from 8th Avenue by one or more pedestrian walkways.
Albion Street between 8th and 9th Avenues	40% build-to within 0' - 10' of property line or from back edge of pedestrian-only corridor, as applicable	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	**Build-To Line and Setback Required**	**Allowed Build-to Alternatives**	
		Type	**Allowance**
Albion Street between 9th and 11th Avenue	70% build-to within 0' - 10' of property line	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
		If no building is proposed on street frontage, then Garden Wall and/or Pergola are the only allowed alternatives	Garden Wall: Up to 25% of 70% build-to requirement Pergola: Up to 100% of 70% build-to requirement
9th Avenue (Colorado Boulevard to Ash Street, and Bellaire Street to Clermont Street)	70% build-to within 0'-10' of property line	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		If a primary building's front façade does not face 9th Avenue, then a "Service Screening Wall" is an allowed alternative [*See* Note 1]	Up to 70% of 70% build-to requirement
9th Avenue (Ash to Bellaire Streets)	Instead of the minimum setback required by the applicable R-MU-20 zone district, all structures and parking areas shall be setback a minimum of 20 feet from the property line to preserve the existing landscaping and mature trees near the Nurse's Dormitory Building. (No build-to line required)	N/A	N/A

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	**Build-To Line and Setback Required**	**Allowed Build-to Alternatives**	
		Type	**Allowance**
New Avenue if developed as Private Drive (Colorado Boulevard to Ash Street)	0' minimum setback (No build-to line required)	N/A	N/A
New Avenue if developed as Public or Private Street Colorado Boulevard to Ash Street)	70% build-to within 0'-10' of property line 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
New Avenue (Between Ash and Clermont Streets)	70% build-to within 0'-10' of property line 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
		Publicly accessible open space or plaza	Up to 100% of 70% build-to requirement, provided the open space or plaza is directly accessible from New Avenue by one or more pedestrian walkways
Ash Street	40% build-to within 0'-10' of property line 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	**Build-To Line and Setback Required**	**Allowed Build-to Alternatives**	
		Type	**Allowance**
Bellaire Street	70% build-to within 0' - 10' of property line (measured, as applicable, from the back of enhanced landscape area along Bellaire Street south of New Avenue) 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
		Publicly accessible open space or plaza	Up to 100% of 70% build-to requirement, provided the open space or plaza is directly accessible from Bellaire Street by one or more pedestrian walkways
Clermont Street	70% build-to within 0' - 10' of property line 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement
		Publicly accessible open space or plaza	Up to 100% of 70% build-to requirement, provided the open space or plaza is directly accessible from Clermont Street by one or more pedestrian walkways
11th Avenue	40% build-to within 0'-10' of property line 0' minimum setback	Garden Wall	Up to 25% of 70% build-to requirement
		Pergola	Up to 30% of 70% build-to requirement
		Arcade	Up to 100% of 70% build-to requirement
		Combination of Garden Wall and Pergola	Up to 25% of 70% build-to requirement

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	**Build-To Line and Setback Required**	**Allowed Build-to Alternatives**	
		Type	**Allowance**

Note 1: "Service Screening Wall" shall be a masonry wall that includes a planted landscaping strip between the wall and the public sidewalk. The Service Screening Wall shall be tall enough to block service areas and the back of primary building from the view of pedestrians walking on 9th Avenue. Such Service Screening Wall shall comply with all other applicable design standards and guidelines in Section 2.1.3., Service Areas. After January 1, 2020, the Service Screening Wall alternative will not be an allowed build-to alternative for future development or redevelopment. The CPD manager may delay the sunset of this allowance if the manager finds that an unnecessary hardship would result from the sunset of this allowance, and there is reasonable justification to extend the allowance for a time certain.

2.2.2 Build-to-Lines & Setbacks

TABLE 2.1	
Allowed Build-to Alternative	**Minimum Design Standards**
Garden Wall	Garden Walls shall be a minimum 30" and a maximum of 42" in height with the following exceptions: A. Decorative and/or structural piers may exceed the allowable height range. B. Seating incorporated into the wall may be a minimum of 18” in height and may be accessed from both sides of the wall without an intervening division. C. Pergola, awning and trellis structures must maintain clear visual sight lines between the public right of way and the property between the heights of 42” and 84”.
	Allowed Materials are limited to Masonry or an Ornamental Metal Fence with Masonry Piers spaced at not more than 25’ with landscaping
	Garden Walls used as an alternative may also be used to count toward Perimeter Surface Parking Area Landscaping standards in Section 2.1.6 of this document.
Pergola	A pergola shall consist of an arbor or passageway of columns.
	Pergola structure shall be no less than 24” deep as measured perpendicular to the property line.
	Pergola structure shall maintain at least 8’ clearance between the structure and grade where erected over any public right-of-way or pedestrian walkway.
	Pergola structure shall be made of metal or other durable materials suitable for an urban environment and shall have a minimum 6” vertical dimension.
	Pergola structure shall be supported by vertical columns, posts, or piers not less than 15’ on center.
	Pergola structures and plant materials shall maintain at least 75% open area for clear visual sight lines between the public rights-of-way and the interior of the property between the heights of 42” and 84” above grade.
	Garden walls, seating and/or landscaping may be incorporated between the pergola’s vertical supports.
Arcade	Arcade shall extend no more than two stories in height.
	The exterior face of the arcade column line shall be located within the build-to zone (e.g., 0-10’).
	The arcade column line shall generally continue the wall plane of the building above.
	The average depth of the arcade shall be no less than 6 feet clear as measured from the interior face of the columns.
	The average depth of the arcade shall be no more than 2/3 of its average clear height as measured from the front face of the columns.
	The interior wall of the arcade shall comply with any required Pedestrian Oriented Design Standards (e.g., Transparency or Entrances) or allowed alternatives to such standards.

2.2.2 Build-to-Lines & Setbacks

DESIGN STANDARDS

General Requirements:

- Required build-to standards shall apply only to the ground floor of the primary structure(s) developed on the named street frontage.
- Buildings, or an allowed alternative, shall be built at or within the build-to requirement for at least the minimum percentage (%) required along the named street frontage.
- Build-to requirements are calculated for the entirety of each regulated street frontage shown in Table 2.0. This approach generally assumes each street frontage (block face) is comprised of a single zone lot under single ownership. If a regulated street frontage (block face) is comprised of multiple zone lots under multiple ownerships, the build-to requirement may instead be calculated separately for each separately owned zone lot comprising the street frontage, if staff finds this alternative meets the intent of these build-to standards and guidelines.

DESIGN STANDARDS

- When used as a "build-to" alternative, a garden wall or screening service walls shall be constructed of the same quality buildng materials used for the primary building(s) on the same zone lot. "Masonry" materials shall be limited only to those allowed by the design standrds in Section 2.2.5, Building Materials.

Rules of Measurement:

- Min/Max Range (e.g., "0 ' - 10' of the property line"):
  - Required build-to standards are measured from and perpendicular to the property line abutting the named street frontage.
  - Where a zone lot includes an easement for the benefit of a public utility, and such easement abuts a public or private street right-of-way, a required build-to shall be measured from the easement rather than from the property line.

DESIGN STANDARDS

- Minimum Percentage: (e.g., 70%)
  - Unless otherwise directed in Table 2.0, Required build-to is measured as the percentage of building wall or allowed alternative such as a garden wall, located at or within the range of the build-to requirement, divided by the length of the individual block face (or zone lot) on the named street frontage.
  - Recessed pedestrian entries used to meet a required entrance standard and recessed no deeper than 15 feet from the maximum build-to line, may be credited toward a build-to requirement not to exceed the width of the doors and typical sidelights, as applicable.
  - Recessed vehicle garage doors are excluded from a required build-to calculation, not to exceed the width of the garage doors.

2.2.2 Build-to-Lines & Setbacks

DESIGN GUIDELINES

- Portions of the building not aligned with the build-to line should be related to building uses that complement pedestrian activities along the street, such as plazas, cafes and building entrances.
- The building may step back from the build-to line to accommodate shop entrances, arcades, plazas, sidewalk cafes, or other approved urban design amenities, or required landscaping or streetscape design.

2.2.3 Mass & Scale

General

INTENT STATEMENTS

- Provide visual interest at pedestrian levels, reduce the massive appearance of large buildings, and use architectural features to reflect the local character of the community.
- Create visual interest, architectural interest, and pedestrian- or human-scale along a block.
- Create buildings with mass and form that provide an appropriate relationship between structures, streets and open spaces/plazas.
- Use the vertical nature of the buildings to provide enclosure.
- Ensure building façades are visually active and scaled through the interaction of architectural detail, materials, texture and color.
- Enhance corner buildings with an appropriately composed, coherent and cohesive architectural presence that supports their function as "gateway" buildings and their contribution to a pedestrian-friendly environment.

INTENT STATEMENTS

- Provide human-scaled architectural elements through changes in plane, material, texture and detail, and through the interplay of light and shadow.

DESIGN STANDARDS

- All building wall designs shall achieve a sense of human scale, pedestrian compatibility and visual interest through use of arcades, display windows, awnings, insets and projections, balconies, window projections and other similar architectural features and structural elements in the design of a structure.
- Architectural and scaling elements, excluding complimentary accent features, shall be integral components of the building form and fabric, and constructed of durable and substantial quality - not a superficially or thinly applied trim or facade.
- Special attention shall be given to the design of buildings located at street intersections:
  - Building corners at street intersections (whether public or private streets) shall be enhanced through special corner treatments. This may include signature entries, special roof shapes and taller, iconic architectural elements.

2.2.3 Mass & Scale

General

DESIGN STANDARDS

- Buildings fronting onto intersections of two streets (whether public or private streets) shall establish a clear and defined edge with the public right-of-way.
- In addition to the general standards above, design for buildings containing 15,000 square feet or more of gross floor area ("Large Building") shall include a mix of massing and building heights, and varying roof lines on all façades.
- A facade of a Large Building that is (1) visible from a public or private street, or from publicly accessible open space or plazas, and (2) greater than 100 feet in length measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the façade and extending at least 20% of the length of the façade. In no case, however, shall the uninterrupted length of the façade exceed 30 feet.

DESIGN GUIDELINES

- A variety of upper level building step-backs contributes to visual interest and should be used throughout the Site on buildings that are taller than two stories.
- Architectural scale relationships between buildings of varying heights should be expressed through compatible horizontal relationships of architectural features. These may include, but are not limited to, the alignment of cornices or other architectural expressions such as belt courses, fenestration, turrets, changes in material, color or module and building setbacks. More than one method of achieving architectural scale relationships should be considered.
- Corner building designs should achieve exemplary architecture, pedestrian-scaled façades and activation of the street through the use of transparency.
- Variation in building scaling and detail should relate to the scale and function of pedestrian-active uses along the street.

DESIGN GUIDELINES

- Variations in fenestration patterns should be used to emphasize building features such as entries, shifts in building form or differences in function and use.

2.2.4 Pedestrian Oriented Design

Ground Floor Transparency

INTENT STATEMENTS

- Reveal the activity of the building to pedestrians and to activate and secure the street.
- Create a pedestrian-friendly street environment and encourage visitors to walk between multiple destinations within the Site.

DESIGN STANDARDS

- Nonresidential or mixed-use building façades fronting on public or private streets, private drives, or on an Albion Street pedestrian-only corridor shall include a minimum of 60% ground floor transparency.
- Residential-only building façades fronting on public or private streets or on private drives, shall include a minimum of 40% ground floor transparency.
- All building façades fronting or facing on publicly accessible open spaces or plazas shall include a minimum of 40% ground floor transparency.
- "Ground story transparency" shall be measured as the total amount of transparency (or allowed alternative) provided on the subject building façade within the Zone of Transparency, divided by the total length of that same building façade. "Zone of Transparency" shall mean the area between 2 feet and 9 feet above the finished ground floor height across the entire ground floor building façade.

DESIGN STANDARDS

- All windows used to meet the transparency requirement shall comply with the following minimum standards:
  - All windows shall be a minimum of 5 feet in vertical dimension within the Zone of Transparency; and
  - Window glazing shall be clear and shall transmit at least 65 percent of the visible daylight (visible transmittance shall be 0.65 or greater); and
  - There shall be no reflective coatings on the first surface (i.e. exterior) of the glass; and
  - No interior or exterior modifications, including temporary and permanent signage, window tinting, furnishings, fixtures, equipment or stored items within 3 feet of the windows will be allowed to reduce the effective minimum transparency standards by more than 25%. Open display of individual merchandise is permitted.

2.2.4 Pedestrian Oriented Design

Ground Floor Transparency

DESIGN STANDARDS

- Changes to Existing Buildings: No existing building shall be altered in such a way that the amount of glazing in the Zone of Transparency is reduced below the required amount, and if the amount of glazing in the Zone of Transparency is already below the required amount, it shall not be further reduced.
- Transparency Alternatives Allowed. The alternatives in Table 2.2 below may be used singularly or in combination as alternatives to a required transparency standard. If used in combination, the alternatives may count toward no more than 60% of the transparency requirement.

DESIGN GUIDELINES

- The ground level of all buildings should be developed to provide visual interest to pedestrians. This may mean either outdoor eating/seating areas, retail display windows, or service-oriented activities that can be viewed through glazing. If the building face at the sidewalk edge cannot be glazed, then the blank wall should be treated in an interesting way with decorative architectural finishes, screens, display cases, sculpture, murals or plant materials.
- Retail shops should be located at street level and should have direct access to and from the sidewalk.
- Opportunities for designs that require shoppers to enter internal malls or lobbies before entering retail shops should be avoided.
- Good visibility into retail spaces should be provided.

DESIGN GUIDELINES

- Awnings or canopies should be used to reduce glare and reflections on required ground-floor transparency and at the same time shade and protect the pedestrians. See also Section 2.2.4 for awning design standards and guidelines
- Building façades should generally align with one another at the point where they meet in the ground plane to create a continuous façade. This produces a comfortable sense of enclosure for the pedestrian and a continuous building front that attracts and encourages the pedestrian to continue along the street.
- If the façade wall is to be set back from the property line to create courtyards or arcades, other elements (such as columns, planters, changes in paving materials, or railings) should be used to define the street wall.
- In commercial buildings and in parking structures, a generous ground-floor-to-ceiling height should be provided to encourage attractive leasable space.

TABLE 2.2		
Allowed Transparency Alternative	**Allowance**	**Minimum Design Standards**
Windows Outside the Zone of Transparency	Window area may count up to 40% of transparency requirement	Windows shall be located on the ground floor, and shall comply with minimum window design standards stated in this section.
Display Cases and Automated Teller/Ticket Machines	Wall area of such features may count up to 40% of transparency requirement	• Shall be located in Zone of Transparency. • Recessed or wall-mounted display cases shall be at least 4 feet in height. • Automated teller/ticket machines shall be walk-up (not drive-up or drive-thru)
Enhanced Wall Design	Wall area containing the enhanced design may count up to 50% of transparency requirement	Wall designs must provide a minimum of 3 of the following elements occurring at intervals no greater than 25' horizontally and 10' vertically:
		1. Expression of structural system and infill panels through change in plane not less than 3"
		2. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters
		3. System of horizontal and vertical reveals not less than 1" in width/depth
		4. Variations in material module, pattern and/or color
		5. System of integrated architectural ornamentation
		6. Green screen or planter walls
		7. Translucent, fritted, patterned or colored glazing
Outdoor Eating/Serving Areas	Land area containing an outdoor eating/serving area may count up to 60% of transparency requirement	Shall be located between the subject building façade and the abutting property line or publicly accessible open space or plaza.
Permanent Art	Wall area containing the permanent art may count up to 40% of transparency requirement	Shall be non-commercial art or graphic design that complies with all of the following standards: • Of sufficient scale and orientation to be perceived from the street, drive, or open space/plaza; and • Rendered in materials or media appropriate to an exterior, urban environment; and • Permanently integrated into the building wall.

2.2.4 Pedestrian Oriented Design | Building Entrances

INTENT STATEMENTS

- Provide convenient access to buildings from streets, drives and pedestrian corridors.
- Locate building entrances to activate abutting streets and ways.

DESIGN STANDARDS

- Each ground-story primary use in a building shall have a minimum of one public entrance directly accessible from each building frontage on a private or public street or on a private drive. A corner building may combine two required entrances in one "corner entrance" as described below.
- Each primary building abutting the Albion Street Pedestrian-Only Corridor, in addition to or instead of compliance with the standard above, shall provide an entrance on the building façade abutting the corridor.
- All entrances shall provide a clear, obvious, publicly accessible connection between the abutting street, drive or corridor and the primary uses within the building.

DESIGN STANDARDS

- An entrance shall be one of the following three types:
  - Door: An entrance on the same plane as the subject building facade.
  - Recessed Entrance: An entrance inset behind the plane of the subject building facade by no more than 15 feet.
  - Corner Entrance: An angled street-facing entrance located on the corner of a building at approximately 45 degrees to the intersecting streets.
- Alternatives to an Entrance as defined above are permitted. The Entrance Alternative shall provide a clear and obvious, publicly accessible route connecting the subject street, drive or corridor to the primary uses within the building. An Entrance Alternative shall be one of the following:
- (1) Courtyard or Plaza:
  - Shall be accessible to public during business hours.
  - Shall be within 2' of grade at edge of street or drive right-of-way.

DESIGN STANDARDS

- Maximum dimension shall not exceed 3 times the minimum dimension.
- The courtyard or plaza shall not be a distance from the street or drive right-of-way more than 3 times the width of the space measured at the street or drive facing facade.
- The required public access shall be visible from the street, drive, or corridor.
- Perimeter walls of court or plaza shall meet ground floor transparency standards, as applicable.

- (2) Covered Walkway, Arcade or Pergola/Trellis that meet the following:
  - Shall be accessible to public during business hours.
  - Shall provide continuous covered access to required public access from the subject street, drive, or corridor.
  - The required public access shall be visible from the street, drive, or corridor.

2.2.4 Pedestrian Oriented Design

Awnings

INTENT STATEMENTS

- Add visual interest to the pedestrian environment; and enhance the pedestrian-oriented design and attractiveness.
- Enhance the pedestrian environment, reinforce building patterns and rhythms, and create shade and comfort on the sidewalks.

DESIGN STANDARDS

- Awnings or canopies shall not be supported by posts in the abutting sidewalk or walkway. Awnings and canopies shall be cantilevered from the building face to keep the sidewalk as clear and unobstructed as possible. Care should be taken to preserve views down the street.
- Awnings shall be an integral part of the architectural design of the buildings to which they are attached and shall be compatible with the building.
- Awnings shall serve a purpose such as reducing solar gain and shadowing the pedestrian realm.

DESIGN GUIDELINES

- Awnings should be used to supplement tenant identity, not to provide primary tenant signage.
- Awnings should be used for added color and variety but not in place of architecture or signage.
- Awnings should be positioned so that signage is not obstructed and so that substantial shade is cast onto the sidewalk at critical times of the day.
- The design of the awnings or canopies from one building and block to the next should be diverse, but should be within the limits of compatibility with the overall Site architecture and streetscape design.
- Awnings should be creative and pedestrian in scale.
- Awnings should be consistent with, and relate to, the façade of the building.
- Durable, permanent architectural elements are preferred to awnings.

2.2.4 Pedestrian Oriented Design

Outdoor Use Areas

INTENT STATEMENTS

- Promote outdoor uses areas within the Site.
- Promote the expansion of uses within the Development to outdoor locations.
- Promote extended hour activities within the Site.

DESIGN STANDARDS

- Outdoor use areas shall not be enclosed by a roof or walls, including both temporary and permanent structures (aside from required barriers).

DESIGN GUIDELINES

- Outdoor use areas should be well defined and easy to maintain. Their placement and operation should take into consideration adjacent commercial and residential uses to ensure they add to the character of the Site, not detract from it.
- Railings for sidewalk cafés should be designed as an integral part of the building facade.
- Architectural elements covering outdoor use ares should be designed as part of the architecture of the building.
- Outdoor areas and active seating areas along publicly accessible open spaces and plazas, as well as along 8th Avenue, Colorado Boulevard, 9th Avenue, 11th Avenue, and Albion Street are strongly encouraged.

2.2.5 Building Materials

INTENT STATEMENTS

- Create an architectural material palette for the Site that provides the flexibility to select materials appropriate for each use while achieving a minimum level of quality development.
- Create a rich variety of materials.
- Ensure use of compatible materials appropriate to the urban environment.

DESIGN STANDARDS

- All building materials shall be selected with quality and durability in mind.
- Ground floor building materials shall primarily be brick, unit masonry, naturally-cast stone, glass or pre-cast concrete, traditional to the existing campus. "Ground floor" shall mean the first floor in a multi-story building, or at a minimum the first 20 feet of vertical wall height in single-story buildings.
- Material changes such as finished concrete masonry units, metal panel systems, steel and stucco may be introduced on upper floors with limited use on ground floors.
- Building materials prohibited shall include synthetic stucco, exterior insulation and finishing systems (EIFS), vinyl, and unfinished or painted concrete masonry units.
- Material changes shall occur along horizontal surfaces.

DESIGN GUIDELINES

- Building materials at the pedestrian level should respond to the character of the pedestrian environment through scale, texture, color and detail.
- In the selection of materials, consideration should be given to future vandalism or routine maintenance.
- The palette of materials used in an elevation should complement the architectural style.
- Fronts of buildings are encouraged to include articulations of materials.

2.2.6 Sustainable Building Design | Building Materials

INTENT STATEMENTS

- To encourage the use of high quality building materials that will have long term value and that act as a precedent for future development.
- To incorporate durable and environmentally responsible building materials and methods that reduce resource and energy consumption and that inspire future sustainable development.

DESIGN GUIDELINES

- Predominant exterior building materials should be high quality, energy-efficient and durable.
- The use of energy-efficient lighting both indoors and out is encouraged.
- The use of regional materials is encouraged where practical, in order to minimize transportation costs and benefit the local economy.
- The use of recycled materials is encouraged where practical.

2.3 Streetscape

Streetscape standards and guidelines address issues related to pedestrian and amenity zones, street trees, and streetscape furnishings.

GUIDING PRINCIPLES

- The streetscape encompasses the space from building face to building face; pedestrians typically do not distinguish between the street right-of-way and private property in a mixed-use environment.
- The streetscape is the primary area of occupation by the pedestrian and, as such, has significant power to shape his or her experience.
- Shade, seating and areas in which to stop and rest or re-orient are as important as clear through walking zones and help to increase the time visitors remain on the Site (i.e., "dwell time").
- Improvements that abut a public or private street are contextual, harmonious and consistent with the improvements within the right-of-way.
- Improvements in a street right-of-way are to be maintained and enhanced through time.

Note: *All projects in the public right-of-way are subject to review and approval by the Public Works Department of the City and County of Denver.*

2.3.1 Streetscape Standards

General

INTENT STATEMENTS

- Supplement the standards and guidelines established in the Denver Streetscape Manual (1993), Denver's Rules and Regulations for the Landscaping of Parking Areas, and the Planned Building Group (PBG) Manual and the Development Handbook.
- Create a streetscape that promotes overall pedestrian and bicycle circulation.
- Encourage pedestrian activity on the sidewalk and to support adjacent activities such as shopping, dining, strolling and gathering.
- Provide pedestrian connections to the adjacent neighborhoods.
- Unify the public right-of-way with a unique character by using street furniture, street trees and other amenities within the Site.

DESIGN STANDARDS

- Sidewalks constructed within a public or private street right-of-way, or within a private drive cross-section, shall comply with the requirements of the GDP .
- Sidewalks within the public right-of-way shall comply with Public Works Department standards existing at the time of site development, unless otherwise expressly allowed by the GDP.
- Trees must be provided within a required amenity zone and/or tree lawn at equal spacing by species, with minor adjustments for existing conditions, light spacing or species impact.
- Average tree spacing shall be 30-foot on center.
- Property owners adjacent to tree lawns shall be responsible for planting and irrigating this area.
- Street lights, parking meters, and other elements shall be placed in an orderly fashion at the back of the curb to define the edge of the pedestrian activity zone.

DESIGN GUIDELINES

- Streets should be landscaped with an aligned planting of deciduous trees to create a tree canopy at maturity and a cohesive, unified character for the Site.
- A monoculture of all the same tree species should be avoided.
- All streets should be visibly unified and have a cohesive rhythm created by the street trees, furnishings, paving and lighting.
- Street parking, seating, paving patterns, signage and lighting should be used to further accentuate the human scale of development at the Site.
- Street furnishings, trees and amenities should occupy consistent, well defined zones parallel to the pedestrian walking zone.
- Sidewalk uses, outdoor seating, street-carts and vendors are allowed subject to compliance with all applicable city laws and regulations,are encouraged outside of the pedestrian walking zone.

2.3.2 Streetscape Furnishings

INTENT STATEMENTS

- Enhance the pedestrian environment of public rights-of-way and areas within the amenity zone through appropriate street furniture.
- Provide a visual cohesiveness to the Site by providing street furniture consistent and complementary throughout.

DESIGN STANDARDS

- Sidewalk benches shall be oriented so they will not impede pedestrian movement.
- A consistent standard for site furniture shall be developed before any installation is approved.
- Street furnishings shall not block the minimum unobstructed pedestrian walking zone.
- Seating shall be placed to serve bus stops, building entrances and plazas.

DESIGN GUIDELINES

- Maintenance, safety, and comfort should be primary considerations in the type, design and placement of street furniture.
- Street furniture, such as benches, should be placed in public open spaces and plazas that have heavy pedestrian use.
- High quality site furniture should be used throughout the Site in all public areas.
- Adequate quantities of street furniture should be evaluated and used in all public areas, including benches, bicycle racks, and trash receptacles.
- Seating for sidewalk cafes is encouraged.

2.4 Outdoor Lighting

General

GUIDING PRINCIPLES

- Well-integrated lighting provides aesthetic appeal and safety, promoting comfortable, safe pedestrian activity at night.
- Illumination of building and landscape elements provides additional nighttime interest and fosters neighborhood identity.
- Lighting integrated with city standards and with regard to general street illumination will complement the urban and mixed-use nature of the Site.
- Enhanced street lighting, if designed properly to reduce glare and limit contrast, can enhance feelings of pedestrian security and safety.
- Lighting design that considers energy efficiency fixtures and design will contribute to a more sustainable development.

2.4 Outdoor Lighting

General

INTENT STATEMENTS

- Use outdoor lighting to illuminate pedestrian pathways, streets, entrances, service area, signage, landscaping and other areas and elements where appropriate.
- Illuminate at light levels appropriate for each use and minimize glare and nuisance lighting to abutting neighborhoods.

DESIGN STANDARDS

- Outdoor lighting shall be designed to eliminate glare or light spillage onto adjacent properties.
- All light fixtures shall provide cut-off or shielding to minimize light trespass directly to the sky or into residential areas.
- Light levels shall be reduced one (1) hour after business operation hours to minimize the impact on surrounding neighborhoods and to conserve energy.
- Building-mounted lighting fixtures shall not project above the fascia or roof line of the building and must be shielded. Shields of building-mounting lighting fixtures shall be painted to match the surface to which it is attached or be part of an approved color scheme.
- Security lighting fixtures shall not be substituted for parking area or walkway lighting fixtures and are restricted to loading, storage and similar service areas.

DESIGN STANDARDS

- Security lighting shall be downcast and shielded.
- All wiring, transformers, ad related equipment shall be below ground or screened from public view.
- Where applicable, alleys shall be lighted by fixtures attached to buildings rather than by street lights or pedestrian lights.

DESIGN GUIDELINES

- External lighting should consider energy efficiency and glare control so that it does not detract from the quality of the urban environment.

2.4.1 Street Lighting

INTENT STATEMENTS

- Integrate City standards with regard to general street illumination into the character of the Site.
- Enhance security of the street while minimizing negative impacts on private properties.

DESIGN STANDARDS

- Light poles shall be aligned with street trees as required by the city's Streetscape Design Manual.
- Street lighting shall meet the illumination and other requirements determined by Public Works.

DESIGN GUIDELINES

- Street lighting may use different poles or luminary types other than those approved in the City's Streetscape Design Manual and will be determined at the time of site plan review and approval.
- Consideration should be given to adjustments in street light placement to account for existing mature trees while still maintaining a uniform spacing along the roadway.

2.4.2 Pedestrian Lighting

INTENT STATEMENTS

- Enhance security and the aesthetic qualities of the streetscape.
- Minimize negative impacts on neighboring properties.
- Limit additional pedestrian lighting in residential areas.
- Create a comfortable and safe nighttime ambience in publicly accessible open spaces plazas and expanded streetscapes.

DESIGN STANDARDS

- Pedestrian scale lighting shall be installed at illumination levels to provide pedestrian safety and avoid extreme contrast between light and shadow.
- Pedestrian light levels shall be designed to reduce glare into adjacent properties.
- Pedestrian lighting shall be a maximum of one (1) foot candle along internal pedestrian sidewalks and walkways and shall be a maximum of 2,500 lumens for individual landscape elements in publicly accessible open space and plazas.
- Pedestrian lighting lighting fixtures shall be a maximum of 18 feet tall.
- General illumination of entire open spaces and plazas from remotely mounted fixtures are prohibited.

DESIGN GUIDELINES

- Pedestrian lighting may use different poles or luminary types other than those approved in the City's Streetscape Design Manual and will be determined at the time of Site Plan review and approval.
- Pedestrian lights along internal streets should consist of only one fixture type.
- Pedestrian lighting should be spaced evenly and align with each other along the length of the pedestrian walkway or corridor.
- The use of single luminaries is preferred over multiple luminaries.
- Illumination sources that are low to the ground such as bollards, steps, and walkway lighting are strongly encouraged.

2.4.3 Parking Area Lighting

INTENT STATEMENTS

- Limit the negative effect of parking lot area illumination on adjacent properties.
- Provide adequate lighting levels to create a safe, secure environment.

DESIGN STANDARDS

- Fixtures along driveways and surface parking areas shall be consistent in type and color.
- Fixtures shall be installed at illumination levels to provide safety for vehicles and pedestrians, while eliminating glare or light spillage onto adjacent properties.
- Fixtures shall avoid light shining directly to the sky, but shall be shielded and downcast.
- Parking area lighting shall be extinguished one hour after the close of business except for minimum lighting as necessary for security.
- Parking area lighting adjacent to residential development shall direct the light away from residences.
- Maximum light pole height shall be 25 feet.

DESIGN GUIDELINES

- Light poles should be placed close to the area intended to be illuminated.
- Lighting should be designed to provide even and uniform light distribution without hot spots or dark spots.

2.4.4 Open Space and Plaza Lighting

INTENT STATEMENTS

- Create a comfortable and safe night ambiance in publicly accessible open space and plazas.
- Highlight appropriate open space and plaza elements.
- Provide the lowest levels necessary to achieve safety and efficient way finding.

DESIGN STANDARDS

- Outdoor lighting within publicly accessible open space and plazas shall comply with the following standards:
  - Lighting shall be designed to illuminate pedestrian pathways.
  - Lighting shall be designed for human safety and security.
  - Lighting shall minimize glare onto abutting uses.
  - Lighting shall be a maximum of 1 foot candle on pathways, but less is preferred.
  - Lighting shall be a maximum of 2,000 lumens for individual landscape elements.
  - General overhead or service pack lighting are prohibited.

DESIGN GUIDELINES

- Illumination sources that are low to the ground such as bollards, step and walkway lights are encouraged.
- Focal points such as gazebos, water features, and special landscape elements should be illuminated at night to be inviting and safe.

2.4.5 Accent Lighting

INTENT STATEMENTS

- Provide appropriate building accents above street level.
- Ensure appropriate quality of lighting of service areas.
- Highlight appropriate architectural elements.
- Provide the lowest levels necessary to achieve accent lighting.

DESIGN STANDARDS

- Permanent accent lighting shall be ground mounted or mounted on buildings.
- The source of light shall be screened from public view and light levels should be subdued to prevent hot spots.
- Flood lighting is prohibited.
- Building light fixtures shall be of architectural quality in regard to durability, construction, and aesthetic appearance.
- Building light fixtures shall not have exposed conduit runs, junction boxes or other unfinished elements exposed to public view.

DESIGN GUIDELINES

- Accent lighting of buildings, building entries, landscaping, plazas, and other special features is encouraged.
- Temporary lighting for special events and holidays is allowed and should be used for decorative purposes only.

GUIDING PRINCIPLES

- A well-conceived system of site and building signage is important for making sense of any successful mixed use environment.
- Integral and complementary signs add to the character of the streetscape and the architecture of the buildings that they serve.
- In addition to basic functions such as tenant identity and way-finding, good signage enhances the character of buildings, reinforces the hierarchy of streets and spaces, and contributes to the ambience of the Site and neighborhood.

2.5 Signs

General

INTENT STATEMENTS

- Provide clear identification of buildings and each use by right with signage that is unobtrusive to the surrounding residential use.
- Add visual interest to the architecture.
- Provide wayfinding for the site, for both vehicles and pedestrians.
- Provide a gateway into the Development.

DESIGN STANDARDS

- All signage on the Site shall comply with the signage standards applicable in a property's zoning district. These signage standards and guidelines supplement the zoning standards and shall apply to all signage on the Site as well.
- Signs shall be compatible with and an enhancement of the surrounding neighborhoods at the abutting edges.
- Signs shall be compatible with and an enhancement of the Site and its architecture in terms of scale, proportion, color, material and lighting levels.
- Signs shall be expressive of the business or activity for which they are displayed.
- Signs shall be compatible with the architectural character of the building on which they are placed in terms of scale, proportion, color, material and lighting levels.
- Signs shall be constructed of high quality, durable materials.

DESIGN STANDARDS

- Signs shall be creative in the use of two and three-dimensional forms.
- Signs shall employ outstanding graphic design and lighting design in the use of materials, color, typography and iconographic form.
- Sign lighting shall be directed so that it does not illuminate adjacent buildings.
- Use of company logos, themes, and colors shall be incorporated into the architectural design and be consistent with these Standards and Guidelines.
- Signage and lighting are inherent design elements and shall be integrated into the architecture.

2.5 Signs

General

DESIGN GUIDELINES

- Signs should not be obtrusive to the surrounding uses.
- Signs should be part of a hierarchical system or family of signs that are designed to be scaled and proportional to their function and location.
- Indirect and external light sources should be the preferred option where lighting is required.
- Signs should be organized on buildings to not visually clutter the streetscape.

2.5.1 Projecting & Blade Signs

INTENT STATEMENTS

- Encourage appropriately scaled, non-obstructing signs to project into the public right-of-way.

DESIGN STANDARDS

- In addition to the types of signs allowed by the applicable zoning, projecting or blade signs shall be allowed, subject to compliance with the following:
- A projecting or blade sign is a sign or street graphic attached to and projecting from the wall of a building at 90 degrees, or the corner of a building at 45 degrees. The projecting graphic may be two- or three-dimensional, and regular or irregular in form.
- Small-scale projecting signs shall be considered appropriate in active pedestrian areas
- Projecting graphics signs shall project no more than 5 feet out from a building.
- The bottom of any projecting sign shall be at least 8 feet above the sidewalk or ground floor finished floor level, whichever is higher. The top of any projecting sign shall be no higher than 15 feet above the sidewalk or ground level finished floor level, whichever is higher.

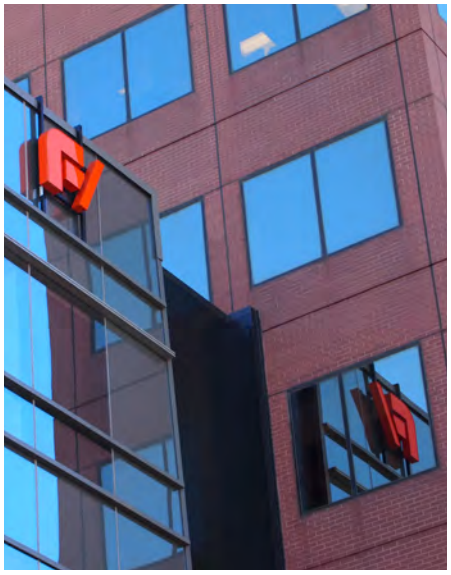
DESIGN STANDARDS

- Projecting signs shall be mounted no less than 6 inches away from the building wall or the furthest projecting elements (belt courses, sills, etc.) which are adjacent to it on the building facade.
- Projecting signs are prohibited for users without direct street access on the street level.
- Projecting signs shall not exceed the height of the parapet of the building on which mounted.
- Projecting signs on the same building façade shall be placed 8 feet or more apart.

DESIGN GUIDELINES

- Signage should use creative 2- and 3-dimensional graphics to attain a unique identity.
- Creative use of lighting should be encouraged.

2.5.2 Signage Location



INTENT STATEMENTS

- Identify the location and entrance of a business.
- Promote the service or merchandise within.
- Attract and inform customers.

DESIGN STANDARDS

- Signs shall be positioned so as not to obscure architectural details but instead shall be integrated into the building design.
- Signage locations shall consider the location of street trees and other elements within the street right-of-way.

DESIGN GUIDELINES

- Buildings should be designed to provide appropriate locations for signs. The signs should be an integral and yet noticeable part of the building.
- Signs should not overlap or conceal architecture.
- Signs should indicate building entries and entries to parking facilities.
- A single primary tenant, or the building name, should be allowed on an individual wall sign located above the ground floor on one face of the structure. This signage should be sensitively integrated into, and located upon, the primary façade to provide identity to a building.
- Tenant signage should typically be located only on the ground floor of the building adjacent to the tenant location or within a Joint Identification Sign.
- Tenant signage above the ground floor is discouraged unless integrated into the architecture of the building (excluding window signs and awnings).

2.5.3 Signage Materials, Quality & Design

INTENT STATEMENTS

- Encourage signs that fit the character of the Site and that do not detract from or overpower the architecture.
- Limit the proliferation of signs on buildings so as not to detract from the appearance of a well-designed building.
- Encourage regular maintenance .
- Ensure signs and their materials remain structurally and electronically in "like new" appearance.
- Utilize buildings as signage.

DESIGN STANDARDS

- Sign colors, materials, sizes, shapes and lighting shall be used to complement the other elements of the façade design.
- Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and reparable as tenants' sign needs change.
- Signs on commercial buildings shall fit within existing features of the building's façade.
- Plastic face box signs shall not be allowed.

DESIGN GUIDELINES

- Signs should creatively use 2- and 3-dimensional form, profile and iconographic representation (i.e. lighting, typography, color and materials) in expressing the character of the use, identity of the development, character of the overall Site, and architecture of the building.
- Signs should be designed to help establish the building's character by using cohesive, easily understood graphic themes which complement the overall building design.
- Sign character that is expressive of the individual proprietor and overall Site identity is encouraged.
- Distinctive materials that exhibit craftsmanship and which contribute to individual business' identity should be used.
- Materials should be well suited for the Colorado environment.
- Simple, straight forward shapes that communicate clearly should be used.
- Signs as symbols are encouraged because they are easily read and add to the vitality of a storefront.

2.5.3 Signage Materials, Quality & Design

DESIGN GUIDELINES

- Sign materials should be high quality, durable and easy to maintain.
- Material selection and detailing in retail storefront areas should accommodate installation of signage types appropriate to the context.
- Letter styles of signs should be legible. Simple, well-proportioned typefaces are preferred.
- Signage elements should be recognizable as part of the Site without being overwhelming or over-themed.
- Signs should get maximum impact and value and should be designed to work together and support each other

2.5.4 Signage Lighting

INTENT STATEMENTS

- Provide adequate lighting of signs for legibility and orientation
- Encourage lighting that enhances the character of the Site.
- Encourage minimal energy consumption.

DESIGN STANDARDS

- Moving lighting on signs is prohibited.
- Orientation of any illuminated sign or light source shall be directed or shielded to reduce light trespass and glare.
- Indirect back lit (halo) and external lighting sources shall be the preferred lighting option where lighting is desired.
- Locations for illuminated signage shall be oriented to the public right-of-way or private streets and shall avoid facing residential uses and publicly accessible open spaces or plazas wherever possible

DESIGN GUIDELINES

- Illumination external to the sign surface with lighting directed at the sign is preferred over internally lit signs.
- Light levels should not overpower other signs on the street or the same façade.
- Halo illumination is encouraged.
- Illuminated signs should have tops to prevent light from escaping upwards.
- Power sources, raceways and conduit should be concealed to minimize their visual impact.
- Lighting sources for signage should be consistent with building lighting.

3.0 COMPLIANCE

3.1 Review Process

3.1 COMPLIANCE DURING SITE PLAN REVIEW

Compliance with these Standards and Guidelines will be assured during site plan review under either Section 5-313(a) of Former Chapter 59 or under Section 12.4.3 of the Denver Zoning Code, depending on applicable zoning. The Development Review Committee will review all site plan submittals for compliance with the GDP and with these Standards and Guidelines, as well as compliance with all other applicable city regulations including but not limited to zoning. A site plan for development subject to these Standards and Guidelines shall not be approved unless city staff makes a specific finding of compliance with these Standards and Guidelines.

The site plan review process may be initiated by scheduling a pre-submittal or pre-application meeting with the city's Development Services staff. This pre-application meeting provides an opportunity for informal discussion of the specific circumstances of a project and how the Standards and Guidelines might affect its development. Submittal requirements to show compliance with the Standards and Guidelines should also be discussed at the pre-application meeting. In addition to other required submittal materials, applicants shall submit a map of the GDP area showing the location of the subject building project or site improvement in relation to the entire GDP area.

3.2 MODIFICATIONS

The Standards and Guidelines are intended to be flexible. The Development Review Committee (DRC) may grant modifications to a design standard if the DRC finds the applicant has shown the following:

- The modification is consistent with the stated intent of the design standard at issue;
- The modification achieves or implements the stated intent to the same degree or better than strict compliance with the standard would achieve;
- The modification will not adversely effect implementation of the GDP; and
- The modification will not result in adverse impacts on properties abutting the Site.

DRC staff shall review the proposed modification and shall approve or deny the request within 14 (calendar) days of receiving a complete request.

4.0 GLOSSARY OF TERMS

A. Glossary of Terms

The terms included here are terms that are consistently referenced throughout this design guidelines and standards document. Many of the terms are consistent with [*Former Chapter 59 and the*] Denver's Zoning Code definitions but are included in this document for ease and accessibility.

Amenity Zone

The portion of the public rights-of-way adjacent to the back of the curb reserved for amenities. The purpose of the amenity zone is to locate elements of the streetscape, such as trees, benches, lights, bicycle racks and trash receptacles, in a consolidated area outside of the pedestrian walking zone. See Illustration No. 2.

Applicant

Any owner, developer, builder, or other person seeking approval from the City as required by these Urban Design Standards and Guidelines.

Articulation

Variation in the depth of the building plane, roof line, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Block

For purposes of these Standards and Guidelines, a tract of land within the Site bounded by public streets, private streets, or by private drives.

Block Face

A zone lot or lots fronting on one side of the block. The "same" block face indicates only those zone lots fronting on the same side of the block as the subject property. The "opposite face block" includes those zone lots located on a different block than the subject property, but located directly across the street from and fronting the same street as the subject property, and bounded by the same intersecting streets as the subject property's block.

Build-to Line

A line extending through a lot which is generally parallel to the front property line and marks the location from which the principle vertical plane of the front building elevation, exclusive of porches, bay windows and similar appurtenances, must be erected.

Building Related Zone

The area immediately adjacent to or abutting the building façade, outside the public right-of-way. Unobstructed portions may be used for pedestrian passage. This zone is intended for uses that enhance the pedestrian experience, for example: sidewalk seating, restaurant seating sculpture, planters, signage, displays, patios, stoops, awnings/entry roofs, window bay projections, etc. See Illustration No. 2.

Court or Courtyard

An open, uncovered and unoccupied area partly or wholly enclosed by buildings or walls.

A. Glossary of Terms

D.R.M.C.

Denver Revised Municipal Code.

Detached Sidewalk

A paved walkway that is not attached to the street curb and is commonly separated from the curb by a tree lawn or by an amenity zone.

Developer

The owner of a site, or a project proponent or agent authorized by the owner to act on behalf of the owner in the design and construction of any development within the site.

Entrance

An operable opening to a building that provides direct public access from a street or publicly accessible open space or plaza to the primary uses within the building.

Façade

The exterior vertical walls of a building and any face of a building given special architectural treatment.

Fenestration

The arrangement, proportioning and design of windows and openings within a building façade.

Floor Area Ratio (FAR)

The ratio of gross floor area of a building to the area of the zone lot on which the building is located.

Former Chapter 59

Chapter 59 of the Denver Revised Municipal Code as filed with the Denver City Clerk at City Clerk Filing No. 10-512-A on May 20, 2010. Former Chapter 59 remains in full force and effect for any land not re-zoned to Zone Districts in the Denver Zoning Code.

Furnishings

Any of numerous types of street furniture, fixtures, or equipment most commonly used on commercial streets. Examples include pedestrian lights, benches, newspaper vending boxes, trash receptacles, planters, tree grates, fences railings, bicycle racks, mailboxes, fountains, kiosks, and public telephones.

General Development Plan

A master land use and infrastructure plan that guides and regulates subsequent development and redevelopment within the plan area.

A. Glossary of Terms

LEED® Certification, Leadership in Energy and Environmental Design.

Green Building Rating System, developed by the U.S. Green Building Council (USGBC), which provides a suite of standards for environmentally sustainable design.

Maximum Extent Feasible

No prudent, practical, and feasible alternative exists, and all possible planning to minimize potential harm has been undertaken. Economic considerations may be taken into account, but shall not be the overriding factor in determining the "maximum extent feasible".

Mixed Use Buildings

The use of a structure that combines or integrates both residential and non-residential uses in the same structure/building.

Modification

Any departure from a standard or requirement contained in these Urban Design Standards and Guidelines as reviewed during the Design Review Process Section 3.0.

Non-Residential Uses

All uses of property other than residential use.

Open Space, Publicly Accessible

Space that is clearly intended to be usable, publicly accessible, and a visual amenity, but not including parking lots or vestigial landscaped areas left over after the placement of buildings and parking on a zone lot. Publicly accessible open space my be publicly or privately owned, managed or maintained.

Parking Structure

Any building or part of a building wherein more than three (3) motor vehicles are or can be housed or stored, including, but not limited to, parking decks and multilevel parking structures.

Parkway

A parkway, as defined by Chapter 49 of the D.R.M.C. is "a type of boulevard that the city has designated as a parkway." Parkways are typically characterized by landscape features such as broad medians incorporating tree and shrub masses, spacious tree lawns and linear tree plantings flanking wide streets. The term parkway and boulevard are often used interchangeably. For purposes of these Urban Design Standards and Guidelines, a parkway refers to either Colorado Boulevard or Hale Parkway only.

A. Glossary of Terms

Pedestrian Active Uses.

Business or activities that engages the interest of people passing by on adjacent sidewalks and allows views into store windows and building interiors. Pedestrian Active Uses shall not include the following specific uses, among others: parking, automobile gasoline filling stations, or pawn shop.

Pedestrian Walking Zone

The portion of sidewalk either within public rights-of-way or on private property, between the amenity zone and the building related zone and reserved for unimpeded pedestrian travel. The purpose of the pedestrian walking zone is to provide an area outside of the amenity zone the remains clear for pedestrian walking.

Plaza

An open area at ground or elevated level accessible to the public at all times, and not within the right-of-way, which is unobstructed from its lowest level to the sky, although it may contain arbors, trellis, gazebos, picnic covers, sun shades and other non-enclosed roof-like forms that add to the usability and enjoyment of outdoors. The majority of the surface is hardscaped, but any portion of a plaza occupied by landscaping, statuary, pools, and open recreation facilities shall be considered to be a part of the plaza for the purpose of computing a floor area premium credit. The term "plaza" shall not include off-street loading areas, driveways, off-street parking areas or pedestrian ways accessory thereto.

Quality

Refers to the use of a material that is low maintenance, will stand up to wear and tear and is appropriate for the intended use or design application. Artificial or synthetic materials do not meet the site objectives of quality materials.

Retail

Any space or building used for the sale of goods to the ultimate consumer for direct consumption and not for resale.

Right-of-Way

The area of land under public ownership and commonly reserved for public use as a street, which may also include areas devoted to tree lawns, sidewalks, trails, bicycle paths, benches, and other public amenities and subsurface utilities.

Scale

The perceived size of a building, space, or roadway in relation to a human or automobile that affects the apparent size of street spaces and how comfortable they feel to pedestrians and drivers. Architectural design details and overall organization of the street can affect scale.

A. Glossary of Terms

Sign, Projecting (or Blade Sign)

A sign or graphic, other than a wall sign, that is attached to and projects from the wall, soffit, or eave of a building, is not in the same plane as the wall, soffit, or eave to which it is attached, and identifies a use within that building.

Site, The (The Site)

The approximately 30 acres bounded generally by 11th Avenue, Clermont Street, 8th Avenue, and Colorado Boulevard, as shown within the bounded area on the map below, and as legally described in the GDP, Sheet 3:

Street Trees

Trees that line the street in a right-of-way between the curb and the abutting property line, or pedestrian path.

Streetscape

A term generally referring to pedestrian amenities and landscape improvements located within the public-right-of-way or public easement. The term "streetscape" generally refers to the public amenity zone, the unobstructed pedestrian zone and the pedestrian amenities, furnishings and landscape improvements such as tree lawns or trees in grates.

Terminating Vistas

A term generally referring to points of interest at the end of certain important street view corridors through the Development.

Tree Lawn

The area of lawn or planting between the curb and the detached sidewalk where street trees are planted.

PLATTEVILLE DOWNTOWN DESIGN STANDARDS

This is a sample document provided by MSA for discussion purposes. The Downtown Revitalization Plan includes an action item to consider adoption of design standards in the downtown area, and this draft has been provided as a starting point for that discussion. These design standards have not been reviewed in detail by the Downtown Revitalization Planning Committee.

Created with assistance from
MSA Professional Services, Inc.

DRAFT November 5, 2010

Image Source: 2008 NAIP

SITE DESIGN

BUILDING DESIGN

CHECKLIST

Table of Contents

Design District

Intent

The Platteville Downtown Design District is intended to encompass commercial, multi-family residential, mixed use and civic properties in the downtown area. The District includes historic structures that should be preserved and non-historic structures and sites that are candidates for redevelopment. ***All building or site improvement activities normally requiring a permit must conform to the standards defined herein.***

District Zones

The Design District is organized into three distinct zones: Downtown Area, Historic Main Street Area, and Transitional Area. The Design Standards will apply to all properties within the District, unless a standard specifically states "Downtown Area Only", "Transitional Area Only", or "Historic Main Street Area Only". The map at right and descriptions below explain each of these zones:

Downtown Area

Design character in this district varies widely, including, for example, two- and three-story brick buildings built right to the sidewalk, single-story commercial buildings set back behind parking, and single family bungalows with front porches. The intent of this zone is to establish a more uniform approach to site design that will reinforce an urban, pedestrian-friendly street environment, while continuing to allow for variety and flexibility in building design.

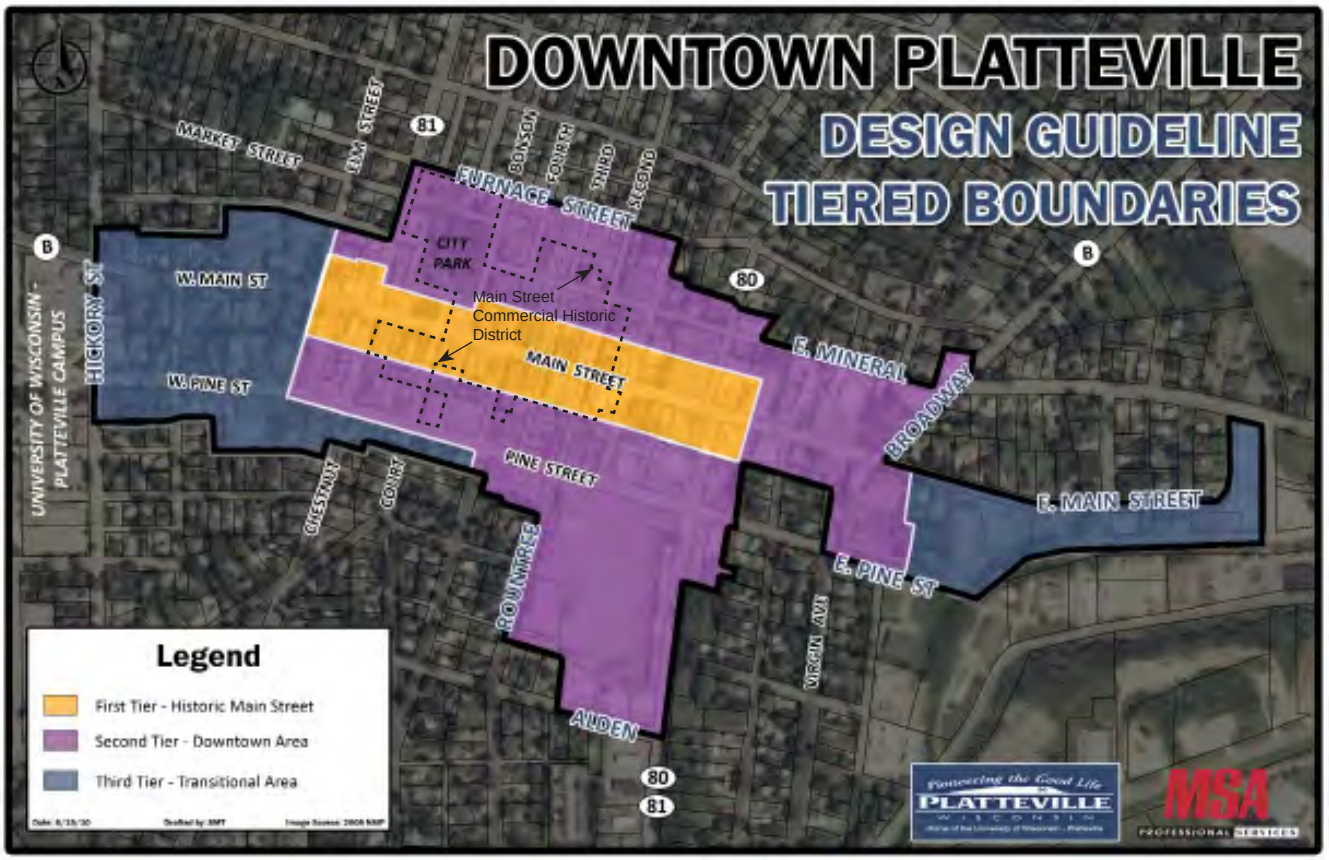
Historic Main Street Area

This zone is comprised of properties abutting Main Street between Elm Street and Water Street, including all four corners at Main and Water. This area features many of the properties officially part of the downtown historic district. The dominant design character is two- to three-story brick buildings built right to the street edge and featuring ground floor retail or service space behind large windows. Architectural styles are predominantly Federal, Italianate, and Romanesque. The intent of this zone is to ensure that new buildings reinforce and complement the historic downtown core. New development should be of similar scale to historic buildings and should utilize similar rhythms, though architectural style will not be regulated.

Transitional Area

This zone incorporates transitional areas east and west of the Downtown Area. The intent of these areas is to preserve the existing residential character by requiring pitched roofs and deeper setbacks from the street.

Design Districts



Terms

Applicability

The Downtown Design Standards apply to all parcels in the Downtown Design Standards District, but they DO NOT compel unplanned modifications. Property owners or leaseholders that modify property must ensure that such modifications conform to these standards.

It is not the intent of these standards to require alterations beyond the scope of a proposed change, meaning that, for example, window replacements will not automatically trigger structural changes or awning changes.

Standards Vs. Recommendations

Required standards are located in the box at the bottom of each page. These standards ***will be*** enforced unless a waiver is granted. Each section of this manual also includes design "Recommendations". Property owners/ leaseholders should consider these recommendations and the City may encourage conformance to the recommendations, but they ***will not*** be enforced as part of the City Zoning Ordinance.

Waivers

Applicants that do not believe they can or should follow a standard must negotiate with the Plan Commission for a waiver of that requirement. Waivers are granted by the Plan Commission on a case-by-case basis and are decided based on the applicant's ability to demonstrate one or more of the following conditions:

A) the required design feature cannot be met on the site
B) the requirement would create undue hardship for the applicant as compared to other properties in the district
C) the intent of the standards can be successfully met with an alternative design

Review Process

Applicants should review this Handbook at the beginning of the design process. The following items must be submitted for review:

- Design Standards Checklist (see last pages of Handbook)
- Illustrations, Diagrams, Samples, and Spec Sheets

City staff completes an initial review and the City Planner is authorized to approve those applications that both meet the standards and require no additional permit approval by the City. Applications determined by staff to NOT meet the standards, that require a site plan, and/or that require additional zoning or building permit approval will be forwarded to the Plan Commission for their review with any applicable staff notes. The applicant will be informed of the outcome of this initial review within five (5) business days of submittal and may decide at that time to withdraw or revise the submittal or to proceed to Plan Commission review.

Submissions must be made 45 days before a Plan Commission meeting. Applicants that wish to appeal the decision of Plan Commission may do so to the City Council. Requests for appeal should be made to the City Administrator.

Terms

Awning sign	a sign attached to or made part of an awning, canopy, or marquee, including any sign hanging from underneath the awning, canopy, or marquee
Directly Illuminated sign	a sign designed to give artificial light directly through a transparent or transulent material from a source of light originating within or upon such sign
Billboard sign *(off-premise advertising sign)*	a sign which directs attention to a business, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the premises where the sign is displayed
Clear glass	glass that is not frosted, tinted or obscured in any way, allowing a clear view to the interior of the building
CMU, smooth-faced	a concrete masonry unit, commonly referred to as concrete block, having a smooth exterior finish
CMU, split-faced	a concrete masonry unit with a textured exterior finish
Electronic Message Unit Sign	a sign on which the message may be changed by an electronic process, including such messages as copy, art, graphics, time, date, temperature, weather or information concerning civic and charitable events or the advertising of products or services available on the premises
EIFS (Exterior Insulation Finishing System)	a building product that provides exterior walls with a finished surface, insulation and waterproofing in an integrated composite system
Freestanding sign	a unit of illumination produced on a surface, all points of which are one (1) foot from a uniform point source on one (1) candle
Footcandle	a building entrance that is unlocked during business hours and is designated for public use
Functional public entrance	a self-supporting sign resting on or supported by means of poles, standards, or any other type of base on the ground, the sole purpose of which is to support the sign.
Free-standing sign	a sign which is supported by structures or supports in or upon the ground and independent of support from any building
Full-cutoff light fixture	a light fixture that does no allow light to escape above 90 degrees from vertical
Ground floor facade	the ground floor portion of the building exterior facing a public street (for measurement purposes, the ground floor facade includes the entire width the building and the first ten (10) feet above grade)

Terms

Landscape Buffer — a landscaped green area consisting of a mix of shrubs, ornamental trees and/or overstory trees, along with berming and other variegations in topography, sufficient to provide an adequate screen and buffer

Lintel — the horizontal beam spanning an opening in an exterior wall

Monument sign — a type of free-standing sign whose bottom edge is located within one (1) foot of a ground-mounted pedestal

Parking lot — any parking area that has five (5) or more stalls

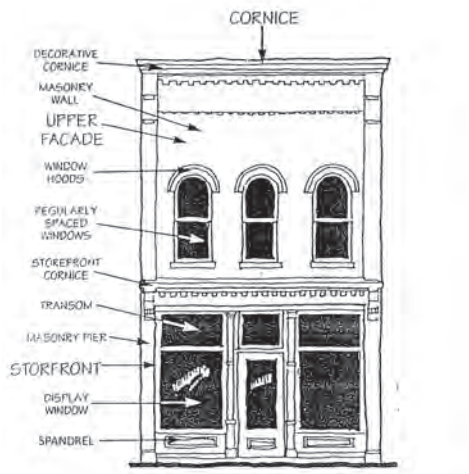
Parking stall — the area designated for a single vehicle to park

Projecting sign — a sign extending more than twelve (12) inches, but no more than five (5) feet from the face of a wall or building.

ROW (Right-of-way) — land reserved for public use, including streets and sidewalks

Spandrel — decorative wall panel that fills the space between a storefront window and the foundation below *(see traditional facade components)*

Traditional Facade Components



TRADITIONAL FACADE COMPONENTS

Transom — a horizontal window above another window or door usually spanning the entire front facade *(see traditional facade components)*

Wall Sign — a sign attached to, erected on or painted on the wall of a building or structure and projecting not more than twelve (12) inches from such wall

Window sign — a type of sign mounted inside a building, either on the face of a window, or within two (2) feet of the window, so that the sign can be viewed through a window by the persons outside the building.

Site/Landscape Plan

Intent

To ensure adequate design and review of site-related characteristics.

Examples

This plan shows pedestrian pathways, vehicular parking/ circulation, and landscaping

Standards

1. A site plan **shall** be submitted showing all of the important features planned for the site, including, as applicable:

- Trash & Recycling Container Placement
- Pedestrian Pathways
- Vehicular Parking & Circulation
- Landscaping and Lighting (*see Standard #2*)
- Stormwater Management Features

2. A landscape plan **shall** be submitted which includes details of all proposed landscaping, buffering, and screening. The plans **shall** show the location and dimension of all existing and proposed structures, parking, drives, rights-of-way, and any permanent features, and all other information required by the zoning administrator, plan commission, or the common council, including but not limited to the following:

- A plant list and coverage chart showing the location, quantity, size (at time of planting and at maturity), spaciing, and the scientific and common names of all landscape material used, AND
- Size of existing trees, AND
- Location and percent of slope of all proposed berms using one foot contours, AND
- Detailed sections showing elevations of all proposed architectural features, such as walls, lighting or water features.

Street Relationship

Intent

To encourage streetscape enhancements that blend the public and private realms, enhancing the pedestrian experience.

Examples

Left:
portion of the building is set back from the street, allowing extra room for a larger pedestrian zone

Right:
building on a corner with a public entrance on to the primary street

Recommendations

- When appropriate within this standard, the siting of adjacent buildings should be considered when choosing the setback - a uniform setback is desirable to establish a more consistent “street wall” in the downtown area.
- Disabled access should be seamlessly incorporated into the building and site design. Facilities should be designed to provide inviting access to all users.

Standards

1. ***Historic Main Street Area Only,*** primary structures **shall** be built to the front property line, unless a setback allows for a larger pedestrian zone. The following requirements **shall** be met to allow for a building setback:
   - The space created **shall** provide an outdoor seating area, a hardscape plaza, or similar pedestrian space, AND
   - The portion of the building set back **shall** be within five (5) feet of the public right-of-way, AND
   - Twenty-five (25) percent, or minimum of ten (10) feet, of the building width **shall** establish a hard edge at the public right-of-way.

2. ***Downtown Area Only***, primary structures **shall** be set back from any street no more than ten (10) feet. On corner lots this means the building **shall** be built at the corner. On sites with three or more public street frontages the building should be built to the corner with the most traffic.

3. ***Transition Area Only***, primary structures **shall** be set back from any street at least twenty-five (25) feet, or the average setback of adjacent parcels (if less than 25 feet), but nor more than thirty (30) feet. Open porches, stairs, and entrance canopies may encroach into this setback to within fifteen (15) feet of the property line.

4. A minimum of one functional building entrance **shall** be provided along the building facade facing the street. Buildings that face mutiple streets **shall** provide an entrance facing the more prominent of the two streets.

5. Each project **shall** include the installation of sidewalk within the public right-of-way along the frontage of the property at the expense of the developer/property owner.

Lighting

Intent

To promote effective and attractive exterior lighting that does not produce glare or light pollution.

Examples

Top Images: *examples of full cutoff fixtures that minimize glare and light pollution*

Lower Left: *shielded light fixture*

Lower Middle: prohibited *non-cutoff light fixture*

Lower Right: *prohibited light directed to the sky*

Recommendations

- Exterior lighting should be designed to complement the character of the building.
- Parking lots and pedestrian walkways should be illuminated uniformly and to the minimum level necessary to ensure safety. A greater number of lower-watt lights may be necessary to achieve this guideline.
- Exterior lighting should be energy efficient and should render colors as accurately as possible (i.e. white light rather than green or yellow light). Preferred light types include: LED, fluorescent, and high-pressure sodium.

Standards

1. Spec sheets **shall** be submitted with the Design Standards Checklist for each exterior light fixture to be used.

2. Light design and installations **shall** emphasize low-level, uniform lighting to avoid abrupt changes from bright lights to darkness. Design limits and intensity requirements may be placed on large establishments as a condition of a Conditional Use Permit.

3. All exterior building and parking light fixtures **shall** be full cutoff. Lights directed towards the sky are **prohibited.**

4. Parcels abutting or across the street from residential or park uses **shall not** have light spillage in excess of 0.5 footcandles as measured horizontally, five (5) feet above the ground level at the property line of the affected parcel line.

5. Parking and security lighting poles shall not be taller than the maximum allowable building height allowed in the underlying zoning district for the property, or 35 feet, whichever is less. For properties in or abutting a residential zoning district, the maximum allowable height shall be 25 feet.

Parking

Intent

To provide parking lots that are safe for drivers and pedestrians, while mitigating the visual and environmental impacts.

Examples

Left:
shared parking with a clearly identified crosswalk

Middle:
landscape buffer between parking and the sidewalk

Right:
missing landscape buffer

Recommendations

- Shared parking lots are strongly encouraged to allow direct vehicular circulation between adjacent parcels. This can be accomplished through the use of access easements and driveways connecting parking lots.
- Bike racks, designed to allow a U-shaped lock that secures the frame to the rack, are encouraged. It is suggested that each structure should have a minimum of two (2) bicycle parking spaces.
- Whenever possible, parking areas should be designed so that the parking is separated into smaller delineated groupings of spaces. Such groups should be separated by landscaping and/or design components of the proposed building.

Standards

1. New off-street parking in front of the building is **prohibited**. Side yard parking **shall not** be more than sixty-four (64) feet wide (necessary space needed for two rows of parking with a drive aisle).

2. Parking stalls and drive aisles **shall** be separated from the public right-of-way and adjacent property lines by a planted landscape buffer. The depth of this buffer **shall** be five (5) feet or equal to the building setback, whichever is greater.

3. Walkways **shall** be provided to connect the building entrance(s) to the public sidewalk. Walkways that cross parking areas or a drive aisle **shall** be clearly identified, either with different paving materials (such as brick/colored concrete) or with painted crosswalk striping.

4. All parking areas of five (5) or more vehicles **shall** be paved and graded according to a drainage plan designed and installed in accordance with accepted engineering practice, which may include catch basins, sumps, and underground storm sewers. All drainage plans **shall** be reviewed and approved by the City Engineer.

5. The exterior storage of boats, campers, and other materials or products not associated with the permitted use of the premises on which they are located is **prohibited**.

Landscaping - General

Intent

To improve the appearance and ecological function of sites, especially off-street parking areas.

Examples

Left:
a three-foot high buffer along the public sidewalk

Right Images:
alternative screen between parking areas and the public sidewalk

Recommendations

- Yard areas not used for off-street parking are encouraged to be attractively landscaped (trees, shrubs, plants or grass lawns), screening parking and service areas from adjacent properties so as not to impair the values of the adjacent properties.
- Decorative fences, walls, and/or landscaped edges are strongly encouraged in order to screen parking areas from the street and views from adjacent properties.
- Indigenous plants with low water and pesticide needs are strongly encouraged (work with local nurseries in developing the landscaping plan).

Standards

1. Plantings and low fences located between parking areas and public right-of-way **shall not** obscure vision between three (3) and eight (8) feet above ground for pedestrian safety. Trees and bushes that would naturally obscure this zone at maturity **shall not** be used.

2. Where the development adjoins a residential property, at a minimum, a ten (10) foot landscaped buffer (*with plantings*) **shall** be placed between parking areas, loading areas, refuse collection areas and/or outside storage areas and the residential lot line. The width of the buffer may be reduced to five (5) feet if a berm, solid fence, or wall that is six (6) feet tall is provided within this buffer area.

Landscaping - Points

Schedule 1

Point Schedule for Landscape Elements		
Landscape Element	Minimum Plant Size (installed)	Points
Canopy Trees	2 1/2" diameter min. caliper	50
Canopy Trees	Under 2 1/2" diameter caliper	30
Evergreen Trees	4 feet and larger	30
Low Ornamental Trees	5 feet and BB stock	20
Tall Shrubs	36 and taller	15
Medium Shrubs	24 to 36	10
Low Shrubs	12 to 24	5

- If the applicant can demonstrate that these landscape elements will contribute to the overall landscape objectives (and are shown on the submitted landscape plan), the applicant may request points for decorative fences, earth berms, ground covers and existing vegetation. See Existing Tree schedule above for landscape credits.

Existing Trees	Number of Trees Credited (2 1/2" caliper)
36" or greater	8 trees
18-35"	6 trees
12-17"	4 trees
6-11"	2 trees
Less than 6"	1 tree

Standards

1. ***Downtown Area and Transitional Area Only,*** one (1) canopy tree **shall** be planted on the property for every hundred (100) feet of linear street frontage. Additional landscaping **shall** be placed on the property using the following point system and table (*see above*):
   - Ten (10) points for every one thousand (1,000) square feet of enclosed ground floor building area, up to twenty-five thousand (25,000) square feet, and five (5) points per one thousand (1,000) square feet of additional building area, AND
   - Five (5) points per parking space, up to fifty (50) spaces, and two-and-a-half (2.5) points per any additional spaces (*excluding any spaces utilizing "turf-based" surface materials, such as Geoblock or Grasspave*), AND
   - Twenty (20) points for each ten (10) feet of perimeter around an outside storage area, parking areas for semi-trailers and refuse enclosures.

2. All landscaping **shall** be completed within twelve (12) months of the issuance of an occupancy permit or final inspection, in accordance with the approved landscaping plan.

Storm Water

Intent

To reduce the negative ecological impacts created by impervious surfaces, especially parking lots (heat gain, stormwater runoff volume and contaminants).

Examples

Upper Pictures:
examples of rain gardens and bioretention areas within or near parking lots

Lower Left Images:
examples of permeable surfaces: porous concrete (top) and paving blocks (lower)

Lower Right:
example of a green roof

Recommendations

- Where possible, use rain gardens and bioretention basins to mitigate run-off and filter pollutants.
- Where large paved areas, such as parking lots, are required, it is recommended that permeable surfaces, pervious asphalt, pervious concrete, or special paving blocks are considered.
- Green roofs are encouraged.

Standards

1. On-site storm water management systems **shall** meet the of City's Construction Site Erosion Control Ordinance (*Chapter 46*) and Wisconsin Statutes Chapter NR 151 (1 acre or greater land disturbance). Maintenance of any storm water detention or conveyance features area **shall** be at the developer (*and/or owner*) expense and time, unless dedicated to, and accepted by, the City.

Storage & Service Areas

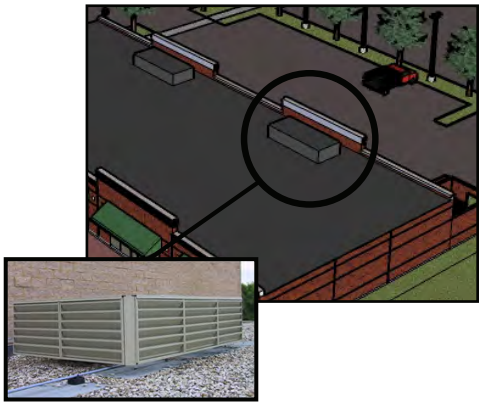
Intent

To improve the appearance of the downtown area.

Examples

Left Images:
examples of screened service areas - wooden fence with landscaping (lower) and a brick wall with landscaping (upper)

Right:
a building facade screening rooftop mechanical from ground view.



Recommendations

- Screening should be compatible with building architecture and other site features.
- Shared garbage and recycling facilities are encouraged, where practical, as a means to meet screening requirements and preserve access needs.
- Rear yard loading and staging areas is strongly encouraged.

Standards

1. All electrical and air conditioning structures, including towers and air handling units, regardless of location and whether on the roof or otherwise, **shall** be concealed by landscaping, parapet/screening walls, or by decorative screening materials which form an integral part of the design (*excluding electrical service boxes*).

2. Placement of service boxes **shall** be located away from pedestrian zones. Preferred locations are in the side yard or in the rear yard within twenty (20) feet of the building plane.

3. Loading and staging areas **shall not** be in the front yard. Any loading areas visible from the street, or facing a residential property, **shall** be screened with landscaping and/or wall not less than six (6) feet in height and constructed of the same materials as the principal structure (or other suitable material as determined by the Zoning Administrator).

4. Outdoor storage of products, materials, or equipment is **prohibited** in the front yard. Short-term display items or items that are available for purchase by the consumer are exempt from this standard.

5. All outdoor refuse collection areas **shall** be visually screened from public streets and adjacent property by a complete opaque screen, fence, or wall.

6. All on-site utilities, including but not limited to electrical, telephone, and cable, **shall** be installed as underground facilities. This **shall** apply to utilities running from the utility easement or street right of way to structures and to utilities supplying service between structures.

Height

Intent

To establish and maintain a consistent street wall that provides visual interest and human scale.

Examples

Images:
buildings with varying heights ranging from two to four stories.

Recommendations

- A full two story building is strongly encouraged, wherever feasible (*required in the historic area*).

Standards

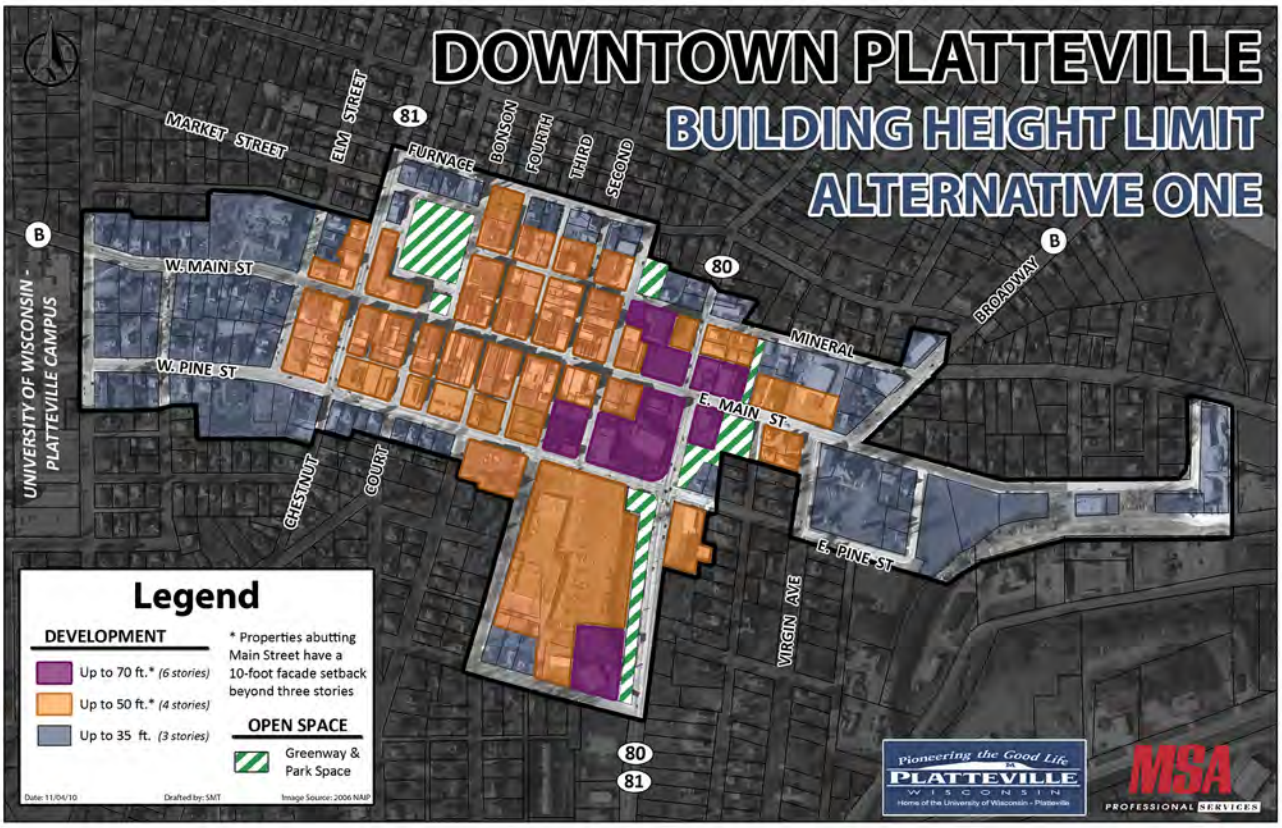
1. ***Historic Main Street Area Only***, new buildings **shall** be at least two stories tall. In the ***Downtown and Transitional Areas***, buildings **shall** be at least eighteen (18) feet tall, measured to the top of the cornice or the midpoint between the eave and the peak on a pitched or mansard roof.

2. Building heights **shall not** exceed the threshold listed on the Height Limitation Map on page 10 *(currently there are two alternatives presented on the next page with current zoning limits on page 11 for reference).*

3. Building facades over sixty (60) feet in length and facing a street **shall** have a minimum of twenty (20) percent of the facade vary in overall height, with such difference being four (4) feet or more measured eave to eave or parapet to parapet.

4. A detailed elevation of each exposed building facade and any neighboring buildings **shall** be submitted with the Design Standards Checklist.

Height


DOWNTOWN PLATTEVILLE
BUILDING HEIGHT LIMIT
ALTERNATIVE ONE
MARKET STREET
ELM STREET
FURNACE
BONSON
FOURTH
THIRD
SECOND
W. MAIN ST
W. PINE ST
E. MAIN ST
E. PINE ST
MINERAL
BROADWAY
CHESTNUT
COURT
VIRGIN AVE
UNIVERSITY OF WISCONSIN - PLATTEVILLE CAMPUS
81
80
B
Legend
DEVELOPMENT
Up to 70 ft.* (6 stories)
Up to 50 ft.* (4 stories)
Up to 35 ft. (3 stories)
* Properties abutting Main Street have a 10-foot facade setback beyond three stories
OPEN SPACE
Greenway & Park Space
Date: 11/04/10
Drafted by: SMT
Image Source: 2006 NAIP
Pioneering the Good Life
PLATTEVILLE
WISCONSIN
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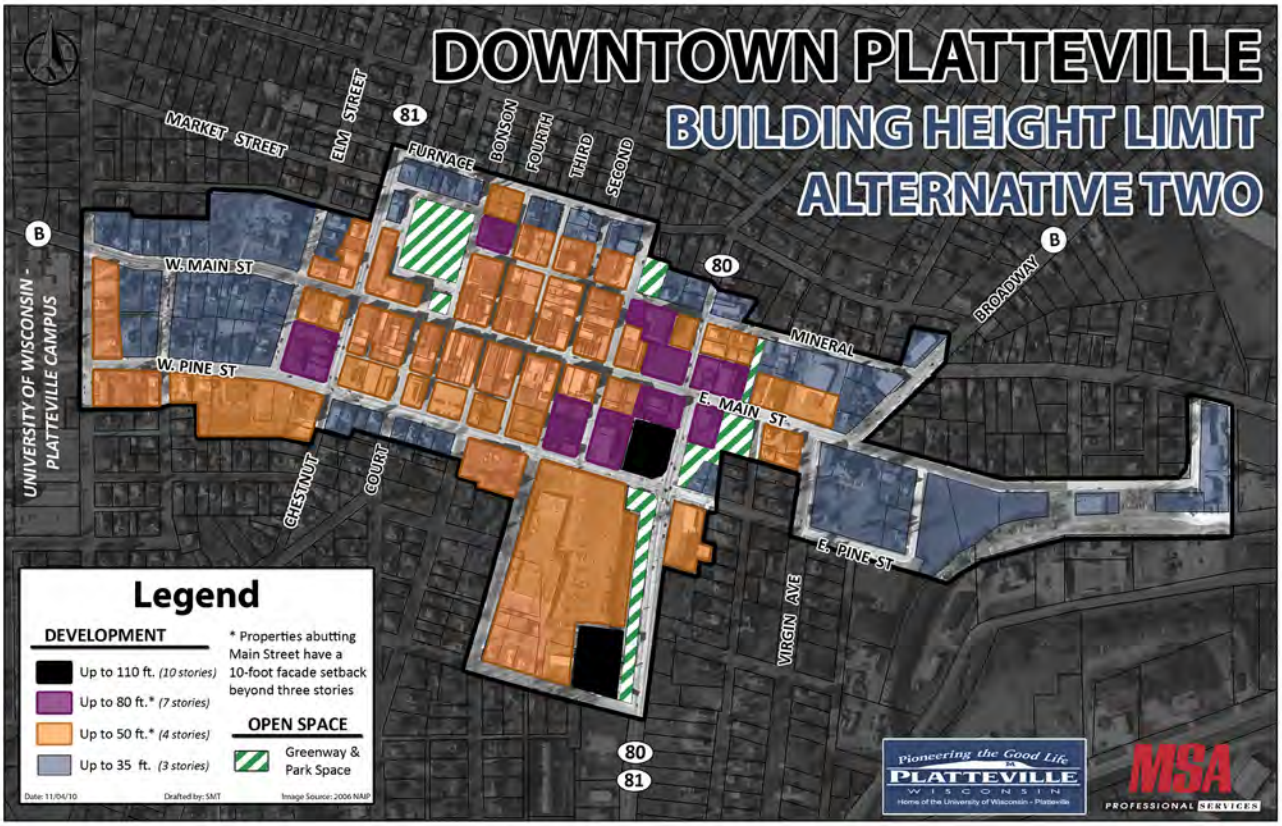
MSA
PROFESSIONAL SERVICES


DOWNTOWN PLATTEVILLE
BUILDING HEIGHT LIMIT
ALTERNATIVE TWO
MARKET STREET
ELM STREET
FURNACE
BONSON
FOURTH
THIRD
SECOND
W. MAIN ST
W. PINE ST
E. MAIN ST
E. PINE ST
MINERAL
BROADWAY
CHESTNUT
COURT
VIRGIN AVE
UNIVERSITY OF WISCONSIN - PLATTEVILLE CAMPUS
81
80
B
Legend
DEVELOPMENT
Up to 110 ft. (10 stories)
Up to 80 ft.* (7 stories)
Up to 50 ft.* (4 stories)
Up to 35 ft. (3 stories)
* Properties abutting Main Street have a 10-foot facade setback beyond three stories
OPEN SPACE
Greenway & Park Space
Date: 11/04/10
Drafted by: SMT
Image Source: 2006 NAIP
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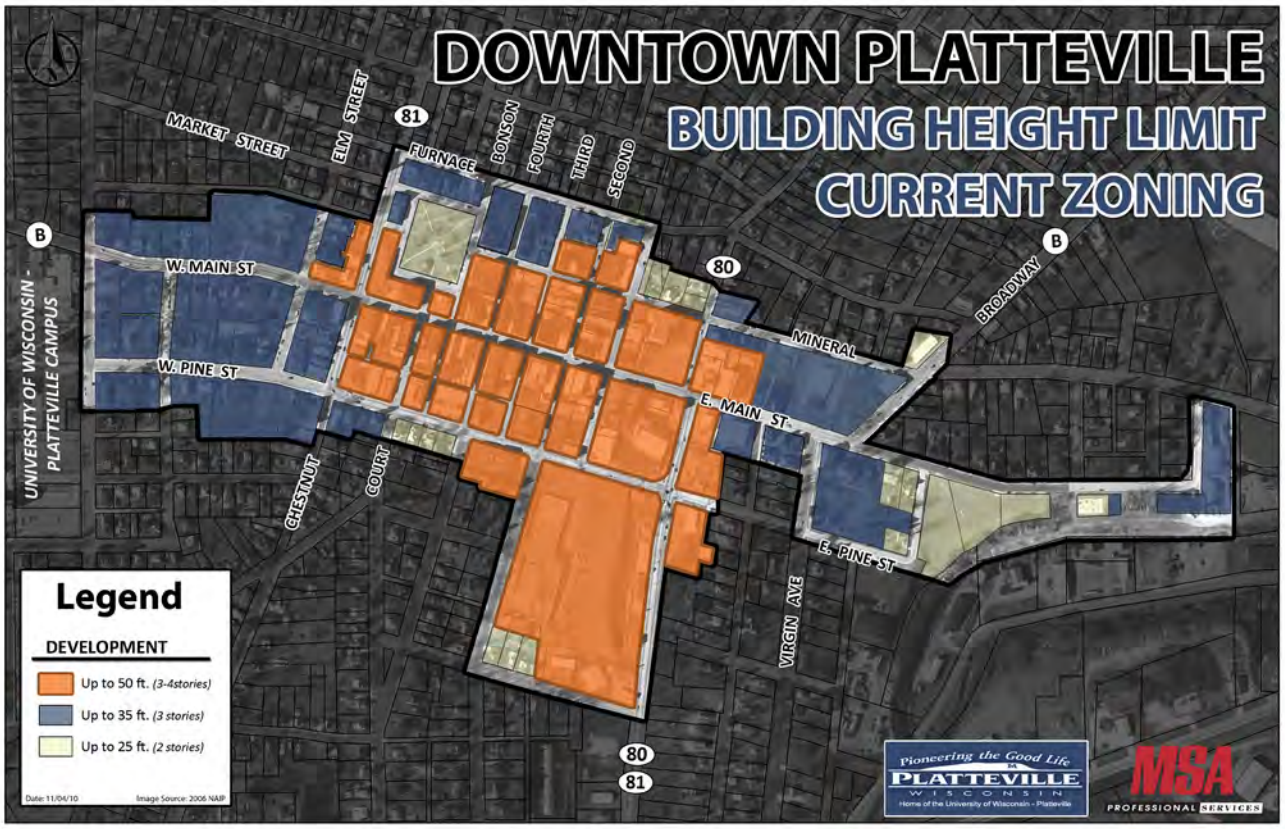
Height


DOWNTOWN PLATTEVILLE
BUILDING HEIGHT LIMIT
CURRENT ZONING
MARKET STREET
ELM STREET
81
FURNACE
BONSON
FOURTH
THIRD
SECOND
B
W. MAIN ST
80
B
BROADWAY
MINERAL
W. PINE ST
E. MAIN ST
UNIVERSITY OF WISCONSIN - PLATTEVILLE CAMPUS
CHESTNUT
COURT
E. PINE ST
VIRGIN AVE
80
81
Legend
DEVELOPMENT
Up to 50 ft. (3-4stories)
Up to 35 ft. (3 stories)
Up to 25 ft. (2 stories)
Date: 11/04/10
Image Source: 2006 NAIP
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Scale & Articulation

Intent

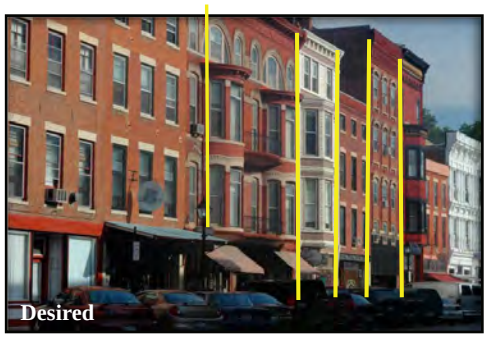
To establish and maintain a consistent street wall that provides visual interest and human scale.

Examples

Top right: *prohibited horizontally proportioned building*

Lower right: *desired vertically proportioned buildings fitting downtown character.*

Lower left: *an example of a horizontal expression line.*



Recommendations

- All new buildings are encouraged to utilize details or changes in materials to create a discernible base, middle and top.
- New buildings should incorporate horizontal expression lines from existing buildings within the same block whenever practical.

Standards

1. The building **shall** establish vertical proportions for the street facade, and for the elements within that facade (windows, doors, structural expressions, etc).

2. Any building with a total width equal to or greater than its height **shall** utilize two (2) or more of the following techniques at no more than thirty (30) foot intervals:
   - Expression of architectural or structural bays
   - Variations in material and/or color
   - Variations in the building plane (no less than two (2) feet in width)
   - Vertical-proportioned windows

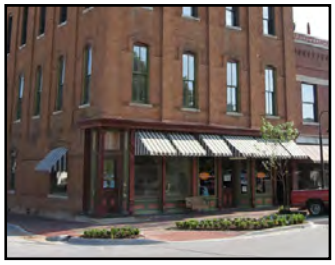
3. ***Historic Main Street Area Only,*** new buildings **shall** utilize a horizontal expression line that projects at least two (2) inches from the building facade to articulate the transition between the first floor and upper floors.

Street-Level & Secondary Facades

Intent

To reinforce the existing character of downtown area, and to enliven and activate the public streets.

Examples



Left Photos: *secondary facades continue the design features of the primary facade*

Top Right: *demonstration of base, middle and top on an existing downtown building*

Lower Right: *large windows provide significant visibility into the building*

Recommendations

- The base of the building should include elements that relate to the human scale. These should include doors ,windows, texture, projections, awnings, ornamentation, etc.
- Downtown buildings should activate the street by providing significant visibility through the street-level facade to activities or displays within the building.
- All building faces should use design features (i.e. window proportions, expression of the structural bays, etc.) similar to the primary front facade.

Standards

1. ***Downtown Area and Historic Main Street Area Only***, a discernible "base" **shall** be established. The base **shall** be at least two (2) feet in height, but may include the entire first floor.

2. Any secondary facade facing a public street (corner buildings) **shall** utilize the same material palette and design features as the primary front facade.

3. ***Downtown Area and Historic Main Street Area Only***, street-level facades that face public streets **shall** have display windows, entry areas, awnings, arcades (*a series of outdoor spaces located under a roof or overhang and supported by columns or arches*), or other such features along no less than fifty (50) percent of their horizontal length.

Windows & Doors

Intent

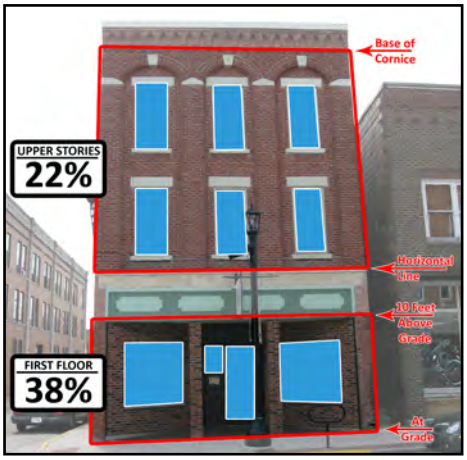
To enliven and activate the street, and to reinforce the existing building character within the downtown area.

Examples

Left:
existing building that meets the minimum 35% clear glass on the first floor and maximum 25% on the upper floors

Top Right:
a clearly defined and highly visibile entryway

Lower Right:
non-vehicular garage door allowable , except in the historic area



Recommendations

- Buildings should activate the street by providing significant visibility through the street-level facade to activities/displays within the building.
- The use of reflective or dark-tinted glass is discouraged, especially at the ground level.
- Street-facing garage doors are strongly discouraged (*prohibited in historic area*)

Standards

1. ***Downtown Area and Historic Main Street Area Only,*** building facades facing a public street **shall** be comprised of at least thirty-five (35) percent clear glass on the street-level floor (*up to ten (10) feet above grade*). A minimum of two (2) feet **shall** be maintained between the glass and any interior dividers to allow for product display. ***Transitional Area Only,*** building facades facing the public street **shall** be comprised of at least fifteen (15) percent clear glass.

2. ***Historic Main Street Area Only,*** upper-story sections of the building facade(s) facing or visible from a public street **shall not** exceed fifty (50) percent glass (measured from the horizontal expression line to the lower edge of the cornice).

3. ***Historic Main Street Area Only,*** street-facing garage doors are **prohibited** on Main Street. ***Downtown and Transitional Areas Only,*** street-facing garage doors **shall** be set back from the primary facade by at least four (4) feet, and shall not comprise more than 25% of the total length of the building's street facade.

4. Public building entryways **shall** be clearly defined and highly visible on the building's exterior design. Two (2) or more of the following design features **shall** be incorporated into all public building entryways:
   - canopies or porticos, overhangs, projections, arcades, display windows, and distinct architectural details

5. A diagram illustrating the percentage transparent glass on each street-facing facade **shall** be submitted with the Design Standards Checklist.

Roofline & Cornice

Intent

To reinforce the existing character of downtown area, and to provide variety and visual interest.

Examples

Left Images:
alternative roof systems that are allowable in parts of downtown, depending on their location (Standard #1)

Top Right:
roofline is parallel to the street, which does not meet Standard #2

Bottom Right:
a low-slope roof, which does not meet the 5:12 slope requirement (Standard #3)

MANSARD ROOF W/ DORMERS

PITCHED ROOF W/ PARAPET

PITCHED ROOF W/ GABLE

FLAT ROOF W/ CORNICE

Recommendations

- Unique and decorative cornice designs are encouraged to generate character and building identity.

Standards

1. ***Historic Main Street Area Only***, a flat roof system **shall** be used (*pitched roofs are **prohibited***). ***Downtown Area Only***, a flat or mansard roof system **shall** be used; a pitched roof system may be approved if appropriate to the site and style of the building. ***Transitional Area Only***, mansard or pitched roof system **shall** be used with preference to a pitched roof system.

2. A positive visual termination at the top of the building **shall** be established, using either a pitched roof with gable(s) facing the street or a flat roof with a defined cornice *(depending on what type of roof is allowable under Standard #1)*.

3. If used, a pitched roof **shall** have a slope no less than 5:12.

4. An accurately-measured elevation drawing that illustrates the full rooflines of the proposed buildings and any neighboring buildings **shall** be submitted with the Design Standards Checklist.

Projections

Intent

To reinforce the existing character.

Examples

Left Images:
mounted awnings below the horizontal expression line with lighting from above provides for a more attractive building facade, and lighting from above cuts down on sky glow (light pollution).

Top Right:
diagram illustrating the minimum requirements for awning placement

Lower Right:
Canopies do not relate to the existing character of the downtown area

Recommendations

- Use of ground floor awnings is strongly encouraged.
- Fabric or soft vinyl awnings are preferred.
- Awning colors should relate to and complement the primary colors of the building facade.
- Canopies (flat projections from the building facade) are discouraged.
- Upper floor projections into the minimum building setback are allowed, including balconies, bay windows, and awnings.

Standards

1. Awnings **shall** be at least three (3) feet in depth and the underside of the projection shall be at least eight (8) feet above the sidewalk.

2. Awnings using wood or shingle components are **prohibited**.

3. Awnings may be lit from above, and/or may feature lighting beneath to illuminate the sidewalk; however, glowing awnings (backlit, light shows through the material) are **prohibited**.

4. Awnings **shall** be mounted below the horizontal expression line that defines the ground floor.

5. ***Downtown Area and Historic Main Street Area Only***, upper floor projections **shall not** extend more five (5) feet into the public right-of-way. ***Transitional Area Only***, follow the City's Zoning Ordinance (*Chapter 21)*.

Signage

Intent

To promote effective and attractive signage that complements the building's architectural character and reflects the pedestrian scale of the district.

Examples

Top Images: *preferred signage (window, awning, wall, and projecting)*

Lower Left: *appropriate signage (monument & neon-interior usage)*

Lower Right: *prohibited signage (directly illuminated, freestanding, neon, and roof)*

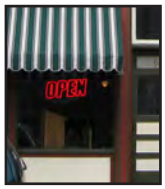
Window Sign

Wall Sign

Projecting Sign

Awning Sign

Monument Sign



Neon (interior usage) Sign

Directly Illuminated, Freestanding Sign

Neon Roof Sign

Recommendations

- Preferred sign types include: building mounted facing the street, window, projecting and awning.
- Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement. Creative, detailed, artistic and unique signage is encouraged.

Standards

1. All signs **shall** conform to the design and maintenance requirements of the City's Sign Ordinance (*Section 22.11*) and a sign permit must be acquired.

2. **Prohibited** sign types include: roof-mounted, directly illuminated, freestanding, neon (excludes interior usage), and billboard signs.

3. If used, freestanding signs (*excluding fraternity/sorority signs*) **shall** utilize monument-style design, and shall extend no higher than six (6) feet above the mean street grade.

4. Any exterior lights **shall** be mounted above the sign and directed downwards. This standard applies to all signs, including freestanding monument signs.

Materials & Colors

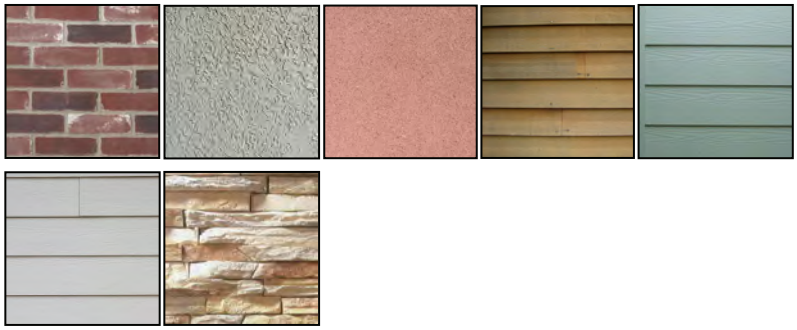
Intent

To reinforce the existing character, and to provide for variety and visual interest.

Examples

Top Images:
preferred materials (kiln-fired brick, stucco, terra cotta, wood siding, and fiber cement siding)

Lower Images:
permitted building materials (vinyl siding and cultured stone



Recommendations

- Muted tones are preferred for the primary facade color. Use of bright colors as a secondary color to highlight expression lines or details is acceptable and encouraged.
- Preferred exterior finish materials include kiln-fired brick, decorative masonry block, stucco, stone, terra cotta, wood siding and details, and fiber cement siding.
- Discouraged exterior finish materials include unfaced concrete block, structural concrete, prefabricated metal siding, and EIFS (Exterior Insulation and Finish System). EIFS is strongly discouraged as a principle facade material, especially at ground level where susceptible to damage.

Standards

1. Day-glo or fluorescent colors are **prohibited**.

2. If used, vinyl siding **shall** be at least 0.044" in thickness. ***Downtown Area and Historic Main Street Area Only***, vinyl siding is **prohibited** on the primary front facade.

3. **Prohibited** building materials include gravel aggregate materials, stone or cultured stone in a random ashlar pattern, rough-sawn wood siding, polished stone, and panelized products.

4. All exposed sides of the building **shall** use similar or complementary materials and colors as used on the front facade.

5. Surface coverings on flat or low-slope roofs that are visible from a public street **shall** be of material that is non-reflective and non-glare. Heavy duty contoured shingles, shakes, and standing seam metal roofing materials are acceptable for pitched roofs.

6. A picture and a sample of each exterior material and a facade illustration that indicates colors and materials **shall** be submitted with the Design Checklist.

Multi-Family Housing

Intent

To insure that multi-family development is compatible with surrounding land uses, contribute to the unique character and aesthetics of downtown Platteville.

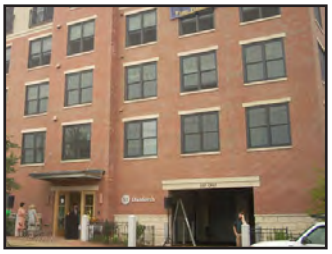
Examples

Images of well designed apartment buildings. All have vertical proportions, brickwork, and variation in the building plane.

The lower left illustrates a well designed setback area that relates primarily to the transitional area.

The lower right has a garage door setback within the main building facade.



Recommendations

- Use of offsets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building facades is strongly encouraged (see Scale & Articulation Standard #3)

Standards

1. Each building entry **shall** be visible from the street, from a parking area, or from a window of a unit within the building, and **shall** be designed in a manner that is safe and inviting (not dark or hidden).

2. Entrance doors that provide access to common areas in the building **shall** be locked to prevent uninvited access to the general public.

3. A minimum of twenty-five (25) percent of the total net exterior wall area of a building's street facade, excluding gables, windows, doors and related trim, **shall** be brick, stone, or decorative masonry block.

4. A minimum five (5) foot wide planter area **shall** separate and visually screen parking from living area windows. The planter area **shall** include a mix of ground cover and shrubbery.

5. Internal walkways **shall** be separated a minimum of five (5) feet from dwellings, measured from the walkway edge closest to any dwelling unit. The walkways **shall** be at least four (4) feet wide and **shall** have a surface of concrete, asphalt, or masonry pavers.