



TO: Land Use, Transportation, and Infrastructure Committee
FROM: Kristofer Johnson, Principal City Planner
DATE: June 3, 2021
RE: Denver Zoning Code (as amended through March 31, 2021) text amendment to update the Downtown Golden Triangle (D-GT) zone district
- AND -
Denver Revised Municipal Code amendment to revise Chapter 27, Article VI 'Incentives for Affordable Housing' establishing affordable housing incentives for the D-GT zone district

Staff Report and Recommendation

1. Denver Zoning Code Text Amendment

Based on the review criteria for text amendments stated in Denver Zoning Code (DZC) Section 12.4.11 (Text Amendment), CPD staff recommend that the Land Use, Transportation, and Infrastructure committee move the Denver Zoning Code text amendment to update the Downtown Golden Triangle zone district forward for consideration by the full City Council.

2. Denver Revised Municipal Code Amendment

Department of Housing Stability (HOST) and CPD staff recommend that the Land Use, Transportation, and Infrastructure committee move the Denver Revised Municipal Code (DRMC) amendment to revise Chapter 27, Article VI, establishing affordable housing incentives for the Downtown Golden Triangle zone district forward for consideration by the full City Council.

Summary and Purpose

The existing zoning in the Golden Triangle was originally adopted in 1994 and was not updated to the new form- and context-based Denver Zoning Code in 2010, largely due to a lack of recent neighborhood policy guidance to help guide the changes. The Golden Triangle Neighborhood Plan was completed in 2014 and established a vision for the area bordered by Colfax Avenue on the north, Speer Boulevard on the south and west, and Broadway/Lincoln on the east as an eclectic, connected, creative, and livable neighborhood. With the adoption of the Golden Triangle Neighborhood Plan and similar recent regulatory implementation efforts in Arapahoe Square and Central Platte Valley-Auraria, this area of Downtown is now poised to build on these successes and move into a more current system of zoning and design review.

To implement the objectives of the Golden Triangle Neighborhood Plan, Blueprint Denver, and other adopted plans, City Councilmember Chris Hinds (Council District 10) is sponsoring a text amendment to the Denver Zoning Code (DZC) to update the Downtown Golden Triangle (D-GT) zone district. In addition, associated revisions to Denver Revised Municipal Code (DRMC), Chapter 27, are proposed to establish affordable housing incentives and updates to the urban design standards and guidelines are planned as Community Planning and Development rules and regulations.

1. **Update Zoning Standards (DZC Text Amendment):** The existing D-GT zone district will be revised to modernize outdated code standards from 1994 and apply more current approaches. The proposed zoning standards are tailored to the size of projects to ensure development of small lots is more flexible and not disproportionately affected. The proposed zoning includes enhanced standards for street level setbacks, ground floor active uses, open space, visibility of parking structures, and building shaping to create an active and human-scaled experience at the street.
2. **Establish Affordable Housing Incentives (DRMC Amendment):** Similar to the 38th and Blake Station Area Incentive Overlay district (IO-1) and D-CPV zone districts, the proposed updates would establish a base threshold in D-GT. Square footage above this threshold would be required to meet increased affordable housing standards consistent with adopted policy objectives. The affordable housing requirements associated with use of incentive floor area in the D-GT zone districts would be included in an amendment to the Chapter 27, Article VI of the Denver Revised Municipal Code, as summarized below.
3. **Update Design Standards and Guidelines and Design Review Process:** The proposed text amendment would expand the existing Downtown Design Advisory Board by two additional resident members and bring projects in D-GT under their review alongside projects in D-CPV-T/R/C and D-AS-12+/20+. The existing urban design standards and guidelines that apply to each area will be combined into a single Downtown Urban Design Standards and Guidelines document and be adopted separately as CPD rules and regulations.

The D-GT regulatory update represents a comprehensive and balanced approach to improve the design quality, mix of uses, and pedestrian experience within this important area of downtown Denver. Specifically, the updated zoning standards and other associated changes address 12 key objectives identified in the Golden Triangle Neighborhood Plan and through the public process over the last two years.

Land Use & Development: *The way buildings and properties are used and how those uses are organized throughout the neighborhood.*

1. Encourage a range of land uses and development types
2. Highlight certain streets with different use patterns
3. Promote a broad range of housing opportunities
4. Evaluate minimum parking requirements

Building Form & Type: *The overall scale and physical character of buildings and their relationship to the surrounding context.*

5. Encourage a diverse range of building forms
6. Continue to allow current building height
7. Ensure building mass is compatible with adjacent buildings
8. Encourage protection/reuse of existing buildings

Street Level Experience: *The active environment created at the street level and experienced by the pedestrian.*

9. Promote a high-quality pedestrian experience
10. Ensure building design considers pedestrian scale and comfort
11. Encourage provision of privately-owned public gathering spaces
12. Improve the activity and visual characteristics of parking structures

Summary of Proposed Updates

Building Forms and Height

One of the most fundamental proposed updates is to utilize a range of building forms and apply different rules as projects increase in scale rather than the current "one size fits all" approach where the same rules apply to all projects. Specifically, various street level and upper story massing standards will be applied as the width of the site increases. The proposed zoning also introduces the Point Tower building form that offers a taller height limit in exchange for strict limitations on the building size above 5 stories.

When determining the appropriate height limit for each building form, it was important to consider the existing scale of the neighborhood, anticipated growth in the area, and flexibility to successfully shape the allowed building floor area. A height limit that is too low will result in overly bulky buildings and limits that are too tall pose a risk to the existing character of the area and its relationship to the core of downtown. The proposed height limits strike a balance between the current height limit and allowing modest increases for projects that contribute back to the neighborhood through incentives, or utilize the more restrictive Point Tower format.

- Proposed General Form Height Limit = 200 feet (250 feet for projects exceeding base FAR)
- Proposed Point Tower Height Limit = 250 feet (325 feet for projects exceeding base FAR)

Floor Area Ratio and Incentives

Maximum floor area ratio (FAR) is a zoning limitation that controls the overall floor area of an individual project, but allows flexibility in the way the floor area is shaped. It is calculated as the ratio of the gross floor area of the building (total floor area of all stories) divided by the area of the zone lot. Currently any above-ground floor area that is dedicated to parking is not included in the calculation of FAR. The proposed zoning update will change this exemption and include all above-ground floor area, therefore the allowed FAR in the proposed zoning is greater than current limits.

- Proposed Standard = Include all above-ground floor area in FAR calculations
- Proposed FAR = Base FAR = 8.0 and Maximum FAR = 15.0*

** To qualify for additional FAR above the base, a project must meet the minimum standards for affordable housing and/or utilize floor area from a Landmark historic structure.*

Floor area incentives encourage additional density above the base FAR in exchange for support of citywide and neighborhood priorities. Many different options for incentives have been considered throughout the process. However, incentive programs that have too many choices can be ineffective and create "winners and losers" among the options. In addition, zoning can apply standards for items like open space and public art and does not need to rely simply on encouraging these types of outcomes through incentives. In the proposed zoning for D-GT, a project may qualify for additional floor area by meeting minimum criteria for:

1. Providing affordable housing units/fees per the rules established in DRMC Chapter 27
2. Utilizing undeveloped floor area from or renovating a designated historic Landmark*

** Note, both undeveloped floor area from a historic Landmark and bonus floor area for rehabilitation of a historic Landmark may be used on-site or sold/transferred to other locations within D-GT*

Building Shaping

Shaping larger buildings was an important recommendation in the Golden Triangle Neighborhood Plan and was a primary comment from stakeholders received during the process. The proposed

zoning includes several form-based standards to work in concert with FAR and the design review process to better “shape the clay” and reduce the scale of larger projects along the street.

Proposed upper story setbacks will help break down taller buildings and create a more comfortable building height that typically ranges from 3-5 stories along the street. There is flexibility built into the standard to avoid a monotonous datum line that applies to all projects and promote the variety in architectural form that the neighborhood desires. Incremental mass reduction standards establish a system of reductions to shape buildings and generally reduce their size as they get taller.

Parking Outcomes

Downtown zone districts in Denver typically have no minimum parking requirement, however, the current D-GT zoning requires all projects to provide parking for each use. This creates a barrier for larger buildings with parking garages to offer public parking, or a shared arrangement with a neighboring property, because that minimum requirement must always be reserved for the existing uses on site. The result is many large parking structures are underutilized and have empty spaces that are not allowed to be made available to others. Parking requirements also create a challenge for redevelopment of smaller properties where a multi-story parking garage is infeasible. This often leads to developers assembling several smaller adjacent lots into one very large parcel that can more easily accommodate the required parking area.

As noted above, the proposed update removes the exemption for above-ground parking area in the FAR calculation and to complement this approach, the current minimum parking requirement is also proposed to be removed. This will remove barriers to more efficient use of parking through public access and shared parking agreements.

The proposed zoning also includes a limitation on visible parking standard to require projects on large lots to wrap above-ground parking structures with active uses facing the street. This adds activity to building facades, places more “eyes on the street” than a typical parking structure, and screens the view of large parking areas from the public realm.

Street Level Activity and Design

Feedback gathered from stakeholders throughout the process consistently prioritized a desire for an enhanced pedestrian experience, commercially oriented uses at the ground floor, and opportunities for public gathering spaces. The proposed changes address these comments in multiple ways. As noted above, there are new standards to help break down the scale of larger buildings adjacent to the street to create a more comfortable human-scale experience and allow more sun and sky to reach the sidewalk. In addition, the following standards directly relate to the quality and activity present at the street level.

- More flexible build-to range to enable buildings to shift away from the sidewalk and create space for outdoor dining, retail spillover, and landscape
- Increased setbacks, street-facing entrances, and entry features such as porches or stoops for ground floor residential units to improve the transition between the public realm and private residential homes
- Small, but meaningful, publicly-accessible open space requirements for larger lots to create areas that complement indoor uses and provide additional space for trees and landscape

- Modest nonresidential active use requirements focused on key commercial corridors identified in the Golden Triangle Neighborhood Plan such as Broadway, Bannock Street, and 11th Avenue
- New allowances for alternative compliance for the use of public art and the ability to substitute open space for nonresidential active use requirements, and vice-versa

Related DRMC Amendment for Projects that Exceed Base FAR in D-GT

City Councilmember Chris Hinds, with HOST and CPD support, is also sponsoring a related amendment to the DRMC to revise Chapter 27, Article VI 'Incentives for Affordable Housing' to include specific affordable housing requirements for structures building above the specified base FAR. For policy consistency and administrative efficiency, affordable housing requirements within the proposed revised DRMC Chapter 27, Article VI will continue to extensively cross-reference existing affordable housing requirements. The cross-references create links between Article VI and Article V 'Dedicated Funding for Affordable Housing' to relate proposed incentive requirements to formulas and procedures related to Denver's Affordable Housing Linkage Fee.

Similar to the existing standards for the 38th and Blake Station Area Incentive Overlay (IO-1) and D-CPV zone districts, DRMC affordable housing standards to build above the base FAR in the D-GT district would require construction of affordable housing units for residential projects (more than 50% residential use) and would require either construction of affordable housing units or payment of increased linkage fees for nonresidential projects (less than 50% residential use). Above the base FAR, citywide requirements would apply plus additional requirements based on a 4x multiple of the fee and 'build alternative' (affordable housing unit) formulas already included in the citywide linkage fee system. The affordable housing units in a rental residential project would be affordable to individuals and families earning 60% Area Median Income (AMI), and for-sale affordable housing units may be provided at 80% AMI. This means that structures in the D-GT zone district exceeding base FAR and taking advantage of increased FAR and height allowances would make a greater contribution towards affordable housing than structures built in other areas of the city, consistent with adopted policy recommendations.

A detailed summary of the proposed DRMC Chapter 27, Article VI affordable housing requirements associated with the proposed D-GT updates is attached to this staff report.

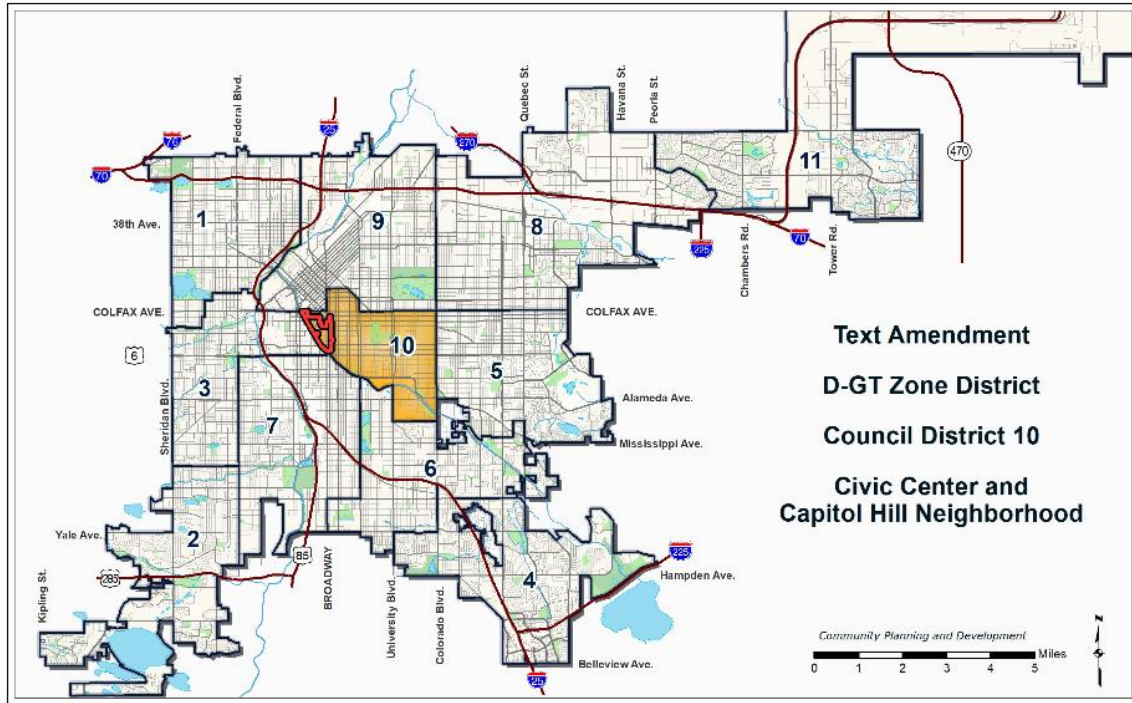
Note that on-going efforts at the state and citywide level to address housing affordability will ultimately result in a more robust and comprehensive approach that will replace the current proposed system to the D-GT zone district.

Large Development Review

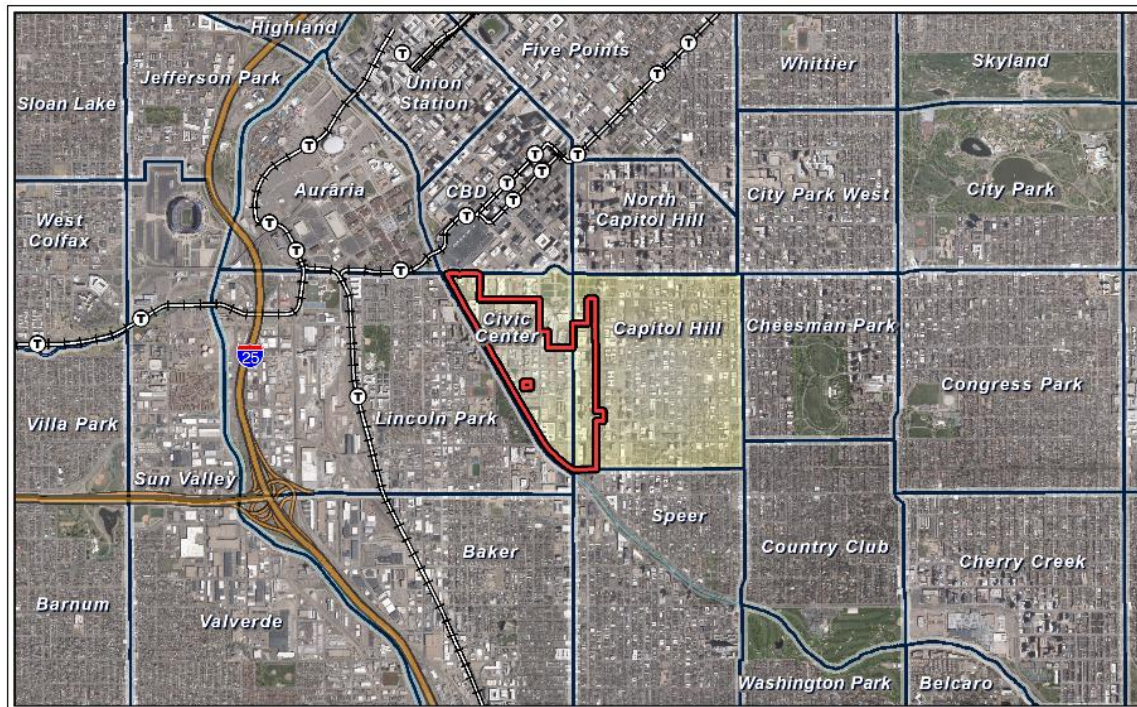
The applicability of the large development review process is defined by DZC Section 12.4.12.2. There is no specific development concept associated with the proposed text amendment, no adopted plan recommends use of the LDR process for this proposal, no infrastructure network or system improvements are anticipated, and no existing general development plan needs to be amended. Therefore, although the area affected by the text amendment is larger than 5 acres, large development review is not applicable.

Context

Council district location map



Neighborhood map



Public Process

	Date
Coordination with Golden Triangle Zoning Update Advisory Committee, Golden Triangle Creative District RNO, Downtown Denver Partnership, and other stakeholders	Mar 2019 – on-going
Phase 1: Plan Guidance, Existing Conditions, and Problem ID Community Open House #1 Public Survey #1 (closed) Interim Report #1: Project Framework and Existing Conditions	6/12/2019 7/1/2019 7/9/2019
Phase 2: Zoning Alternatives Community Open House #2 Public Survey #2 (closed) Planning Board Information Item #1 Interim Report #2: Zoning Framework and Alternatives	9/25/2019 10/22/2019 11/06/2019 1/13/2020
Phase 3: Preliminary Preferred Zoning Framework Community Open House #3 Planning Board Information Item #2 Public Survey #3 (closed)	3/18/2020 4/15/2020 4/28/2020
Phase 4: Preferred Zoning Strategy Interim Report #3: Preferred Zoning Strategy LUTI Information Item Planning Board Information Item #3 Public Survey #4 (closed)	2/16/2021 3/2/2021 3/3/2021 3/25/2021
Draft text amendment available for public review	4/1/2021 – 4/30/2021
CPD informational notice of draft text amendment for public review to all City Council members and registered neighborhood organizations	4/5/2021
Presentation to Inter-Neighborhood Coordination Zoning and Planning Committee	4/24/2021
CPD written and published notice of the Planning Board public hearing sent to all City Council members and registered neighborhood organizations	5/4/2021
Planning Board public hearing	5/19/2021
CPD written notice of the Land Use, Transportation and Infrastructure Committee meeting sent to all City Council members and registered neighborhood organizations	5/25/2021
Land Use, Transportation and Infrastructure Committee of the City Council	6/8/2021

<i>CPD written and published notice of the City Council public hearing sent to all City Council members and registered neighborhood organizations</i>	6/28/2021 (tentative)
<i>City Council Public Hearing</i>	7/19/2021 (tentative)

RNO Comments

As of the date of this staff report, one formal comment from the Morgan’s Historic District RNO was received citing concerns about protecting views from Cheesman Park.

Public Comments

As of the date of this staff report, CPD has received six comments voicing overall support of the zoning update citing a productive stakeholder process, excitement about enhanced design outcomes and improved implementation of adopted plans and the Denver Zoning Code.

Three comments in opposition were received with concerns regarding building height, people experiencing homelessness, property taxes, and a lack of a grand vision that addresses streets and public spaces in addition to private development.

Six comments were received that neither directly supported or opposed, but offered specific feedback on desired changes to the draft zoning text. These suggested changes included raising the base FAR to 10.0, increased building height on both General and Point Tower forms to more easily maximize FAR on all lots, more flexibility on the limitation on visible parking standard, more flexibility on Point Tower standards, removing the nonresidential active use standard, ensuring the Golden Triangle Creative District urban design committee remains involved and has a dedicated seat on the Downtown Design Advisory Board, and a general request for more time to review and test the proposed zoning updates.

Planning Board

The Denver Planning Board held a public hearing on May 19, 2021, and voted (8-1) to recommend approval of the proposed text amendment. There was one speaker in opposition at the public hearing.

Criteria for Review and Staff Evaluation for DZC Text Amendment

The criteria for review of this text amendment are found in DZC, Section 12.4.11. These criteria are summarized as follows:

1. Consistency with Adopted Plans
2. Public Health, Safety and General Welfare
3. Uniformity of District Regulations and Restrictions

1. Consistency with Adopted Plans

The following adopted plans apply to this text amendment:

- Denver Comprehensive Plan 2040 (2019)
- Blueprint Denver (2019)
- Golden Triangle Neighborhood Plan (2014)

- Downtown Area Plan (2007)
- Civic Center District Plan (2005)
- East Central Area Plan (2020)
- Housing an Inclusive Denver (2018)

Denver Comprehensive Plan 2040 (2019)

The proposed text amendment will further *Comprehensive Plan 2040's* Equitable, Affordable and Inclusive goals. The text amendment enhances the existing zoning standards to better promote pedestrian-oriented design, nonresidential uses in embedded the neighborhood, publicly-accessible open space, public art, and housing that is more affordable.

- Equitable, Affordable and Inclusive Goal 1, to: Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.
 - Strategy A – Increase development of housing units close to transit and mixed-use developments. (p. 28)
 - Strategy C – Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts. (p. 28)
- Equitable, Affordable and Inclusive Goal 2, to: Build housing as a continuum to serve residents across a range of incomes, ages and needs.
 - Strategy A – Create a greater mix of housing options in every neighborhood for all individuals and families. (p. 28)
- Equitable, Affordable and Inclusive Goal 3, to: Develop housing that is affordable to residents of all income levels.
 - Strategy B - Use land use regulations to incentivize the private development of affordable, missing middle, and mixed income housing". (p.28)

The updated zoning standards in the text amendment also apply directly to the Strong and Authentic Neighborhoods vision element goals to create a city of complete neighborhoods, enhance neighborhoods through high-quality urban design, and ensure every neighborhood is economically strong and dynamic. The updated zoning creates a more level playing field for a mix of uses (rather than only residential) and includes support for preservation of historic structures and flexibility for smaller infill development that is consistent with traditional patterns.

- Strong and Authentic Neighborhoods Goal 1, to: Create a city of complete neighborhoods.
 - Strategy A – Build a network of well-connected, vibrant, mixed-use, centers and corridors. (p. 34)
 - Strategy D – Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities. (p. 34)
- Strong and Authentic Neighborhoods, Goal 2, to: Enhance Denver's neighborhoods through high-quality urban design.
 - Strategy C – Create people-oriented places that embrace community character with thoughtful transitions, aspirational design, and an engaging public realm. (p.34)
- Strong and Authentic Neighborhoods, Goal 3, to: Preserve the authenticity of Denver's neighborhoods and celebrate our history, architecture and culture. (p.34)
- Strong and Authentic Neighborhoods Goal 4, to: Ensure every neighborhood is economically strong and dynamic.

- Strategy A – Grow and support neighborhood-serving businesses. (p. 35)
- Strong and Authentic Neighborhoods, Goal 7, to: Leverage the arts and support creative placemaking to strengthen community. (p.35)

The Economically Diverse and Vibrant goal to sustain and grow Denver’s local neighborhood businesses will be supported by the requirement for projects on larger lots to provide nonresidential space at the street level. This will increase the amount of commercial space in these areas, ultimately enhancing the availability, and ideally affordability, of space for new businesses, startups and small retailers.

- Economically Diverse and Vibrant, Goal 3, to: Sustain and grow Denver’s local neighborhood businesses.
 - Strategy A – Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver. (p. 46)

The text amendment also addresses the Environmentally Resilient goals to grow responsibly by contributing to the mixed-use character of neighborhoods. This encourages nearby residents to obtain goods and services locally, thereby reducing their overall footprint and potential impact on transportation infrastructure.

- Environmentally Resilient, Goal 8, to: Clean our soils, conserve land and grow responsibly (p. 54)
 - Strategy B – Encourage mixed-use communities where residents can live, work, and play in their own neighborhoods. (p. 54)

The Healthy and Active vision to ensure Denver is a city of safe, accessible and healthy communities is addressed by requirements for projects on larger lots to provide publicly-accessible open space at the street level that serves as a bridge between the sidewalk and active interior uses.

- Healthy and Active, Goal 1, to: Create and enhance environments that support physical activity and healthy living.
 - Strategy C – Design safe public spaces and recreational areas to serve people of all ages and backgrounds. (p. 54)

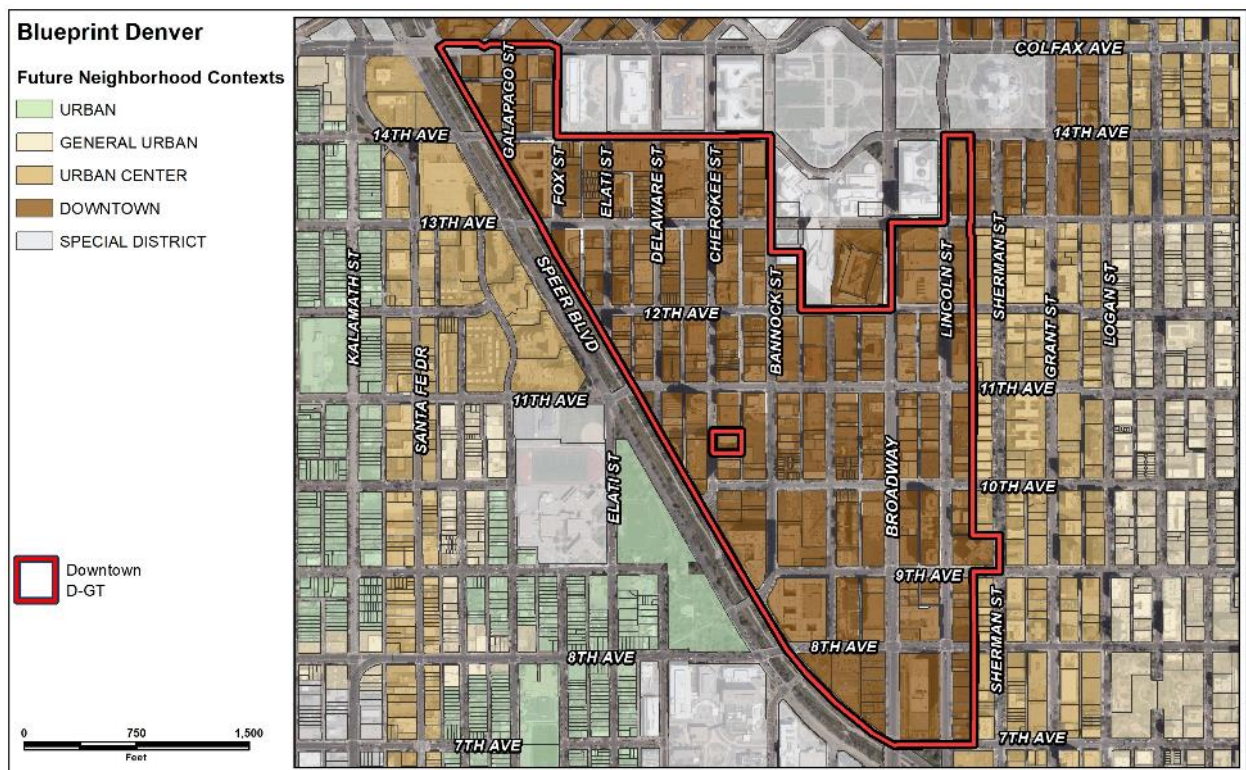
Blueprint Denver (2019)

Blueprint Denver is Denver’s citywide, long range, land use and transportation plan, adopted by City Council in 2019 as a supplement to *Comprehensive Plan 2040*. The area addressed by the proposed text amendment is identified as Community Corridor and High Residential future places within the Downtown neighborhood context. The proposed zoning updates will promote development that supports the complete neighborhood and transportation network vision in *Blueprint Denver*, including neighborhood context, place, street type and growth guidance.

Blueprint Denver Future Neighborhood Context

The Downtown neighborhood context predominantly contains the highest mix of uses in the city including multi-unit residential, commercial, office, civic and institutional. Block patterns are generally regular with perpendicular and diagonal streets and large mixed-use buildings are located close to the street. It also features a range of flexible outdoor spaces, hardscaped plazas, and the greatest level of multimodal connectivity. (p. 137)

The zoning updates proposed for the D-GT district are consistent with the Blueprint future neighborhood context of Downtown because they will promote an even greater mix of uses, publicly-accessible open spaces, and pedestrian-oriented streets that are compatible with the intensity of this downtown neighborhood.



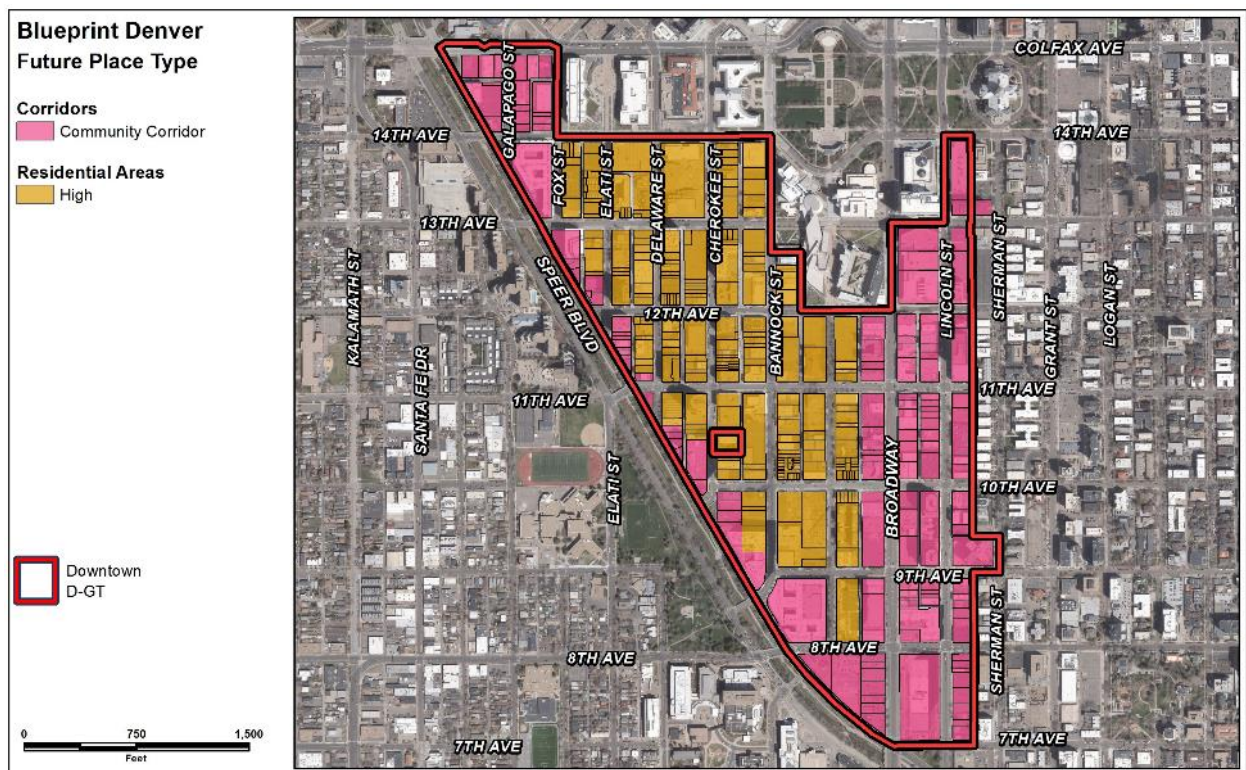
Blueprint Denver Future Places

The D-GT zone district area is designated as Community Corridor and High Residential in the *Blueprint Denver Future Places* map.

The Community Corridor should provide a mix of office, commercial, and residential uses that draw local residents and people from surrounding neighborhoods and other parts of the city. Buildings need to offer a significant degree of street activation that provides an active interface with the street. Public plazas and gathering spaces are found throughout the corridor. These spaces should be flexible to benefit different types of users and activities through the year and are connected by a consistent canopy of street trees. (p. 272)

High Residential areas have a high mix of uses throughout and are distinguished from Downtown regional center area by uses being slightly more dominated by multi-unit residential. They are the most intense and have the greatest heights of residential areas. Pedestrians are given the highest priority with consolidated parking in structures or short-term parking on the street to support local businesses and activities. (p. 274)

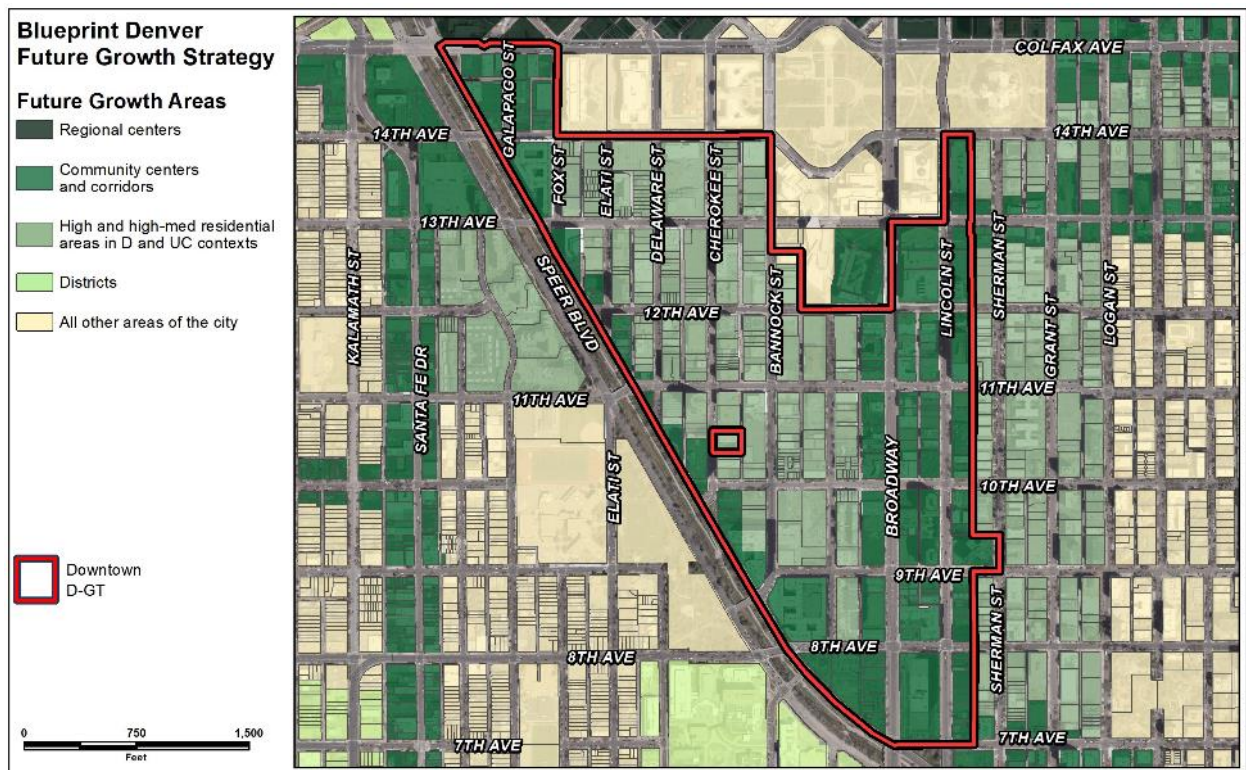
The zoning updates proposed for D-GT further promote the creation of a broad mix of uses including office, commercial, and residential alongside street level retail and services. The FAR and height limits support the on-going development of multi-unit residential projects to offer homes at both market rate and affordable prices. The design standards that apply to shape larger buildings helps contribute to a comfortable pedestrian experience and are bolstered by the street level expectations for active uses, residential setbacks, open space, and public art.



Blueprint Denver Growth Strategy

Blueprint Denver’s growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The D-GT zone district contains “Community Center & Corridors” and “High & High-Medium Residential Areas in Downtown and Urban Center Contexts” future growth areas. Community Centers & Corridors anticipate experiencing 25% of new housing growth and 20% of new employment growth by 2040 (p. 51). The High & High-Medium Residential Areas in Downtown and Urban Center Contexts areas expect to accommodate 15% of new housing growth and 5% of new employment growth by 2040 (p. 51).

The proposed zoning updates ensure that *both* housing growth and employment growth can occur, rather than prioritizing multi-unit residential as occurs within the existing zoning. The ability to build more floor area than the existing zoning is proposed to meet these growth expectations but is balanced by enhanced standards for building shaping and street level activity.



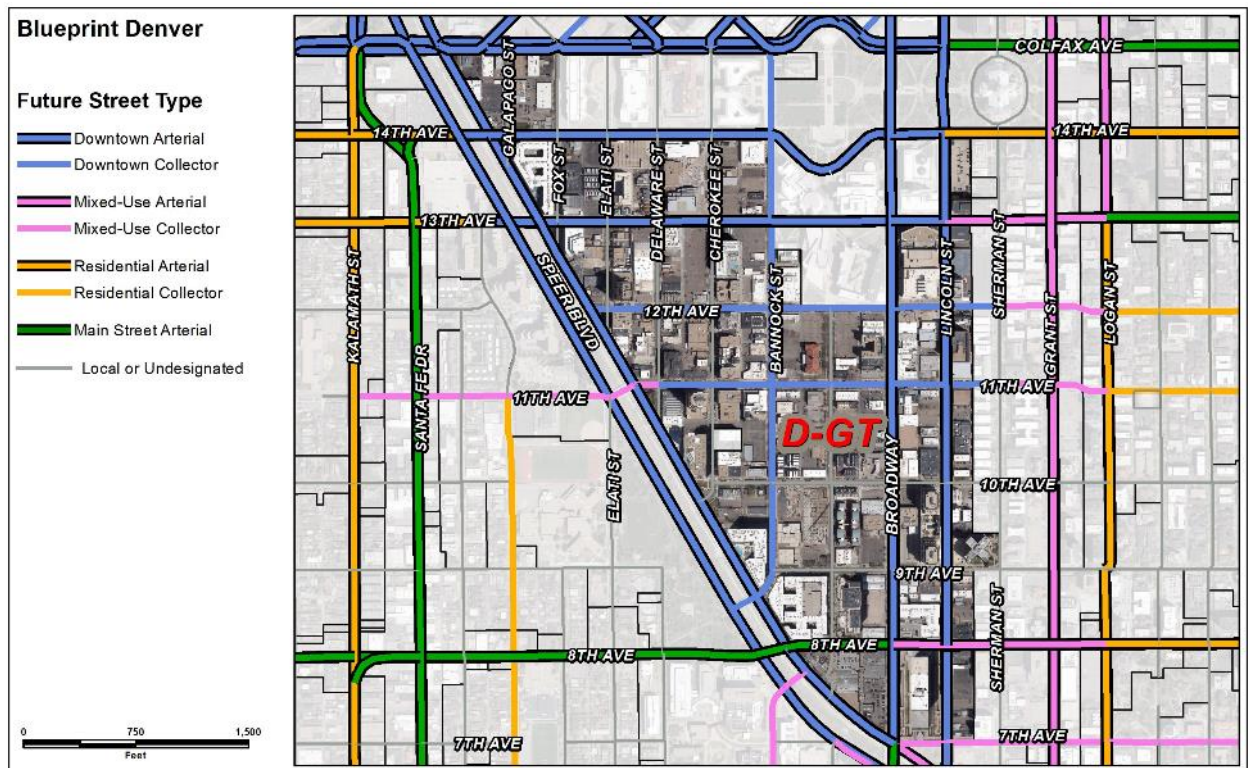
Blueprint Denver Future Street Types

In *Blueprint Denver*, future street types work in concert with future places to evaluate the appropriateness of the intensity of the adjacent development (p. 67).

There are three Future Street Types present in the D-GT area including Downtown Arterials, Downtown Collectors, and Local Streets. Downtown streets are characterized by the most intense land uses including hotels, street level retail and office, and mixed-use residential towers. They are pedestrian-oriented with narrow setbacks, street trees, planters, public plazas, and café seating.

All streets within the D-GT area are also indicated as “Pedestrian Enhanced Areas” in *Blueprint Denver* which specifically focus on enhancing the pedestrian experience, including widening the pedestrian right of way (p. 171). There are several “Bicycle Priority” streets including most of the east-west Avenues, Broadway, Speer Boulevard, Bannock Street, and Delaware Street. Broadway and Lincoln street are also identified as “Transit Priority” streets as high-capacity transit corridors.

The enhanced zoning standards included in the text amendment will contribute higher levels of active uses and open space along these key corridors that combine multi-modal mobility and dense, urban living.



Blueprint Denver Recommendations and Strategies

The proposed D-GT zoning amendments, and associated DRMC and DSG updates, directly address numerous recommendations in Blueprint Denver to support:

- An Equitable City – Planning for equity and guiding change to benefit everyone
- A City of Complete Neighborhoods and Networks – Connecting Denverites to all of their daily needs
- An Evolving City – A measured, common-sense approach to where growth should go and how it should fit in

Land Use and Built Form Recommendations

LU and Built Form: General 01 (p 72) - Promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets.

- A. Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including:
 - Regional centers and community centers
 - Community corridors where transit priority streets are planned
 - High and medium-high residential areas in the downtown and urban center contexts.

LU and Built Form: General 02 (p 72) - Incentivize or require efficient development of land, especially in transit-rich areas.

- C. Allow increased density in exchange for desired outcomes, such as affordable housing, especially in transit-rich areas.
- D. Incentivize redevelopment of opportunity sites such as downtown surface parking lots.
- E. In historic areas, balance efficiency with preservation through strategies that encourage the reuse of structures.

LU and Built Form: General 03 (p 73) – Ensure the Denver Zoning Code continues to respond to the needs of the city, while remaining modern and flexible.

- A. Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code. (note, while D-GT is not within Former Chapter 59, the underlying standards were not updated as part of the Denver Zoning Code adoption in 2010)

LU and Built Form: General 11 (p 79) - Implement plan recommendations through city-led legislative rezonings and text amendments

- A. Use text amendments combined with map amendments to apply strategies recommended by Blueprint Denver at the effective, area appropriate scale. Text amendments and large legislative rezonings should be guided by the equity concepts and maps in Chapter 2.
- C. Use a robust and inclusive community input process to inform city-led rezonings and zoning code text amendments.

LU and Built Form: Housing 06 (p 85) - Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.

- A. Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit. Incentives for affordable housing are

particularly important for areas that score high in Vulnerability to Displacement and score low in Housing Diversity.

LU and Built Form: Housing 08 (p 86) - Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas, innovation flex districts and university campus districts.

- A. Align high-density residential areas near regional centers to support housing growth near major job centers with access to transit priority streets.
- C. Ensure land use regulations, small area plans and major transit investments support desired growth areas.
- D. Advance housing affordability recommendations from this plan and Housing an Inclusive Denver to ensure new units include units affordable to a range of income levels.
- E. In order to capture 25 percent of housing growth within the downtown neighborhood context that contains the largest regional center and the highest intensity residential areas:
 - Study and implement zoning incentives and other tools to attract high-density mixed-use development downtown, especially for vacant and underutilized land.
 - Create incentives for a wide variety of housing options to be included in new developments.
 - Work with partners and the downtown community to build a livable city core with attractive amenities for residents and families.

LU and Built Form: Economics 02 (p 90) - Improve equitable access to employment areas throughout the city to ensure all residents can connect to employment opportunities.

- B. Promote and incentivize the development of affordable and family-friendly housing, as well as a full range of job opportunities, in and near regional centers, community centers and community corridors.

LU and Built Form: Economics 06 (p 93) - Ensure Denver and its neighborhoods have a vibrant and authentic retail and hospitality marketplace meeting the full range of experiences and goods demanded by residents and visitors.

LU and Built Form: Design Quality and Preservation 03 (p 102) - Create exceptional design outcomes in key centers and corridors.

- A. In high-profile areas of the city where a large share of growth is expected, such as downtown and regional centers, use a tool such as area-specific design standards and guidelines to be administered by a design review board.
- E. Revise the zoning code to provide standards for new mixed-use development that better responds to the surrounding context. Standards to examine for improvement include build-to ranges, transparency minimums, lot coverage, and entry features.
- G. Study and implement zoning code changes to create buildings with greater massing variability especially in more intense areas like the urban center context
- J. Implement tools to define appropriate building size and spacing requirements, particularly in areas where tall buildings are allowed.

- K. Identify important mixed-use historic structures and encourage their continued use or adaptive reuse.

LU and Built Form: Design Quality and Preservation 04 (p 103) - Ensure an active and pedestrian-friendly environment that provides a true mixed-use character in centers and corridors.

- C. In downtown and urban center contexts, consider extending active use and transparency requirements above the street level to additional street-facing stories to create a more active street frontage.

Mobility Recommendations

Mobility 01 (p 108) - Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.

- E. Promote mixed-use development in all centers and corridors.

Mobility 02 (p 108) - Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.

- C. For centers and corridors downtown and in the urban center contexts, where access to transit is high, study and implement maximums for off-street parking in private development to encourage the use of alternative modes of transportation.

Mobility 03 (p 109) - On all streets, prioritize people walking and rolling over other modes of transportation.

- C. Ensure that café seating in the public right-of way provides ample and high-quality space for pedestrians and streetscaping, especially in areas with high pedestrian volumes.

Quality of Life Infrastructure Recommendations

QoLI 01 (p 118) – Expand tools and regulations to ensure high-quality parks and outdoor public spaces keep pace with Denver’s growth.

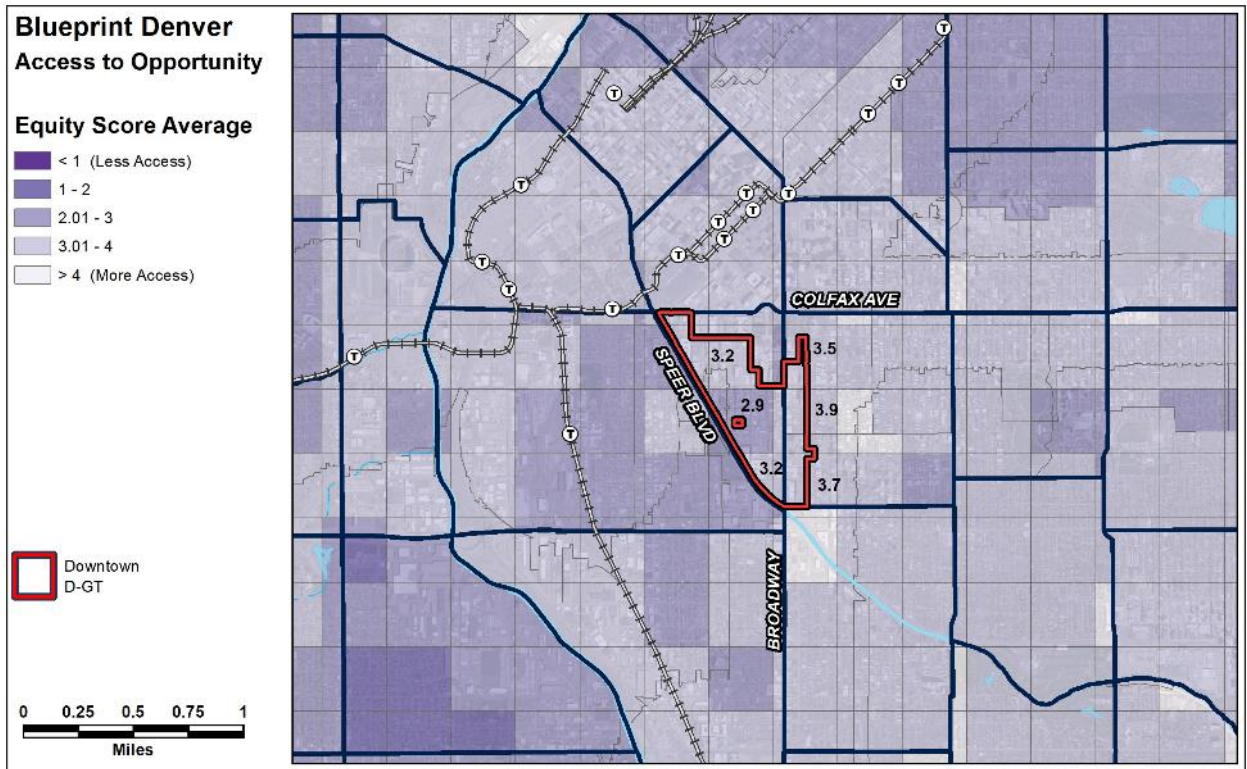
- B. Evaluate the need to increase requirements and/or create incentives for publicly accessible outdoor space for mid- and large-scale developments in centers, corridors and districts.
- C. Develop standards and guidelines around privately owned outdoor spaces to ensure public accessibility, great design and features to respond to culture of the local community. Examine the need to tailor standards and guidelines based on context and/or place.

Blueprint Denver Equity Concepts

Blueprint Denver contains three equity concepts to help guide change to benefit Denver residents and visitors. Each equity concept has associated measurements to help inform considerations for large-scale city-led map amendments along with other implementation actions.

Access to Opportunity

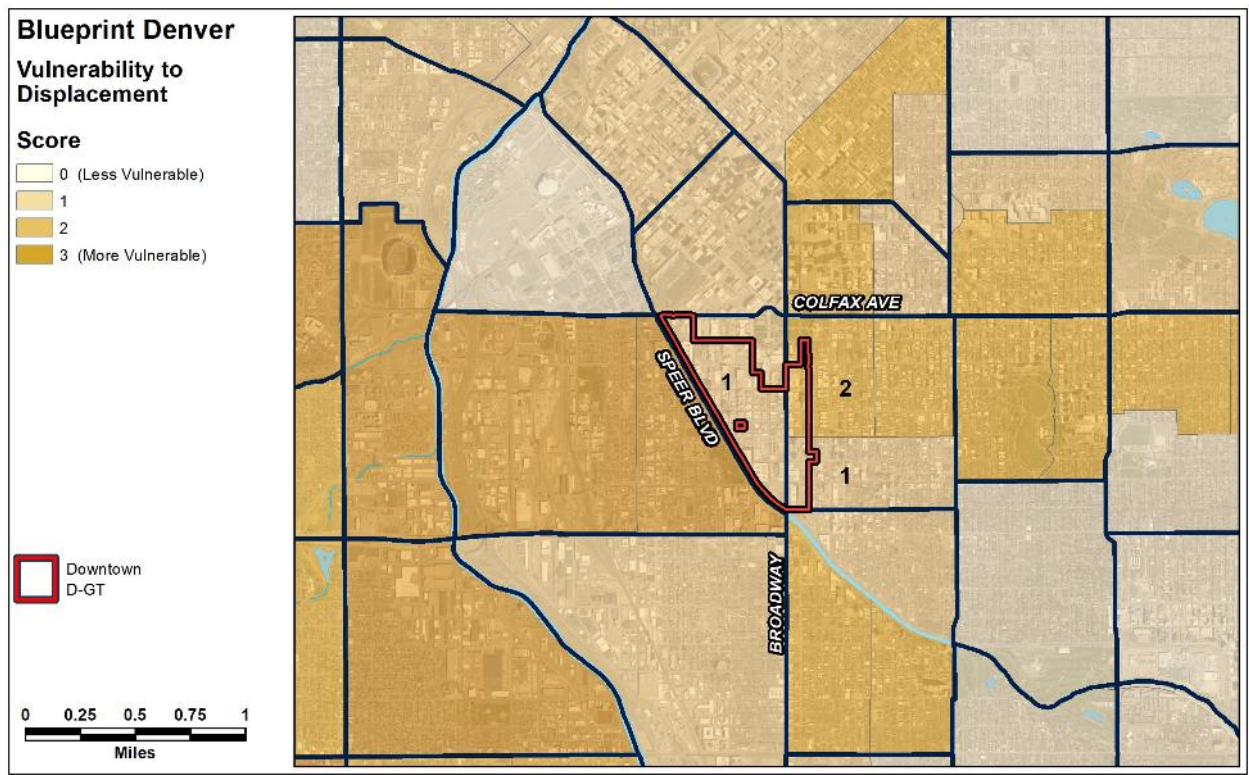
The basis for measuring access to opportunity is a composite of the neighborhood equity index developed by Denver’s Department of Public Health and Environment, proximity to high-capacity and frequent transit, and access to centers and corridors. Access to opportunity helps us to consider if we are making progress towards achieving the vision for complete neighborhoods across the city.



Overall, the D-GT area has higher than average access to opportunity due to close proximity to transit, mixed-use centers and corridors, and parks. The proposed zoning updates will further increase access to opportunity by encouraging walkability in the area and ensuring that new development on large lots includes nonresidential uses that can contribute to jobs, services and amenities. Staff finds that this rezoning application will have a net positive impact on the area’s access to opportunity.

Vulnerability to Displacement

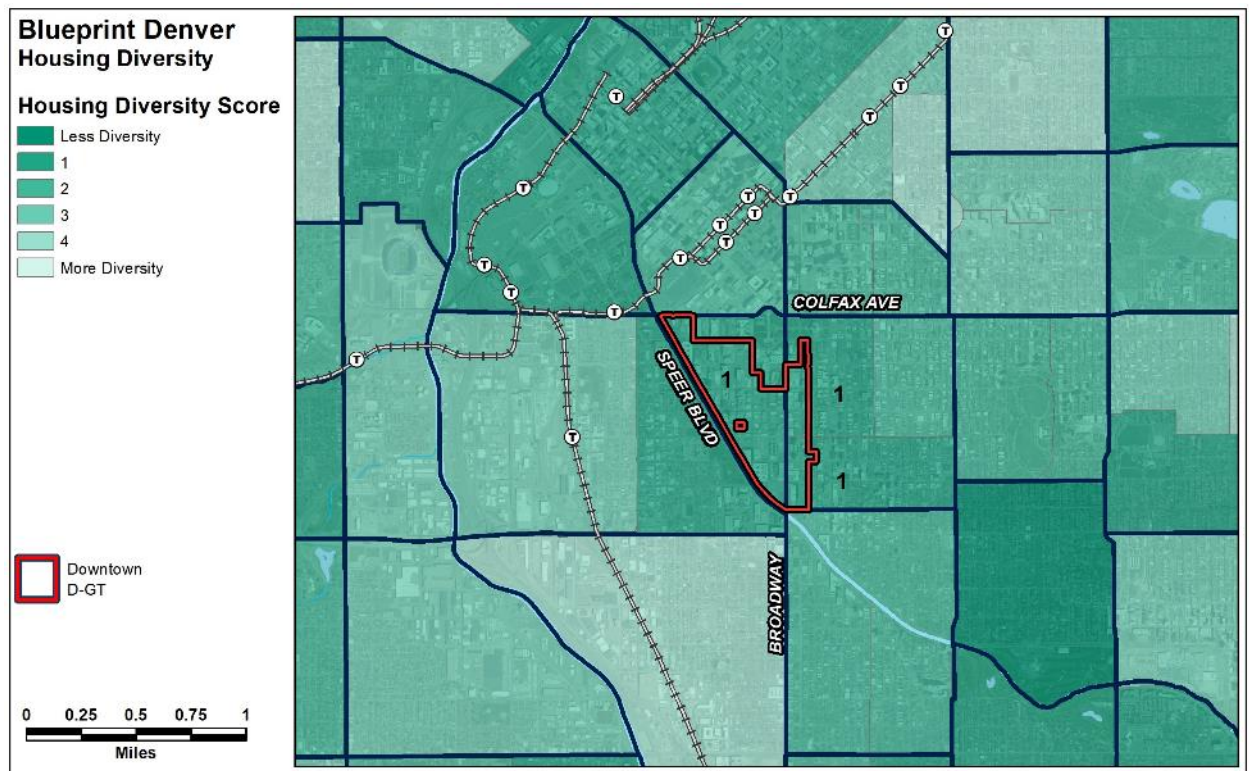
The basis for measuring vulnerability to displacement is the vulnerability to displacement index developed by the Denver Economic Development and Opportunity office. This combines data from median household income, percentage of people who rent housing, and percent of population with less than a college degree. This concept is used to stabilize “residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents” (p. 30).



The D-GT zone district area is relatively less vulnerable to displacement than other areas of the city due to higher than average educational attainment and median income. The D-GT zoning update is not anticipated to significantly impact the metrics associated with vulnerability to displacement. However, by ensuring nonresidential space continues to be offered in new large developments, this could reduce vulnerability of local businesses to displacement by making space more available and affordable. Staff finds that this rezoning will not have a negative impact on this measurement and that housing and businesses will not be displaced as a result.

Expanding Housing and Jobs Diversity

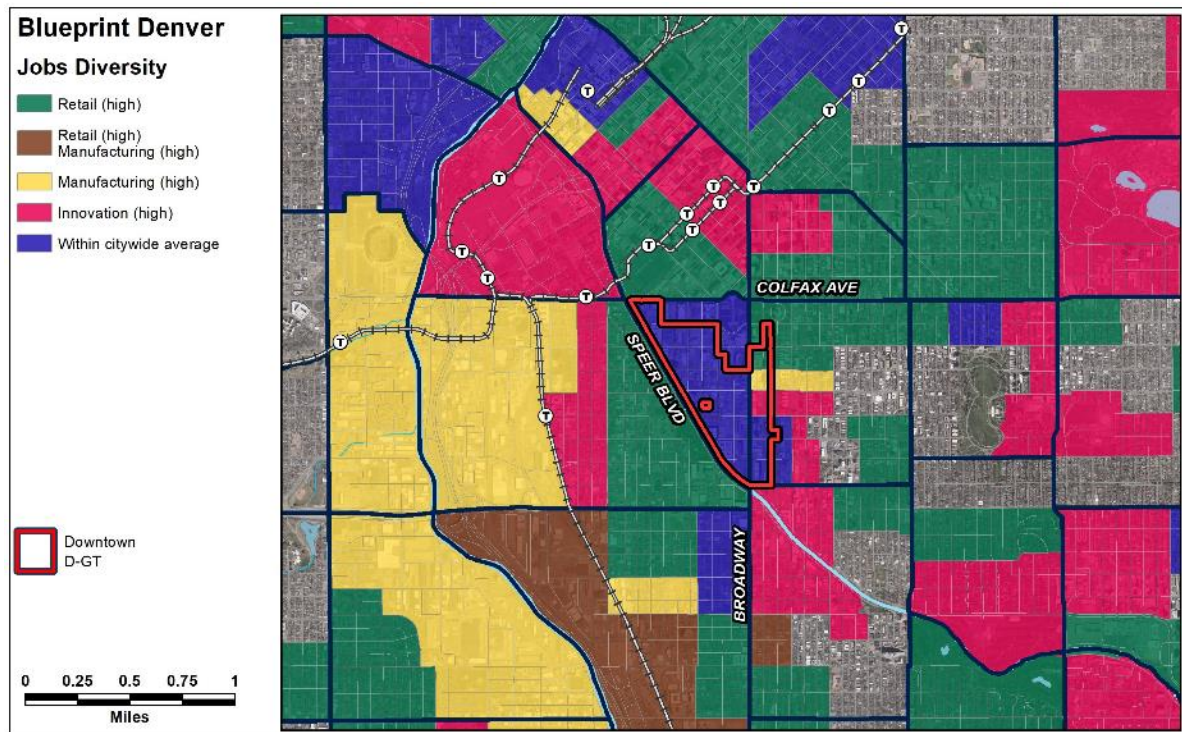
As a *Blueprint Denver* Equity Concept, housing diversity refers to an area being able to offer residents a variety of housing options to accommodate households of different ages, sizes and incomes. The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership vs. rental, housing costs and the number of income-restricted units.



The D-GT district is challenged by Housing Diversity and ranks very low in comparison to other areas of the city due to a lack of missing middle housing options, a high percentage of renters vs. owners, smaller unit sizes, and high housing costs.

The zoning update is likely to improve this metric by incorporating affordable housing requirements for projects that exceed a base size threshold. To access additional incentive floor area, residential projects must meet increased standards for providing more affordable units, whereas nonresidential projects have the option of paying additional linkage fees. The proposed increase in allowed density enables the ability to provide more units overall which serves to address the issue from the supply side, whereas the enhanced requirements for affordable housing further supports the creation of more affordable units in this downtown location. Staff finds that the proposed text amendment will have a positive impact and improve housing diversity in the D-GT area.

Access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth building opportunities. To measure jobs diversity, the City staff look at the number of jobs available and how the variety of these jobs compares to the variety of jobs citywide.



The D-GT zone district is within the citywide average in terms of job density, but has many fewer jobs relative to other areas of downtown. The proposed rezoning is likely to have a positive impact on job diversity in the neighborhood by creating a level playing field for both residential and nonresidential projects to achieve greater floor area than currently allowed. Additionally, nonresidential uses in large projects on key streets may increase the potential for small, local businesses and other employment opportunities. Staff finds that the text amendment will have a positive impact on the area's jobs diversity.

Golden Triangle Neighborhood Plan (2014)

As noted in the summary above, the D-GT regulatory update represents a comprehensive and balanced approach to improve the design quality, mix of uses, and pedestrian experience within this important area of downtown Denver. The process revolved around the recommendations and direction provided by the Golden Triangle Neighborhood Plan. As different zoning tools were conceived and discussed, they were evaluated for their applicability to the 12 key objectives identified in the Plan (noted above in the summary). Those objectives were developed through careful analysis of the many policies and strategies documented in the Golden Triangle Neighborhood Plan. While many other recommendations in the plan will be addressed through other on-going efforts, the following were most closely related to regulatory changes that can be

implemented through amendments to the DZC, DRMC, and applicable urban design standards and guidelines.

Eclectic GT A1. An Urban Mosaic (p. 36)

Goal: Continue and enhance the patchwork of diverse land uses, places and spaces that provide creative energy, a distinctive neighborhood identity, and vibrant street activity.

- A1a. Maintain zoning that allows for a range of land use types, thereby encouraging a variety of development types.
- A1b. Encourage and support development that fosters a broad range of housing opportunities for existing and new residents.

Eclectic GT A2. Contextual Design (p. 37-39)

Goal: Promote redevelopment that brings new residents and activities to the neighborhood while reinforcing its eclectic design context and pedestrian-oriented character.

- A2a. Update the zoning and design guidelines to promote a high-quality pedestrian experience.
 - Implement tools to promote pedestrian-friendly street level design, including transparency, consistent build-to requirements for buildings, entrance location, façade articulation and height at the sidewalk edge.
 - Encourage the provision of privately owned public gathering spaces that are designed to be actively used while highlighting pedestrian connections, primary building entrances, public art, stops on an established Arts and Culture Trail, or views to historic and civic buildings.
 - Require pedestrian-active uses, such as retail, restaurants, and galleries, at the ground level of new development.
- A2b. Update the zoning and design guidelines to ensure that the height and overall mass of new development preserves the neighborhood’s design context and is compatible with adjacent, smaller-scale buildings.
 - Continue to allow a maximum building height of 16-18 stories throughout the Golden Triangle.
 - Introduce a range of options, including upper-story setbacks and façade articulation tools, to ensure that the overall building mass of new development is compatible with the existing diverse range of building scales.
 - Implement tools to preserve access to views and sunlight, such as upper-story mass reduction
- A2c. Encourage the reuse of existing buildings to preserve the neighborhood’s varied design context while providing affordable opportunities for startup businesses, galleries, artists and new residents.
 - Analyze the effectiveness of Transfer of Development Rights (TDR), a tool in the existing zoning, and consider how it or a similar tool could be utilized in the updated zoning to encourage the reuse of existing structures.
- A2d. Promote preservation of the Golden Triangle’s diverse historic resources to maintain neighborhood identity.
 - Consider exceptions to zoning requirements, such as building height or mass reduction, for projects that include preservation of historic structures.

- A2e. Transition the D-GT zone district to the Denver Zoning Code context- and form-based approach to streamline the development process and increase predictability.
 - Organize updated zoning by building form.
 - Allow a diverse range of building forms and standards to support the neighborhood's eclectic design context.
 - Shift current floor area ratio (FAR) regulations to form-based tools
 - Adjust height measurement to be consistent with the 2010 Denver Zoning Code, which measures the height of a building from the elevation of its site, as opposed to the current D-GT zone district, which measures building height from the elevation of Broadway.
 - Consider transitioning existing floor area ratio premiums to updated form-based zoning incentives for affordable housing, public art, and/or arts, entertainment, and cultural facilities. The updated zoning should also consider tools to encourage the provision of privately-owned public spaces on private property.
- A2f. Update the existing design guidelines to help shape new development that is consistent with the plan vision.
 - Identify where the existing design guidelines do not adequately promote current design objectives, ensuring that the guidelines build on new form-based tools.
 - Coordinate the design guidelines with updated zoning regulations.
 - Illustrate development strategies that are consistent with plan objectives, such as incorporating existing buildings into new development or creating strong pedestrian connections.
 - Provide context-sensitive design guidance for neighborhood subareas such as the Broadway/Lincoln Avenue frontage, the southern tip of the neighborhood and the neighborhood core.

Livable GT D1. Connected Open Spaces (p. 82-83)

Goal: Create an interconnected network of open spaces, many of which will be privately owned and maintained, linked by attractive, green and navigable streets and paths.

- D1b. Foster the development of small, intimate spaces throughout the Golden Triangle that are privately owned and/or maintained.

Implementation (p. 96)

- *Regulatory Actions and Policy Strategies*
Regulatory and policy strategies are a critical first step in creating an effective pathway to positive change over time.

“Aligning and updating the Golden Triangle’s existing regulations with the Denver Zoning Code’s context-based and form-based approach is an important first implementation step. This will help increase predictability and ensure building form requirements that clarify and support the neighborhood’s design context. The updated D-GT zoning would remain in the Downtown Neighborhood Context in the Denver Zoning Code ...

An important goal for the new zoning should be to ensure the continued stewardship of the Golden Triangle’s diverse historic resources and to maintain neighborhood identity. Regulatory tools that encourage and enable the reuse of existing buildings, such as parking reductions and the Transfer of

Development Rights (TDR), should be evaluated as effective means for preserving the neighborhood's varied design context while providing affordable opportunities for startup businesses, galleries, artists and new residents. The updated zoning should also explore tools to encourage the provision of privately-owned public gathering spaces, such as parklets and plazas, as part of new development."

Denver Downtown Area Plan 2007

The Denver Downtown Area Plan is a tool to help community leaders, decisionmakers, and citizens build upon Downtown's assets and guide future development to reflect the community's vision of a livable, healthy, sustainable and vibrant Downtown.

The proposed text amendment is consistent with the recommendations of this plan by enabling more robust design standards, supporting public art, activating streets with vibrant uses, providing affordable housing, and promoting the preservation of historic places throughout Golden Triangle.

A. A Prosperous City (p. 17)

A1e. Cultivate arts and culture as key economic drivers

- *Retain and expand the clusters of world-class arts, cultural, and performance facilities in Downtown*
- *Establish connections to emerging arts districts such as Santa Fe, Five Points, Golden Triangle and River North (RiNo)*

A1g. Preserve, reuse and reinvest in historic buildings and places throughout Downtown. These buildings and places demonstrate to future generations Denver's pre-eminence as a western city over the past 150 years

B. A Walkable City (p. 22)

B1b. Require ground floor active uses throughout Downtown through changes to zoning and design guidelines

C. A Diverse City (p. 28)

C1b. Create regulatory incentives that encourage a more diverse array of housing options

D. A Distinctive City (p. 33)

D1a. Use features such as transit stations, changes in the grid, terminating vistas, grand boulevards, character of existing buildings, and relationships to adjacent districts and neighborhoods to influence district form including the intensity of development, height of buildings, ground floor activity, and mix of uses. Enact zoning and design guidelines to realize desired district character.

- Identify mid- and high-rise building forms that promote intense use while maintaining a pleasant street environment with light, views, and visual interest

D1b. Use distinctive ground floor retail, other active uses, and the street environment to reinforce district identity

D1c. Retain and reuse historic buildings to fortify the distinct identity of districts

D1e. Prepare and update adopted plans for district areas (e.g. Golden Triangle Neighborhood Plan, Central Platte Valley Plan and Northeast Downtown Plan) to reflect changing character and other planning issues

Recommendations in the Downtown Area Plan that are specific to Golden Triangle are primarily addressed via the revised Downtown Urban Design Standards and Guidelines that will apply to the area. Many of the strategies in the Golden Triangle section are also related to other improvements in the right-of-way, parks, and other aspects not directly regulated by the Denver Zoning Code.

Civic Center District Plan 2005

The Civic Center District Plan is intended to promote patterns of land use, urban design, circulation and services that contribute to the economic, social and physical health, safety and welfare of the people who live, work, shop and recreate in the district. While most of the Civic Center District Plan applies to areas outside the D-GT zone district, there are portions of overlap and transition along the northern end of the district near 13th Avenue and 14th Avenue.

The proposed text amendment is consistent with this plan because it will help achieve some of the goals envisioned for the transition areas identified between Civic Center and adjacent areas.

Goals and Principles:

- Neighborhood and civic character as a high-density, mixed-use urban area should be protected, enhanced and extended to new development.
- The area should be pedestrian-friendly through safe mobility, strong connections and interesting destinations
- Parking should be located conveniently to destinations and not disrupt the urban character of the district. Structured parking with active ground floor uses, especially retail, helps establish pedestrian-friendly streets.

Land Use Goals for the Civic Center District

- Preserve and reuse the architecturally and historically significant structures and features in the Civic Center District.
- Reinforce Retail Areas: Concentrate regional destination retail on the 16th Street Mall and Broadway. Encourage neighborhood and accessory retail throughout the Transition Area, especially as part of residential or office mixed use developments. Bannock Street should develop as the Golden Triangle neighborhood's retail 'main street' to complement the Acoma Avenue of the Arts on the next block.

East Central Area Plan 2020

While the East Central Area Plan encompasses 6 neighborhoods including City Park, Congress Park, City Park West, Cheesman Park, North Capitol Hill and Capitol Hill, it only overlaps with Golden Triangle on the most western side of the Capitol Hill subarea, where Broadway and Lincoln run south from Colfax Avenue. Capitol Hill key opportunities include (p. 183):

- Quality Infill – Direct growth to appropriate areas and redevelop vacant or underutilized properties with improved design guidelines. See Policy CH-L1 and Policy CH-L2.

- Broadway/Lincoln Corridor – Ensure growth along the corridor serves as an effective transition to Capitol Hill while benefiting from mobility improvements. See Policy CH-L3 and Policy CH-M1.

Capitol Hill recommendations:

Advance recommendations from the Golden Triangle Neighborhood Plan for the Broadway/Lincoln corridor

The East-Central Area Plan replaces the Golden Triangle Neighborhood Plan of 2014 within Capitol Hill, however recommendations that are still relevant to the area west of the alley between Lincoln Street and Sherman Street are carried forward by the plan (p. 186-187).

- A. Update the D-GT zone district and Golden Triangle design guidelines to ensure that the height and overall mass of new development preserves the neighborhood’s design context and is compatible with adjacent, smaller-scale buildings and promotes a high-quality pedestrian experience.
 1. Continue to allow a maximum building height of 16 stories along Broadway and Lincoln Street. *(staff note, the Botanic Garden Cheesman Park view plane extends over this area to the centerline of Broadway and would limit building heights to approximately 16 stories even though proposed height limits are taller in some cases)*
- B. Enhance the current configuration of the Broadway/ Lincoln couplet by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard.

Housing an Inclusive Denver (2018)

Housing an Inclusive Denver is an important adopted plan as it relates to the proposed increases in overall density for the area that can be accessed by meeting increased affordable housing standards. The proposed text amendment for D-GT represents a meaningful step towards a more equitable and affordable city for this relatively small geographic location. On-going efforts at the state and citywide level to address housing affordability will ultimately result in a more robust and comprehensive system that will replace the current proposed amendments in D-GT.

Core Goals (p. 7)

Create affordable housing in vulnerable areas and in areas of opportunity by focusing on production that considers specific neighborhood conditions, including areas vulnerable to displacement and neighborhoods that have strong amenities such as transit, jobs, high quality education and health care.

Legislative and Regulatory Priorities (p. 9, 47-50)

Recommendation 2: Expand and strengthen land-use regulations for affordable and mixed-income housing. Through Blueprint Denver and supplemental implementation actions such as zoning modifications, the City should support land-use regulations that incentivize affordable and mixed-use housing, including expanding the development of accessory dwelling units.

Key Actions (p. 50):

- Implement and evaluate success of a proposed incentive overlay for building heights at the 38th and Blake transit station and explore expanding the program to other areas where increased density may be appropriate, such as near transit.

2. Public Health, Safety and General Welfare

The City of Denver has adopted multiple plans in the interest of public health, safety and the general welfare including Comprehensive Plan 2040, Blueprint Denver, Golden Triangle Neighborhood Plan, and Housing an Inclusive Denver. As described in detail above, the text amendment contributes to the goals, policies and strategies in these City plans, and through implementation furthers the health, safety and welfare of the City.

In addition, the proposed text amendment adds to the general public health, safety and welfare of Golden Triangle residents, employees, and visitors by implementing enhanced design standards that reinforce the desired character of a walkable, pedestrian-scaled, downtown mixed-use neighborhood that offers ground floor active uses, arts and culture, open space, employment, and housing opportunities. It has been shown that pedestrian-friendly, mixed-use areas can contribute to increased physical activity¹, greater community engagement², and mental health³.

(1) Ewing, R., and R. Cervero, 2010. (2) Putnam, 2000. (3) Lund, 2002. Per *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Ed. Andrew L Dannenberg, Howard Frumkin, and Richard J. Jackson, Island Press, 2011.

3. Uniformity of District Regulations and Restrictions

This text amendment will result in uniform regulations applicable to all new development within the Downtown Golden Triangle zone district. The text amendment also furthers the goals of bringing the D-GT district into the modern Denver Zoning Code and moving towards all of Denver under one code with consistent and uniform regulations across various zone districts. No waivers and conditions are requested.

CPD Recommendation

Denver Zoning Code Text Amendment

Based on the review criteria for text amendments stated in Denver Zoning Code Section 12.4.11 (Text Amendment), CPD staff recommend that the Land Use, Transportation, and Infrastructure committee move the Denver Zoning Code text amendment to update the Downtown Golden Triangle zone district forward for consideration by the full City Council.

Denver Revised Municipal Code Amendment

HOST and CPD staff recommend that the Land Use, Transportation, and Infrastructure committee move the Denver Revised Municipal Code amendment to revise Chapter 27, Article VI, establishing affordable housing incentives for the Downtown Golden Triangle zone district forward for consideration by the full City Council.

Attachments

1. Markup draft of DZC text amendment
2. Markup draft of DRMC amendment
3. Summary of proposed affordable housing incentives for the D-GT zone district
4. Summary of updates to design standards and guidelines and design review process
5. RNO and public comments/letters



Denver Zoning Code Text Amendment Downtown Golden Triangle (D-GT)

LAND USE, TRANSPORTATION, AND INFRASTRUCTURE COMMITTEE DRAFT – 06/03/2021

This document contains the draft of a proposed text amendment to the Denver Zoning Code to revise the Downtown Golden Triangle (D-GT) zone district. This zone district update is a major step in the implementation of the Golden Triangle Neighborhood Plan (2014), Blueprint Denver (2019), Housing an Inclusive Denver (2018), and other adopted citywide plans and policies. The zoning update will be concurrent with an amendment to Denver Revised Municipal Code, Chapter 27, Article VI to enable affordable housing incentives. The creation of the Downtown Urban Design Standards and Guidelines to apply to Golden Triangle, as well as Arapahoe Square (D-AS-12+/20+) and CPV-Auraria (D-CPV-T/R/C) districts, is also included in the regulatory updates.

The zoning approach represents the culmination of more than two years of outreach and discussion and is intended to:

1. Implement the recommendations of the Golden Triangle Neighborhood Plan (2014) that support the vision for an eclectic, inclusive, and engaging community.
2. Modernize outdated code standards that date back to 1994.
3. Support citywide land use, equity, open space, and mobility goals found in Blueprint Denver (2019) and other adopted plans.

This Land Use, Transportation, and Infrastructure Committee review draft includes proposed amendments to Articles 8, 10, 11, 12, and 13.

Review Draft Document Conventions

- Text in red underline is proposed new language.
- Text in ~~red strikethrough~~ is proposed deleted language.
- Text in ~~blue strikethrough~~ is being moved from one section/location to another.
- Text in blue, no strikethrough, has been moved from another section/location.
- Only pages with changes relevant to this text amendment are included in the review file. You may wish to look at other sections for additional context.
- While efforts are made to ensure document quality, cross-referenced section numbers, figure numbers, page numbers, and amendment numbers may appear incorrect since both new and old text appears in a draft. These will be corrected in the final, “clean” version of the text amendment that is filed for adoption by City Council.
- Additionally, please note that coordination will continue throughout the process to ensure consistency of approach and administration with other ongoing text amendments. If other ongoing text amendments are adopted after the Land Use, Transportation, and Infrastructure Committee draft, the final, “clean” version of the text amendment that is filed for adoption by City Council will be updated to reflect the other adopted text amendments.

Visit www.denvergov.org/textamendments to learn more about this proposed text amendment. Please send any questions or comments to Kristofer Johnson at kristofer.johnson@denvergov.org.

**ALL INTERESTED PERSONS AND ORGANIZATIONS SHOULD EXPRESS THEIR CONCERNS OR SUPPORT
AT THE PUBLIC HEARING BEFORE CITY COUNCIL.**

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DIVISION 8.2 DISTRICTS (D-C, D-TD, D-LD, D-CV, D-GT, D-AS-, D-CPV-)

SECTION 8.2.1 DISTRICTS ESTABLISHED

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

Downtown Neighborhood Context

D-C	Downtown Core District
D-TD	Downtown Theater District
D-LD	Lower Downtown (LoDo) District
D-CV	Downtown Civic District
D-GT	Downtown Golden Triangle District
D-AS	Downtown Arapahoe Square District
D-AS-12+	Downtown Arapahoe Square 12+ District
D-AS-20+	Downtown Arapahoe Square 20+ District
D-CPV-T	Downtown Central Platte Valley - Auraria Transition District
D-CPV-R	Downtown Central Platte Valley - Auraria River District
D-CPV-C	Downtown Central Platte Valley - Auraria Center District

SECTION 8.2.2 DOWNTOWN DISTRICTS

8.2.2.1 General Purpose

The purpose of the Downtown Neighborhood Context Districts is to provide building use, building form, and design standards for this central Denver area. Each of the Downtown Districts is specific to and uniquely applies to a single area within the Downtown Context.

8.2.2.2 Specific Intent

A. Downtown Core District (D-C)

The Downtown Core District is and must remain Denver's most prominent public environment; an urban center that is at once comfortable, exciting, and without question the business, entertainment and urban lifestyle center of the region.

B. Downtown Theater District (D-TD)

The Downtown Theater District is specific to an area of the Central Business District associated with the Denver Performing Arts Center, and which specifically enables over-scale, lively, and dynamic billboards and signage to promote Denver's preeminent entertainment district.

C. Lower Downtown (LoDo) District (D-LD)

The Lower Downtown District is specific to the Lower Downtown Historic District.

D. Downtown Civic District (D-CV)

The Downtown Civic District includes primarily public buildings surrounding and in the vicinity of the Civic Center park, and is intended to promote and continue the signature civic architecture and urban design of buildings and public spaces within the district.

E. Downtown Golden Triangle District (D-GT)

The Golden Triangle (D-GT) is a neighborhood ~~with a mixture of housing, office, commercial, and retail that encourages a wide range of uses including housing, office, civic, and retail, with an emphasis on active uses at the ground floor.~~ It is a cohesive and well-connected neighborhood ~~of~~ with active pedestrian-oriented tree-lined streets, ~~and~~ mixed-use development, and a strong association with art and culture. Typical building heights range from 3 to approximately 20 stories, with the General building form intended to provide architectural variety and flex-

ibility for all uses, and the Point Tower building form that provides an opportunity for building heights of more than 20 stories in a slender tower. Historic buildings as well as a diversity of contemporary structures of different scales and detail contribute to designed with human scale and detail are a part of the district's unique eclectic character and emphasize human scaled massing at the street level.

F. Downtown Arapahoe Square District (D-AS)

The D-AS zone district is specific to a small area of the Curtis Park neighborhood that is adjacent to the Arapahoe Square neighborhood and was previously zoned B-8-A under Former Chapter 59. D-AS is intended to support a mix of uses that provide a pedestrian friendly transition from the surrounding lower scale neighborhoods to the high-rise scale of downtown.

G. Downtown Arapahoe Square 12+ District (D-AS-12+)

D-AS-12+ applies to mixed-use areas within the Arapahoe Square neighborhood that provide a cohesive, connected and pedestrian-friendly transition between the Downtown Core, D-AS-20+ district and adjacent lower-scale neighborhoods. The district is intended to facilitate development of Arapahoe Square into a cutting edge, densely populated, area that provides a range of housing types and a center for innovative businesses. Typical building heights range from 8 to about 12 stories, with the Point Tower building form providing an opportunity for building heights of about 20 stories in a slender tower.

H. Downtown Arapahoe Square 20+ District (D-AS-20+)

D-AS-20+ applies to mixed-use areas within the Arapahoe Square neighborhood that are adjacent to the Downtown Core and provides a cohesive, connected and pedestrian friendly transition to the Downtown Core and D-AS-12+ district. The district is intended to facilitate the development of Arapahoe Square into a cutting edge, densely populated, area that provides a range of housing types and a center for innovative businesses. Typical building heights range from 12 to about 20 stories, with the Point Tower building form providing an opportunity for building heights of about 30 stories in a slender tower.

I. Downtown Central Platte Valley – Auraria Transition District (D-CPV-T)

The Transition district is located within approximately 1 block of established neighborhoods and buildings adjacent to and within Central Platte Valley – Auraria and supports a wide range of downtown neighborhood uses. This district applies to areas near Water Street and Interstate 25; along Auraria Parkway between Speer Boulevard and approximately 9th Street; and along Speer Boulevard between Auraria Parkway and approximately Chopper Circle/Wewatta Street. The overall intensity of this district is lower than the D-CPV-C district to create an appropriate relationship to surrounding neighborhoods, buildings, and campus environments.

A diversity of building scales and intensities will define the area with an emphasis on human-scaled massing at the street level and preserving access to sun, sky, and views as buildings increase in height. The General building form will provide flexibility for multiple building types and uses.

J. Downtown Central Platte Valley – Auraria River District (D-CPV-R)

The River district is located within approximately 1 to 1.5 blocks along both sides of the South Platte River. This district encourages a wide range of uses, particularly ground-floor active uses that engage the river edge, such as retail, eating and drinking establishments, and residential units. There is an emphasis on visual and physical permeability between taller, more slender buildings along the river. The overall intensity of this district is lower than the D-CPV-C district to create an appropriate relationship to the South Platte River.

The Point Tower form is prioritized as the primary building form, with an emphasis on human-scaled massing at the street level and preserving access to sun, sky, and views as buildings increase in height. The General building form is limited in height and is intended to provide architectural variety and flexibility for smaller uses and constrained sites. The Point Tower

frontage, except along the Southwest side of the 16th Street Mall where the build-to zone shall be increased to 20 feet.

2. *In the areas northeast and southwest of the area noted above in Subsection B.1, buildings shall be built to within 10 feet of the property line adjoining the street for no less than 50% of each separately owned zone lot frontage.*

C. Exposure to the Sky

In order to allow reasonable levels of natural light to reach the street, while also promoting strong definition of the street space, all new structures located on zone lots containing more than 15,000 square feet shall provide at least 15 percent sky exposure as measured from each abutting public street on which the zone lot has greater than one hundred fifty (150) linear feet of frontage. All sky exposure measurements shall be calculated using a Waldram diagram.

D. Ground Floors of Parking Structures

Each primary use or accessory use parking structure constructed after October 10, 1994, or renovated after October 10, 1994, shall either (1) have all ground floor frontages within 30 feet of a public street or a pedestrian and transit mall occupied by Downtown Ground Floor Active Uses, or (2) have driving aisles, ceiling heights, utility layouts, and structural openings designed to be consistent with future occupancy of the ground floor street frontage by Downtown Ground Floor Active Uses, unless such requirements are inconsistent with the structural layout of existing structures being converted to parking uses.

E. ~~Downtown Design Standards and Guidelines Review~~

1. Applicability

All new structures and all structures that are being renovated, and the renovation includes alterations to the lower 80 feet of the facade of the structure shall be subject to either:

- a. Design standards and a design standards review process established by rules and regulations; or
- b. Design guidelines and a design guidelines negotiation process established by rules and regulations.
- c. Design standards and design guidelines shall address those topics listed in Section 8.3.1.6.E.4 below. For each element of building or project design listed in Section 8.3.1.6.E.4, the applicant shall have the option of submitting proposed designs for a determination of consistency under the design standards review process or for approval under the design guidelines negotiation process. The applicant shall also have the option of submitting different design elements for determinations of consistency or for approval at different times. The design standards review process and the design guidelines negotiation procedures shall be conducted by the planning office staff. The Zoning Administrator shall not issue permits for use and construction until all applicable requirements have been met.

2. Exclusions

The design standards review process and the design guidelines negotiation process set forth in this Section shall not apply to:

- a. Any Historic Structure, or
- b. Any facade of an existing structure that is not being altered.

3. Intent

The design standards and design guidelines are intended (i) to promote visibility of commercial activities at ground level; (ii) to provide human scale through change, contrast, and intricacy in facade form, color and/or material where lower levels of structures face

5. “Additional parking” is parking above the required minimums as set forth in Sections 8.4.1.4.B.1 through 8.4.1.4.B.4 above. All structures may provide up to an additional one-half parking space per residential unit and one space per 1,500 square feet of gross floor area of nonresidential uses;
6. “Excess parking” is any parking in excess of the required minimums and allowed additional parking. Excess parking may be granted only upon application to the Lower Downtown Design Review ~~Board Commission~~ in accordance with the provisions of D.R.M.C., Article III (Lower Downtown Historic District) of Chapter 30 (Landmark Preservation);
7. Off-street parking requirements may be met off the zone lot according to Section 10.4.4.5, Location of Required Vehicle Parking, of this Code after consultation with the Lower Downtown Design Review ~~Board Commission~~, and provided said parking is provided within the D-LD zone district or within 1,000 feet of the subject zone lot; and
8. All required off-street parking spaces shall be designed in accordance with Division 10.4, Parking and Loading, of this Code.

C. Accessible Parking

Whenever off-street parking spaces are provided, a minimum number of accessible parking spaces shall be provided according to the requirements of the Denver Building Code and the federal Americans with Disabilities Act.

DIVISION 8.6 DOWNTOWN GOLDEN TRIANGLE DISTRICT

SECTION 8.6.1 ~~GOLDEN TRIANGLE DISTRICT~~

8.6.1.1 **Generally**

The provisions of this Division apply to all lands, uses and structures in the Golden Triangle district.

8.6.1.2 **Uses Permitted**

See Division 8.11 for uses permitted in the Golden Triangle District.

8.6.1.3 **Permitted Structures:**

A. **Open Space Required**

For each structure designed, used or occupied either in whole or in part as a multiple unit dwelling there shall be provided in the D-GT district a minimum of 25 square feet of unobstructed open space, for each dwelling unit; such unobstructed open space may be located on the ground or on several usable roofs or balconies but shall not include space provided for off-street parking. Such requirement shall not apply to the construction of multiple unit dwellings through the conversion of buildings originally designed for nonresidential uses.

B. **Setbacks from Abutting Street Frontages**

1. **Maximum Setback**

Buildings shall be built at or within 5 feet of the zone lot line abutting the street for no less than 65% of each zone lot frontage, unless otherwise provided in this Division 8.6 or in Design Standards and Guidelines adopted for the Golden Triangle neighborhood.

2. **Setbacks from Speer Boulevard**

All structures on zone lots abutting Speer Boulevard shall be set back from Speer Boulevard a distance of at least 10 feet. In addition, any structure over 100 feet tall that is located on a zone lot containing at least 15,000 square feet of area shall have that portion of the structure that is more than 100 feet above ground level set back at least 20 feet from the right-of-way of Speer Boulevard; provided, however, that in lieu of such additional setback, the owner of such property may choose to have the design of such structure reviewed and approved by Community Planning and Development to avoid overshadowing of the Speer Boulevard right-of-way. Such design review shall be conducted pursuant to Section 8.6.1.4, Design Review, below.

C. **Maximum Height**

The maximum height of structures shall not exceed 175 feet above the elevation of Broadway Street as measured at the highest point on Broadway directly east or west of the subject property, as the case may be, as determined by the City Engineer. Upon request by the applicant, the Zoning Administrator, after consulting with the Manager and the chairperson of the Planning Board or their designated representatives, may increase the maximum heights by up to 25 feet according to the Administrative Adjustment procedures in Section 12.4.5, in order to compensate for design constraints imposed by unusually high water tables, irregularly shaped Zone Lots not caused by the property owner, and other unusual site conditions not caused by the property owner.

D. **Maximum Gross Floor Area in Structures**

1. **Basic Maximum Gross Floor Area**

The sum total of the gross floor area of all structures on a zone lot shall not exceed 4 times the area of the zone lot on which the structures are located.

2. Floor Area Premiums

In addition to the basic maximum gross floor area permitted under Section 8.6.1.3.D.1 above, a premium of additional floor area may be constructed according to the following formulas:

a. Premium for Housing

One (1) square foot of floor area premium shall be awarded for each square foot of Residential uses constructed in a new structure or through conversion of all or a part of an existing structure from other uses:

b. Premium for Residential Support Uses

One (1) square foot of floor area premium shall be awarded for each square foot of “Residential support uses”, defined to be limited to a retail food sales use, or elementary or secondary school meeting all requirements of the compulsory education laws of the state, or day care center constructed to at least the minimum licensing standards of the Colorado Department of Environmental Health.

c. Premium for Arts, Entertainment, or Cultural Facility

One (1) square foot of floor area premium shall be awarded for each square foot of “arts, entertainment, or cultural facility”, defined to be limited to the provision of amusement or entertainment services upon payment of a fee, art gallery, museum, theater, or other similar uses as determined by the Zoning Administrator.

d. Premium for Rehabilitation of Historic Structure

One (1) square foot of floor area premium shall be awarded for each square foot of rehabilitation of a designated Historic Structure, the rehabilitation of which has been approved by the Landmark Preservation Commission in accordance with D.R.M.C., Chapter 30 (Landmark Preservation).

e. Premium for Public Art

A floor area premium equal to 25 percent of the zone lot area for public art constructed in a new structure or through conversion of all or a part of an existing structure from other uses with the following conditions:

- i. The public art must cost at least 1 percent of the valuation of construction of the new structure or 1 percent of the valuation of construction of the structure renovation or \$500,000.00, whichever is less; and
- ii. The public art is displayed outside or on the exterior surface of the new or renovated structure and is visible from at least 1 public street.

f. Premium for Affordable Housing

A floor area premium equal to 40 percent of the zone lot area if the structure qualifies under the provisions of D.R.M.C., Chapter 27, Article IV (Affordable Housing), provided all of said floor area premium is dedicated to residential uses and was submitted for approval prior to January 1, 2017.

g. Continuation of Uses

All areas for which a floor area premium has been granted shall continue to be occupied by those same uses or by other uses eligible for at least an equal amount of premium space and no change of use permit shall be approved except in compliance with the aforementioned requirement.

3. Maximum Gross Floor Area in Structures

Notwithstanding the provisions of Section 8.6.1.3.D.2, Floor Area Premiums, the sum total of the gross floor area of all structures on a zone lot shall not be greater than 6 times the area of the zone lot on which the structures are located, provided, however, that if an applicant submits the design of the entire project to the design review process described in Section 8.6.1.4, as appropriate, the sum total of the gross floor area of all structures on a zone lot shall not be greater than 7 times the area of the zone lot on which the structures are located. In addition, undeveloped floor area from designated Historic Structures with-

in the D-GT zone district may be transferred to other properties within the D-GT district pursuant to the procedures for transfer of undeveloped floor area from Historic Structures in the Downtown Core/Downtown Theater district set forth in Section 8.3.1.4.D.3; provided, however, that no receiving zone lot may increase its maximum gross floor area by more than 1 times the area of the receiving zone lot through such a transfer, and that no such transfer of undeveloped floor area shall have the effect of increasing the sum total of the gross floor area of all structures on a zone lot to more than those limits set forth in the preceding sentence.

8.6.1.4 Design Review in the D-GT District

A. Applicability

Design standards and review procedures shall apply to the following:

1. All structures and all site improvements or alterations seeking the design review premium established in Section 8.6.1.3.D.3 above; and
2. The lower eighty (80) feet of a building constructed or renovated, and all site improvements or alterations constructed or renovated, where the renovation includes alterations to the exterior of the building other than restoration of original design features with original materials;

B. Procedures

Design review shall be conducted by Community Planning and Development. Design review shall be completed within 30 days after the submission of a complete application to the Zoning Administrator, except that the 30-day review period may be extended by an amount of time equal to any delay caused by the applicant, or with the applicant's consent, and no permits for construction and use shall be issued until design review has been completed.

C. Criteria

Design review shall be based on the following criteria:

1. Design Review for Floor Area Premium

The project shall be designed to promote the following objectives:

- a. Be consistent with the pertinent elements of the Comprehensive Plan, particularly any adopted neighborhood plan;
- b. Provide human scale through change, contrast, intricacy in facade form, color and/or materials;
- c. Spatially define the street space; and
- d. Respect the character of the neighborhood as defined by its civic buildings and its older, pre-World War II masonry buildings;
- e. Provide step-backs in the building form to:
 - i. Create pedestrian scale along the street;
 - ii. Deflect wind patterns created by taller buildings away, as much as is practicable, from the street;
 - iii. Increase sky and daylight exposure to the street; and
 - iv. Increase sunlight exposure to the street, particularly along "numbered" streets;
- f. Locate Downtown Ground Floor Active Uses, wherever possible, along the street;
- g. Provide at Street Level as much as possible, transparent facades, and frequent pedestrian access to the buildings;
- h. Provide finished, architecturally designed and detailed facades for all exposures of the building, particularly those exposures above the first floor;

- i. Architecturally design the top of the building to provide a finished terminus to the building's form. At a minimum, screen all roof-top mechanical equipment and carefully design and detail all roof-top penthouses; and
 - j. Avoid highly reflective glass, and facades composed predominantly of glass curtain wall systems.
- 2. Review of Lower 80 Feet Required for All Structures**

Project layout and design of the lower 80 feet of structures shall be designed to promote the following objectives:

 - a. Be consistent with the pertinent elements of the Comprehensive Plan, particularly any adopted neighborhood plan;
 - b. Provide human scale through change, contrast, intricacy in facade form, color, and/or materials where lower levels of a structure face public streets;
 - c. Spatially define the street space in order to promote pedestrian activity; and
 - d. All structures should respect the character of the neighborhood as defined by its civic buildings and its older, pre-World War II masonry buildings;
 - e. Provide setbacks in the building form to:
 - i. Create pedestrian scale along the street;
 - ii. Deflect wind patterns created by taller buildings away, as much as is practicable, from the street;
 - iii. Increase sky and daylight exposure to the street; and
 - iv. Increase sunlight exposure to the street, particularly along "numbered" streets;
 - f. Locate Downtown Ground Floor Active Uses, wherever possible, along the street;
 - g. Provide, at Street Level, as much as possible, transparent facades, and frequent pedestrian access to the buildings; and,
 - h. Avoid highly reflective glass, and facades composed predominantly of glass curtain wall systems.
- 3. Parking Structures Review**
 - a. Shall have ground floor frontages occupied by Downtown Ground Floor Active Uses as defined in Article 13 of this Code, or shall have driving aisles, ceiling heights, utility layouts, and structural openings designed to be consistent with future occupancy of the street frontages by Downtown Ground Floor Active Uses, unless such requirements are inconsistent with the structural layout of existing structures being converted to parking uses;
 - b. Shall be designed to be compatible with the scale and character of the surrounding area and the vision and goals of the Comprehensive Plan and any adopted neighborhood plan; and
 - c. Shall provide variety and human scale through the use of architectural proportions, detail, surface relief, texture, and materials that are complementary to traditional commercial and industrial structures.
- 4. Rules and Regulations**

The Manager has the authority to adopt rules and regulations further establishing criteria, standards and procedures for the D-GT District.

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

SECTION 8.6.2 GENERAL INTENT

The Intent of this Division 8.6 Downtown Golden Triangle District is to:

- 8.6.2.1 Implement the recommendations of applicable adopted plans.
- 8.6.2.2 Implement the General Purpose and Specific Intent for the Downtown Golden Triangle zone district provided in Section 8.2.2.
- 8.6.2.3 Enhance and promote a quality urban environment including access to parks and open space, tree lined streets, generous pedestrian zones and public space, interconnected street networks, and convenient access to transit and alternative modes of transportation.
- 8.6.2.4 Prioritize the pedestrian realm as a defining element of neighborhood character.
- 8.6.2.5 Promote walking, biking, transit, and alternative modes of transportation that decrease reliance on vehicle access and parking.
- 8.6.2.6 Promote development of a vibrant sense of place that reflects the neighborhood.
- 8.6.2.7 Encourage design that relates to pedestrians in scale and activity.
- 8.6.2.8 Encourage innovative and unique design solutions that help define a special character.
- 8.6.2.9 Support context-sensitive relationships within the district and to adjacent buildings and neighborhoods through appropriately scaled building design.
- 8.6.2.10 Support an integrated arrangement of residential, employment, retail, service, and open space uses that are conveniently located to and compatible with each other.
- 8.6.2.11 Promote arts and culture as a primary component of neighborhood character.

SECTION 8.6.3 BUILDING FORM INTENT FOR DOWNTOWN GOLDEN TRIANGLE DISTRICT

8.6.3.1 Height

- A. Encourage building forms that fully realize the urban character and intensity envisioned for the Downtown context.
- B. Allow a variety of building heights appropriate for an urban location.
- C. Enable flexible building shaping to support access to sunlight and sky and create appropriate transitions to surrounding areas.

8.6.3.2 Floor Area Ratio

- A. Encourage design creativity and a variety of building configurations.
- B. Include all contributors to building massing, including parking, in the determination of overall building intensity and scale.
- C. Allow additional development intensity in support of city and community priorities.

8.6.3.3 Siting

- A. **Required Build-To**
 - 1. Create an urban street edge to enhance the character of the neighborhood and promote pedestrian activity.

2. Reinforce the character and quality of public streets with buildings that provide consistent siting, pedestrian orientation and access to the street.

B. Setbacks

1. Site buildings to be consistent with the intended character and functional requirements of the Downtown context.
2. Site buildings to define the street edge/public realm consistent with the context.
3. Create appropriate transitions between the public realm and adjacent exterior amenities and building elements.
4. Create appropriate transitions between the public realm and private residential uses.

C. Open Space

1. Enhance access to publicly-accessible open areas that contribute pedestrian activity, engage with internal active uses, offer landscape and tree canopy, and provide moments of respite in the urban environment.

D. Parking and Service Access Locations

1. Minimize the visual impacts of parking structures on streets and surrounding properties.
2. Minimize conflicts between pedestrians and vehicles.
3. Ensure parking and service access is located appropriately to minimize impacts to the pedestrian environment.

8.6.3.4 Design Elements

A. Building Configuration

1. Define appropriate sizes and separation distances on upper stories of buildings to support access to sunlight and sky.
2. Limit excessively long and monotonous building facades.
3. Encourage variation in building form, especially in the design of larger buildings.

B. Primary Street Upper Story Setback

1. Provide appropriate pedestrian scale, height, variety, and massing along the street.
2. Maintain a predominantly 2- to 8-story height near the sidewalk edge.

C. Incremental Mass Reduction

1. Proportionally shape and taper building massing as building height increases.
2. Support access to sunlight and sky.

D. Transparency

1. Maximize transparency at the Street Level to activate the street.
2. Utilize doors and windows to establish scale, variation, and patterns on building facades that provide visual interest and reflect uses within the building.

3. Use transparent glass to promote engagement between building activities and the sidewalk and limit reflected glare onto neighboring streets and properties.

E. Entrances

1. Prioritize the pedestrian realm as a defining element of neighborhood character.
2. Provide convenient access to buildings and active uses from the street.
3. Establish a direct relationship to the street through access, orientation and placement consistent with the context.
4. Create visually interesting and human-scaled facades.

F. Limitation on Visible Parking Above the Street Level

1. Encourage underground and convertible parking designs that more effectively utilize aboveground building area for active uses.
2. Create activity and visual interest on building facades above the Street Level.
3. Promote structured parking designs that reflect the architectural language of the building and contribute to the overall character and quality of the neighborhood and streetscape.

G. Street Level Active Uses

1. Reinforce the character and quality of a vibrant public realm with active uses that support pedestrian activity and sense of place.
2. Encourage nonresidential uses at the street level along key street corridors intended to have the highest concentration of retail commercial activity.

8.6.3.5 Specific Building Form Intent

A. General

To allow structures that accommodate a variety of building uses and architectural outcomes. The building form employs scalable zoning standards that enable greater flexibility for smaller lots and apply additional requirements as buildings increase in scale along the street. Enhanced Street Level design and use standards and upper story massing requirements ensure larger buildings contribute more activity to and establish a human scale relationship with the street. The building form allows for a variety of site configurations and all uses are allowed.

B. Point Tower

To promote tall, slender structures that support access to sunlight and sky by meeting rigorous upper story size limitations. Enhanced Street Level design and use standards and upper story massing requirements ensure taller buildings contribute more activity to and establish a human scale relationship with the street. The building form allows for a variety of site configurations and all uses are allowed.

SECTION 8.6.4 PRIMARY BUILDING FORM STANDARDS FOR DOWNTOWN GOLDEN TRIANGLE DISTRICT

8.6.4.1 Applicability

All development, except detached accessory structures, in the Downtown Golden Triangle (D-GT) zone district shall comply with this Section's primary building form standards.

8.6.4.2 General Standards

- A. Combining standards from different building forms for the same structure is prohibited, except where expressly allowed.
- B. At an applicant's request, a primary structure with an existing assigned building form may be assigned a different permitted building form if:
 - 1. The structure fully conforms with all applicable standards of the new building form; or,
 - 2. The existing assigned building form is no longer a permitted form in the applicable zone district.

8.6.4.3 District Specific Standards Summary

The maximum number of structures per zone lot and building forms allowed by zone district are summarized below:

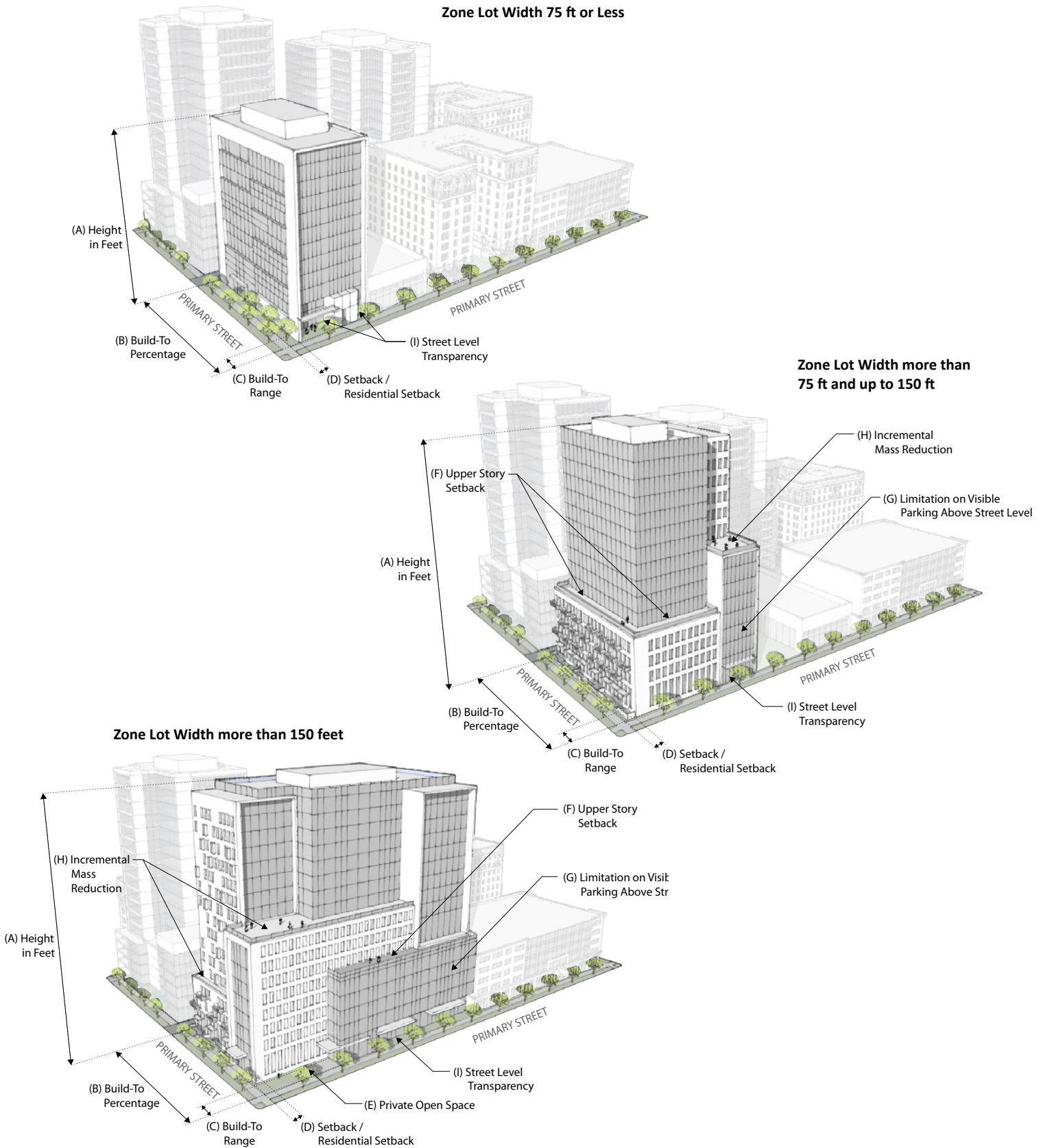
<u>Downtown Golden Triangle Zone District</u>	<u>Building Forms</u>	
	<u>General</u>	<u>Point Tower</u>
<u>Max Number of Primary Structures Per Zone Lot</u>	<u>No Maximum</u>	
<u>Downtown Golden Triangle District (D-GT)</u>	■	■

■ = Allowed

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8.6.4.4 District Specific Standards

A. General

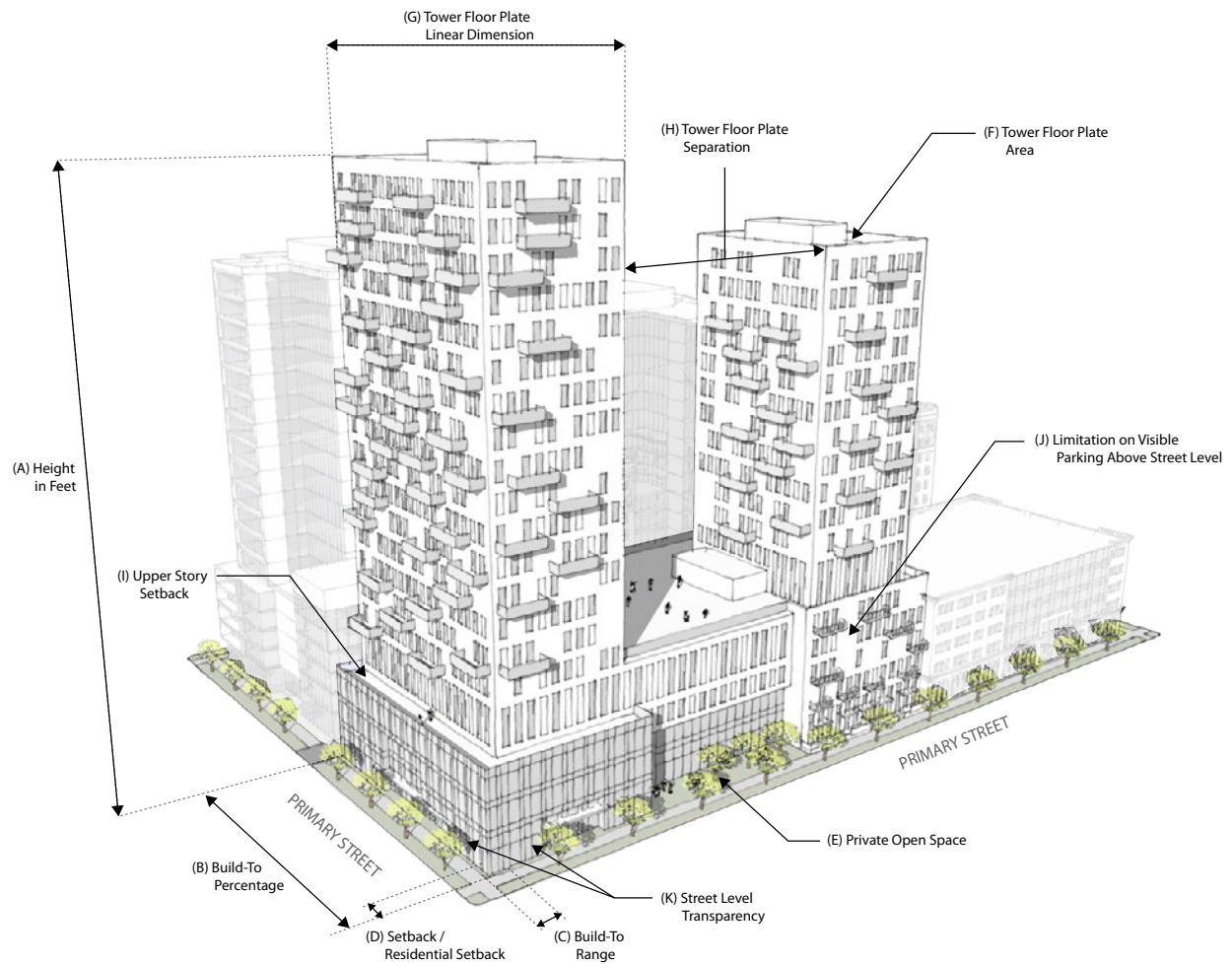


GENERAL

		D-GT		
HEIGHT AND FLOOR AREA		Zone Lot width 75' or less	Zone Lot width more than 75' and up to 150'	Zone Lot width more than 150'
FLOOR AREA RATIO (FAR)				
Base / Incentive FAR per Zone Lot, including all accessory structures (max)		8.0 / 15.0 See Section 8.6.6.1	8.0 / 15.0 See Section 8.6.6.1	8.0 / 15.0 See Section 8.6.6.1
HEIGHT				
A	FAR per Zone Lot of 8.0 or less / FAR per Zone Lot more than 8.0 (max)	200' / 250'	200' / 250'	200' / 250'
SITING		Zone Lot width 75' or less	Zone Lot width more than 75' and up to 150'	Zone Lot width more than 150'
REQUIRED BUILD-TO BY STREET				
B	Primary Street (min build-to %)	70%	70%	70%
C	Primary Street (min/max build-to range) - Speer Blvd, Colfax Ave, 14th Ave.	10' / 20'	10' / 20'	10' / 20'
C	Primary Street (min/max build-to range) - All Others	0' / 10'	0' / 10'	2' / 10'
Frontage Subject to a Residential Setback: 7' / 15'				
SETBACKS				
D	Primary Street (min) - Speer Blvd, Colfax Ave, 14th Ave	10'	10'	10'
D	Primary Street (min) - All Others	0'	0'	0'
Side Interior and Rear (min)		0'	0'	0'
RESIDENTIAL SETBACKS				
D	Primary Street (min) - Speer Blvd, Colfax Ave, 14th Ave	10'	10'	10'
D	Primary Street (min) - All Others	7'	7'	7'
OPEN SPACE				
E	Private Open Space (min)	na	na	5%
PARKING				
Surface Parking between Building and Primary Street			Not Allowed	
Surface Parking Screening Required			See Section 8.10.3	
Vehicle Access			Shall be determined as part of Site Development Plan Review	
DESIGN ELEMENTS		Zone Lot width 75' or less	Zone Lot width more than 75' and up to 150'	Zone Lot width more than 150'
BUILDING CONFIGURATION				
F	Upper Story Setback - Broadway, Lincoln St, Colfax Ave	No Upper Story Setback Required		
E	Upper Story Setback above 8 stories or 110' - Speer Blvd (min % of zone lot width/min setback)	100% / 20'	100% / 20'	100% / 20'
F	Upper Story Setback above 5 stories or 70' - All Others (min % of zone lot width/min setback)	na	Applies only to Structures more than 8 stories or 110': 65%/15'	65% / 15'
G	Limitation on Visible Parking Above Street Level for Structures over 5 stories or 70' in Height (min % of Primary Street-facing Zone Lot Width)	na	70% See Section 8.6.6.4	70% See Section 8.6.6.4
	Limitation on Visible Parking Above Street Level Alternative	na	See Section 8.6.7.4	See Section 8.6.7.4
INCREMENTAL MASS REDUCTION				
H	Incremental Mass Reduction for Stories 3-8 (min)	na	0%	10%
H	Incremental Mass Reduction for Stories 9-16 (min)	na	15%	25%
H	Incremental Mass Reduction for Stories 17-20 (min)	na	25%	35%
	Incremental Mass Reduction Alternative	na	See Section 8.6.7.5	See Section 8.6.7.5
STREET LEVEL ACTIVATION				
I	Street Level Transparency, Primary Street (min for non-residential/min for residential-only buildings)	60% / 40%		
	Pedestrian Access, Primary Street	Entrance		
	Additional Pedestrian Access, Primary Street (min required for each Street Level Dwelling Unit)	Dwelling Unit Entrance with Entry Feature		
USES		Zone Lot width 75' or less	Zone Lot width more than 75' and up to 150'	Zone Lot width more than 150'
Permitted Primary Uses		All permitted Primary Uses shall be allowed within this building form		
Street Level Active Uses (min Primary Street % within Build-To min/max range and with Street Level Active Uses)		70% - See Section 8.6.6.2		
Street Level Nonresidential Active Uses (min Primary Street % within Build-To min/max range and with Street Level Nonresidential Active Uses)		na	na	50% See Section 8.6.6.3

[See Sections 8.6.6, 8.6.7, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions](#)

B. Point Tower



POINT TOWER

HEIGHT AND FLOOR AREA		D-GT
FLOOR AREA RATIO (FAR)		
Base / Incentive FAR per Zone Lot, including all accessory structures (max)		8.0 / 15.0 See Section 8.6.6.1
HEIGHT		
A	FAR per Zone Lot of 8.0 or less / FAR per Zone Lot more than 8.0 (max)	250' / 325'
SITING		D-GT
ZONE LOT		
Zone Lot Width (min)		150'
REQUIRED BUILD-TO BY STREET		
B	Primary Street (min build-to %)	70%
C	Primary Street (min/max build-to range) - Speer Blvd, Colfax Ave, 14th Ave	10'/20'
C	Primary Street (min/max build-to range) - All Others	2' / 10' Frontage Subject to a Residential Setback: 7' / 15'
SETBACKS		
D	Primary Street (min) - Speer Blvd, Colfax Ave, 14th Ave	10'
D	Primary Street (min) - All Others	0'
Side Interior and Rear (min)		0'
RESIDENTIAL SETBACKS		
D	Primary Street (min) - Speer Blvd, Colfax Ave, 14th Ave	10'
D	Primary Street (min) - All Others	7'
OPEN SPACE		
E	Private Open Space (min)	5%
PARKING		
Surface Parking between Building and Primary Street		Not allowed
Surface Parking Screening Required		See Section 8.10.3
Vehicle Access		Shall be determined as part of Site Development Plan Review
DESIGN ELEMENTS		D-GT
BUILDING CONFIGURATION		
F/G	Tower Floor Plate above 5 stories and 70' (max area / max linear dimension)	12,500 square feet / 180'
Tower Floor Plate Linear Dimension Alternative (max)		200' - See Section 8.6.7.3
H	Tower Floor Plate Separation above 5 stories and 70' (min)	120'
I	Upper Story Setback above 5 stories or 70' - Speer (min % of zone lot width/min setback)	100% / 20'
I	Upper Story Setback above 5 stories or 70' - All Others (min % of zone lot width/min setback)	100% / 15'
J	Limitation on Visible Parking Above Street Level for Structures over 5 stories or 70' in Height (min % of Primary Street-facing Zone Lot Width)	70% - See Section 8.6.6.4
Limitation on Visible Parking Above Street Level Alternative		See Section 8.6.7.4
STREET LEVEL ACTIVATION		
K	Street Level Transparency, Primary Street (min for non-residential/min for residential-only buildings)	60% / 40%
Pedestrian Access, Primary Street		Entrance
Additional Pedestrian Access, Primary Street (min required for each Street Level Dwelling Unit)		Dwelling Unit Entrance with Entry Feature
USES		D-GT
Permitted Primary Uses		All permitted Primary Uses shall be allowed within this building form
Street Level Active Uses (min Primary Street % within Build-To min/max range and with Street Level Active Uses)		70% - See Section 8.6.6.2
Street Level Nonresidential Active Uses (min Primary Street % within Build-To min/max range and with Street Level Nonresidential Active Uses)		50% - See Section 8.6.6.3
See Sections 8.6.6, 8.6.7, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions		

SECTION 8.6.5 DETACHED ACCESSORY BUILDING FORM STANDARDS FOR DOWNTOWN GOLDEN TRIANGLE DISTRICT

8.6.5.1 Applicability

All detached accessory structures in the Downtown Golden Triangle zone district.

8.6.5.2 General Standards

A. Combining standards from different building forms for the same structure is prohibited.

B. Detached Accessory Structures Allowed

Allowed detached accessory structures include, but are not limited to the following:

1. Structures, Completely Enclosed: (See Division 13.3, Definitions of Words, Terms and Phrases.)

Examples include, but are not limited to, sheds, utility buildings, playhouses, cabanas, pool houses, garages, guard houses, and other similar Completely Enclosed Structures.

2. Structures, Partially Enclosed: (See Division 13.3, Definitions of Words, Terms and Phrases.)

Examples include, but are not limited to, carports, gazebos, porches, trellises, chicken coops, and other similar Partially Enclosed Structures.

3. Structures, Open: (See Division 13.3, Definitions of Words, Terms and Phrases.)

Examples include, but are not limited to, pools and associated surrounds, hot tubs and associated surrounds, decks, balconies, recreational and play facilities, non-commercial barbecues, outside fireplaces, outdoor eating areas, and other similar Open Structures.

4. Utilities, and Equipment Common and Customary to the Primary Structure and/or Use

Examples include, but are not limited to the following:

a. Radio and Television Receiving Antennas and Support Structures

Permitted accessory radio and television receiving antennas and support structures shall include satellite dishes less than 32 inches in diameter, and one amateur radio sending and receiving antenna and support structures provided for same.

b. Solar thermal and photo-voltaic energy systems

c. Air conditioning units

d. Pool pumps, heating and water filtration systems

e. Mailboxes including individual mailbox structures and cluster box units (CBUs)

f. Other similar Detached Accessory Structures, Utilities, and Equipment Common and Customary to the Primary Structure and/or Use

5. Fences, Walls and Retaining Walls

All accessory fences, walls and retaining walls shall comply with the fence and wall standards in Division 10.5, instead of this Section 8.6.5, Detached Accessory Building Form Standards.

6. Detached Accessory Structures Not Listed

a. The Zoning Administrator shall determine and impose limitations on accessory structures not otherwise listed as allowed in an applicable Use Table in Articles 3 through 9, or not otherwise covered by the standards in this Section 8.6.5.

b. All such determinations shall be reviewed according to the procedures and review criteria stated in Section 12.4.6, Code Interpretations and Determination of Unlisted Uses. In addition to the criteria stated in Section 12.4.6, the Zoning Administrator shall determine whether a proposed accessory structure is common and custom-

- ary to the primary structure on the zone lot or to a specific primary use, and if the structure is incidental to the primary structure(s) on the zone lot or to a specific primary use.
- c. The Zoning Administrator may impose limitations on the proposed accessory structure, which shall be uniform throughout the zone district, and taking into consideration the size of the accessory structure, the total number of structures on the zone lot, and the effect on adjacent property.
 - d. Matters that may be regulated according to this Section shall include, but shall not be limited to, the size, area and number of accessory structures, except as specifically permitted or excluded by Articles 3 through 9, or by this Section 8.6.5.
- C. At an applicant’s request, a detached accessory structure with an existing assigned building form may be assigned a different permitted detached accessory building form if:
- 1. The structure fully conforms with all applicable standards of the new detached accessory building form; or,
 - 2. The existing assigned detached accessory building form is no longer a permitted building form in the applicable zone district.

8.6.5.3 Supplemental Standards

A. Additional Standards for Detached Accessory Structures in Downtown Golden Triangle Zone District

1. Public Art

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

B. Additional Standards for Structures Accessory to Single Unit Dwellings

1. Required Building Materials

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

C. Additional Standards for Detached Accessory Structure Building Forms

1. Applicability

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

2. Limit on Gross Floor Area

If an accessory use is operated partially or entirely in one or more detached accessory structures, the gross floor area of such detached accessory structures shall not exceed 10 percent of the area of the zone lot, provided that this limitation shall not apply to detached accessory structures with vehicle access doors.

8.6.5.4 District Specific Standards Summary

The maximum number of structures per zone lot and building forms allowed by zone district is summarized below:

<u>Downtown Golden Triangle (D-GT) Zone District</u>	<u>Building Forms</u>			
	<u>Detached Accessory Dwelling Unit</u>	<u>Detached Garage</u>	<u>Other Detached Accessory Structures</u>	<u>Detached Accessory Structures</u>
<u>Max Number of Detached Accessory Structures Per Zone Lot</u>	<u>No Maximum</u>			
<u>Downtown Golden Triangle (D-GT)</u>				■

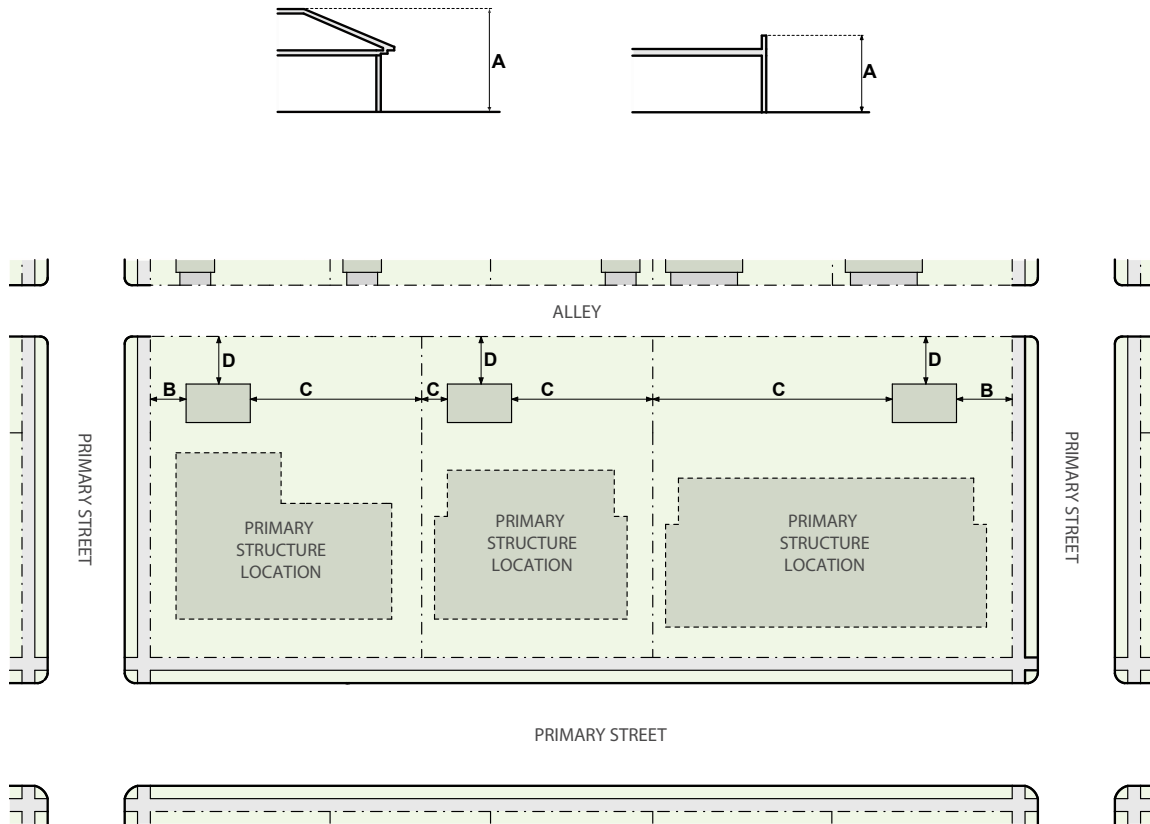
■ = Allowed

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8.6.5.5 District Specific Standards

A. Detached Accessory Structures

Not to Scale. Illustrative Only.



DETACHED ACCESSORY STRUCTURES

<u>HEIGHT</u>		<u>D-GT</u>
A	<u>Stories (max)</u>	<u>1</u>
A	<u>Feet (max)</u>	<u>17'</u>
<u>SITING</u>		<u>D-GT</u>
<u>Additional Standards</u>		<u>See Section 8.9.4.3</u>
<u>SETBACKS</u>		
B	<u>Primary Street</u>	<u>5'</u>
C	<u>Side Interior (min)</u>	<u>0'</u>
D	<u>Rear (min)</u>	<u>0'</u>
<u>DESIGN ELEMENTS</u>		<u>D-GT</u>
<u>Gross Floor Area (max)</u>		<u>10% of the Zone Lot, provided this restriction shall not apply to Structures used exclusively for the parking of vehicles. See Section 8.6.5.3</u>
<u>USES</u>		<u>D-GT</u>
		<u>Accessory Uses Only</u>
<u>See Section 8.10.1 for Design Standard Exceptions</u>		

SECTION 8.6.6 SUPPLEMENTAL DESIGN STANDARDS FOR DOWNTOWN GOLDEN TRIANGLE DISTRICT

8.6.6.1 Base and Incentive Floor Area Ratio in D-GT Zone District

A. Intent

To implement specific adopted plan policies for the Golden Triangle area to support affordable housing and historic preservation.

B. Applicability

This Section 8.6.6.1 applies to all development in the D-GT zone district.

C. Base Floor Area Ratio

1. Maximum Base Floor Area Ratio shall be the maximum Base Floor Area Ratio set forth in the building form tables.
2. The total gross floor area of all existing and proposed Structures on a Zone Lot, measured per the rules stated in Section 13.1.5.17 Floor Area Ratio, divided by the area of the Zone Lot on which the Structures are located shall not exceed the maximum Base Floor Area Ratio without meeting the requirements in this Section 8.6.6.1.

D. Incentive Floor Area Ratio

1. Maximum Incentive Floor Area Ratio shall be the maximum Incentive Floor Area Ratio set forth in the building form tables.
2. The total gross floor area of all existing and proposed Structures on a Zone Lot, measured per the rules stated in Section 13.1.5.17 Floor Area Ratio, divided by the area of the Zone Lot on which the Structures are located may exceed the maximum Base Floor Area Ratio and be developed up to the maximum Incentive Floor Area Ratio by meeting the requirements in this Section 8.6.6.1.

E. Requirements for Zone Lots with Structures that Exceed Maximum Base Floor Area Ratio

1. Allowance

The following requirements may be used to exceed the maximum Base Floor Area Ratio and develop up to the maximum Incentive Floor Area Ratio as described in the table below.

REQUIREMENTS FOR ZONE LOTS THAT EXCEED MAXIMUM BASE FLOOR AREA RATIO		
TOTAL FLOOR AREA RATIO	AFFORDABLE HOUSING	HISTORIC PRESERVATION ALTERNATIVE
<u>12.0 FAR or less</u>	<u>Allowed</u>	<u>na</u>
<u>More than 12.0 FAR</u>	<u>Allowed</u>	<u>Allowed</u>

2. Affordable Housing

No building permit shall be issued if the total gross floor area of all existing and proposed Structures on a Zone Lot divided by the area of the Zone Lot on which the Structures are located exceeds the maximum Base Floor Area Ratio unless the specific incentive requirements set forth in D.R.M.C. Chapter 27, Article VI Incentives for Affordable Housing and any applicable approved Rules and Regulations adopted by the Department of Housing Stability are met.

3. Historic Preservation Alternative for Zone Lots with Structures that Exceed a Floor Area Ratio of 12.0

For the portion of the total gross floor area that exceeds 12.0 times the area of the Zone Lot, undeveloped floor area from a Historic Structure or floor area for the rehabilitation of a Historic Structure that is either from the same Zone Lot or has been transferred to the subject Zone Lot may be applied in lieu of the requirements set forth in D.R.M.C. Chapter 27, Article VI Incentives for Affordable Housing.

a. Undeveloped Floor Area from a Historic Structure

The amount of undeveloped floor area from each Historic Structure in the D-GT zone district shall be equal to the difference between the gross floor area in the Historic Structure and the maximum gross floor area permitted on the Zone Lot containing the Historic Structure. For the purposes of this calculation, the maximum gross floor area permitted on the Zone Lot shall be the area of the Zone Lot multiplied by the maximum Base Floor Area Ratio set forth in the building form tables. For example, a Zone Lot of 10,000 square feet with a Base Floor Area Ratio of 8.0 and a Historic Structure containing 30,000 square feet of gross floor area would result in 50,000 square feet of undeveloped floor area.

b. Floor Area for the Rehabilitation of a Historic Structure

Four (4) square feet of gross floor area shall be awarded for each square foot of the exposed exterior of a Historic Structure located within the D-GT zone district that has been rehabilitated to the policies, standards, and guidelines established by the Landmark Preservation Commission or to the U.S. Secretary of the Interior's standards for Treatment of Historic Properties. The Landmark Preservation Commission shall approve the rehabilitation. For example, a Historic Structure with 10,000 square feet of exposed exterior would result in 40,000 square feet of floor area for the rehabilitation of a Historic Structure once the rehabilitated exterior was approved by the Landmark Preservation Commission.

c. Use of Floor Area from a Historic Structure

i. Undeveloped floor area from a Historic Structure and floor area for the rehabilitation of a Historic Structure located within the D-GT zone district may be used on the same Zone Lot or certified and transferred to another Zone Lot within the D-GT zone district pursuant to the procedures in Section 8.3.1.4.D.3 Transfer of Undeveloped Floor Area. Any undeveloped floor area from a Historic Structure or floor area for the rehabilitation of a Historic Structure certified prior to July 1, 2021 shall remain valid and may be amended per this Section 8.6.6.1.

ii. A Zone Lot within the D-GT zone district may receive multiple transfers of undeveloped floor area or floor area for the rehabilitation of a Historic Structure from one or more Historic Structures within the D-GT zone district provided the following:

a) The sum total of the transfers shall not exceed 3 times the area of the receiving Zone Lot.

b) The sum total of gross floor area of all existing and proposed Structures on the receiving Zone Lot plus the total of the transfers divided by the area of the receiving Zone Lot does not exceed the maximum Incentive Floor Area Ratio set forth in the building form tables.

8.6.6.2 Street Level Active Uses in D-GT Zone District

A. Intent

To promote activity on the street and sidewalk and encourage a vibrant urban environment.

B. Applicability

This Section 8.6.6.2 applies to all primary building forms in the D-GT zone district.

C. Street Level Active Uses

1. Street Level active uses include all permitted primary uses except the following:
 - a. Automobile Services, Light;
 - b. Mini-storage Facility; or
 - c. Wholesale Trade or Storage, Light.
2. Street Level active uses include all permitted accessory uses except the following:
 - a. Car Wash Bay Accessory to Automobile Services or Hotel Uses; or
 - b. Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses.
3. Street Level active uses shall not include Parking Spaces or Parking Aisles.
4. Street Level active uses shall occupy Street Level floor area for a minimum depth of 15 feet (may include the depth of a recessed entrance allowed to meet minimum pedestrian access standards and insets for building articulation up to 10 feet in depth).
5. The portion of the building facade that meets the Street Level active use requirement shall contain at least one window or door that meets the requirements in Section 13.1.6.3 Street Level Activation.

8.6.6.3 Street Level Nonresidential Active Uses in D-GT Zone District

A. Intent

To promote activity on the street and sidewalk and encourage a vibrant urban environment with uses accessible to the general public.

B. Applicability

This Section 8.6.6.3 applies to all primary building forms on Zone Lots with Primary Street Zone Lot Lines abutting Broadway, Lincoln Street, Bannock Street, Acoma Street between 10th Avenue and 12th Avenue, or 11th Avenue in the D-GT zone district.

C. Allowance

1. Street Level nonresidential active uses include all permitted primary uses except the following:
 - a. Dwelling, Single Unit;
 - b. Dwelling, Two Unit
 - c. Dwelling, Multi-Unit;
 - d. Dwelling, Live / Work;
 - e. Automobile Services, Light;
 - f. Mini-storage Facility; or
 - g. Wholesale Trade or Storage, Light.

2. Street Level nonresidential active uses include all permitted accessory uses except the following:
 - a. Accessory uses associated with primary uses prohibited by Section 8.6.6.3.C.1;
 - b. Outdoor Storage, General;
 - c. Outdoor Storage, Limited;
 - d. Car Wash Bay Accessory to Automobile Services or Hotel Uses; or
 - e. Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses.
3. Street Level nonresidential active uses shall not include Parking Spaces or Parking Aisles.
4. Street Level nonresidential active uses shall occupy Street Level floor area for a minimum depth of 15 feet (may include the depth of a recessed entrance allowed to meet minimum pedestrian access standards and insets for building articulation up to 10 feet in depth).
5. The portion of the building facade that meets the Street Level nonresidential active use requirement shall contain at least one window or door that meets the requirements in Section 13.1.6.3 Street Level Activation.

8.6.6.4 Limitation on Visible Parking Above Street Level in D-GT Zone District

- A. **Intent**
To minimize the visibility and impacts of structured parking and promote visual interest on upper story building facades.
- B. **Applicability**
This Section 8.6.6.4 applies to all primary building forms on Zone Lots more than 75 feet wide in the D-GT zone district.
- C. **Allowance**
 1. Uses that meet the Limitation on Visible Parking above Street Level shall include all primary uses, but shall not include Parking Spaces or Parking Aisles for the minimum percentage of the Primary Street-facing Zone Lot Width specified in the building form table.
 2. Uses that meet the Limitation on Visible Parking above Street Level shall occupy floor area above Street Level for a minimum depth of 15 feet from the Primary Street frontage (may include the depth of recessed balcony or terrace areas and insets for building articulation up to 10 feet in depth).
 3. For Zone Lots more than 75 feet wide and up to 150 feet wide with multiple Primary Street Zone Lot Lines, the Limitation on Visible Parking above Street Level standard shall only apply to Primary Street Zone Lot Lines abutting named streets.

SECTION 8.6.7 DESIGN STANDARD ALTERNATIVES FOR DOWNTOWN GOLDEN TRIANGLE DISTRICT

8.6.7.1 Required Build-To Alternatives in D-GT Zone District

- A. **Intent**
To help define the public realm and enhance the visual quality of the built environment where it is not possible to define the street and public sidewalk edge with building facades.
- B. **Allowance**
Private open space shall be the only required build-to alternative allowed in the D-GT zone district and may count toward no more than 50% of the required build-to standard on Primary Streets, provided the private open spaces meets the requirements stated in Section 13.1.5.8.E Build-to Alternative Requirements.

8.6.7.2 Street Level Transparency Alternatives in D-GT Zone District

A. Intent

To provide visual interest on building Facades and enhance the visual quality of the built environment along Street Level Facade areas where windows are not feasible.

B. Allowance

Permanent art shall be the only transparency alternative allowed in the D-GT zone district and may count toward no more than 30% of the required transparency on Primary Streets, provided the permanent art meets the requirements stated in Section 13.1.6.3.A.5 Transparency Alternative Requirements.

8.6.7.3 Tower Floor Plate Linear Dimension Alternative in D-GT Zone District

A. Intent

To allow a flexible alternative in special circumstances for creative designs that do not meet the specific Tower Floor Plate Linear Dimension requirement set forth in the Point Tower building form table.

B. Applicability

This Section 8.6.7.3 applies to the Point Tower building form in the D-GT zone district.

C. Allowance

The Zoning Administrator may approve an alternative Tower Floor Plate Linear Dimension, up to the maximum dimension set forth in the Point Tower building form table, where the design meets or exceeds the design standards and guidelines for Tower Floor Plate Linear Dimension in the Downtown Urban Design Standards and Guidelines.

8.6.7.4 Limitation on Visible Parking Above Street Level Alternative in D-GT Zone District

A. Intent

To ensure structured parking designs are compatible with the character and quality of the overall building facade where structured parking is not wrapped by other uses.

B. Applicability

This Section 8.6.7.4 applies above 2 stories/30 feet in primary building forms in the D-GT zone district on Zone Lots that meet the following criteria:

1. Zone Lots that are more than 75 feet wide and up to 150 feet wide; or
2. Zone Lots that are more than 150 feet wide and up to 250 feet wide that are also less than 140 feet deep.

C. Allowance

The Zoning Administrator may approve an alternative Limitation on Visible Parking Above Street Level if the design meets the standards set forth below.

1. 100% of the Street-facing building facades above 2 stories/30 feet that contain structured parking are integrated facade designs that meet or exceed the design standards and guidelines for structured parking facades in the Downtown Urban Design Standards and Guidelines.
2. Where the alternative is used, Section 10.4.6.5 Parking Structure Design Standards shall apply in addition to the Standards set forth in this Section 8.6.7.4.

8.6.7.5 Incremental Mass Reduction Alternative in D-GT Zone District

A. Intent

To encourage provision of active, publicly-accessible, pedestrian-oriented courtyards, plazas and open space while allowing maximum flexibility for creative building massing.

B. Allowance

Where the minimum percentage of the gross area of a Zone Lot set forth below is provided as Private Open Space meeting the rules of measurement set forth in Section 13.1.6.1.B, all Structures on the Zone Lot are not required to meet Incremental Mass Reduction standards.

1. Structures that are up to 150 feet or 12 stories in height (excluding permitted height exceptions): 15% Private Open Space
2. Structures that are greater than 150 feet or 12 stories in height (excluding permitted height exceptions): 20% Private Open Space

8.6.7.6 Street Level Nonresidential Active Use Alternatives in D-GT Zone District

A. Intent

To encourage provision of active, publicly-accessible, pedestrian-oriented courtyards, plazas and open space, or Public Art, where required Street Level nonresidential active uses are not provided.

B. Allowance

1. The following alternatives may be used as an alternative to a required Street Level nonresidential active use standard and may count toward the minimum required area of Street Level nonresidential active uses no more than as described in the table below.

REQUIRED STREET LEVEL NONRESIDENTIAL ACTIVE USE ALTERNATIVE		
ZONE DISTRICT	PRIVATE OPEN SPACE (MAX % OF STREET LEVEL NONRESIDENTIAL ACTIVE USE)	PUBLIC ART (MAX % OF STREET LEVEL NONRESIDENTIAL ACTIVE USE)
<u>D-GT</u>	<u>100%</u>	<u>50%</u>

2. Each one square foot of Private Open Space area provided as an alternative shall substitute for one square foot of required Street Level nonresidential active use area, as determined by the length of the frontage required to meet the Street Level nonresidential active use standard multiplied by the required minimum depth of 15 feet, provided that the Private Open Space meets the requirements stated in Section 13.1.6.1.B. Any remaining Street Level nonresidential use area must meet the minimum requirements stated in Section 8.6.6.3.
3. Public Art provided as an alternative shall substitute for the percentage of required Street Level nonresidential active use area described in the table above provided that it meets the following minimum criteria. Any remaining Street Level nonresidential use area must meet the minimum requirements stated in Section 8.6.6.3.
 - a. The Public Art shall be a “work of public art” as defined by Section 20-86 of the Denver Revised Municipal Code, as determined by the Zoning Administrator, with input from Denver Arts and Venues;
 - b. The Public Art, as a single work or collection of works, shall cost at least 1 percent of the valuation of construction of the new Structure or 1 percent of the valuation of construction of the Structure renovation or \$500,000.00, whichever is less; and
 - c. The Public Art is displayed outside or on the exterior surface of the new or renovated Structure and is visible from at least one public street.

8.6.7.7 Private Open Space Alternatives in D-GT Zone District

A. Intent

To encourage nonresidential uses at the Street Level to promote active pedestrian-oriented building frontages, or Public Art, where required Private Open Space areas are not provided.

B. Allowance

1. The following alternatives may be used as an alternative to a required Private Open Space standard and may count toward the minimum required area of Private Open Space no more than as described in the table below.

REQUIRED PRIVATE OPEN SPACE ALTERNATIVE		
ZONE DISTRICT	STREET LEVEL NONRESIDENTIAL ACTIVE USE (MAX % OF PRIVATE OPEN SPACE)	PUBLIC ART (MAX % OF PRIVATE OPEN SPACE)
<u>D-GT</u>	<u>100%</u>	<u>50%</u>

2. Each one square foot of Street Level nonresidential active use area provided as an alternative shall substitute for one square foot of required Private Open Space area, provided that the Street Level nonresidential active use area meets the requirements stated in Section 8.6.6.3. Any remaining Private Open Space area must meet the minimum requirements stated in Section 13.1.6.1.B.
3. Public Art provided as an alternative shall substitute for the percentage of required Private Open Space area described in the table above provided that it meets the following minimum criteria. Any remaining Private Open Space area must meet the minimum requirements stated in Section 13.1.6.1.B.
 - a. The Public Art shall be a “work of public art” as defined by Section 20-86 of the Denver Revised Municipal Code, as determined by the Zoning Administrator, with input from Denver Arts and Venues;
 - b. The Public Art, as a single work or collection of works, shall cost at least 1 percent of the valuation of construction of the new Structure or 1 percent of the valuation of construction of the Structure renovation or \$500,000.00, whichever is less; and
 - c. The Public Art is displayed outside or on the exterior surface of the new or renovated Structure and is visible from at least one public street.

C. Allowance

1. Uses that meet the Limitation on Visible Parking above Street Level shall include all primary uses, but shall not include Parking Spaces or Parking Aisles for the minimum percentage of the Primary Street-facing zone lot width specified in the building form table.
2. Uses that meet the Limitation on Visible Parking above Street Level shall occupy floor area above Street Level for a minimum depth of 15 feet from the Primary Street frontage (may include the depth of recessed balcony or terrace areas and insets for building articulation up to 10 feet in depth).

SECTION 8.8.6 DESIGN STANDARD ALTERNATIVES FOR DOWNTOWN ARAPAHOE SQUARE 12+ AND DOWNTOWN ARAPAHOE SQUARE 20+ DISTRICTS

8.8.6.1 Required Build-To Alternatives in D-AS-12+ and D-AS-20+ Districts

A. Intent

To help define the public realm and enhance the visual quality of the built environment where it is not possible to define the street and public sidewalk edge with building facades.

B. Allowance

The following alternative may be used as an alternative to a required build-to standard and may count toward the required build-to no more than as described in the table below, provided it meets the requirements stated in Section 13.1.5.8.E)

REQUIRED BUILD-TO ALTERNATIVE	
ZONE DISTRICT	PRIVATE OPEN SPACE (MAX % OF BUILD-TO)
D-AS-12+ D-AS-20+	25%

8.8.6.2 Primary Street Upper Story Setback Alternative for 21st Street & Park Avenue in D-AS-12+ and D-AS-20+ Districts

A. Intent

To allow a flexible alternative for creative designs fronting 21st Street and Park Avenue that maintain a building setback at or below 5 stories and 70 feet, but do not meet the specific Primary Street Upper Story Setback requirements set forth in the building form tables.

B. Applicability

This Section 8.8.6.2 applies to Primary Street upper story setbacks on the 21st Street and Park Avenue frontage of all building forms in the D-AS-12+ and D-AS-20+ zone districts.

C. Allowance

The Zoning Administrator may approve an alternative Primary Street Upper Story setback design that does not meet the specific Upper Story setback requirements set forth in the building form standards tables where the alternative is found to meet the design standards and guidelines for the Upper Story setback alternative on 21st Street and Park Avenue in the Downtown Urban Design Standards and Guidelines ~~for Arapahoe Square~~.

8.8.6.3 Street Level Transparency Alternatives in D-AS-12+ and D-AS-20+ Districts

A. Intent

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

B. Allowance

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

TRANSPARENCY ALTERNATIVES				
ZONE DISTRICT	ZONE LOT LINE DESIGNATION	DISPLAY CASES (MAX)	PERMANENT ART (MAX)	COMBINATION OF ALTERNATIVES (MAX)
D-AS-12+ D-AS-20+	Primary Street	20%	20%	40%

8.8.6.4 Tower Floor Plate Linear Dimension Alternative in D-AS-12+ and D-AS-20+ Zone Districts

A. Intent

To allow a flexible alternative in special circumstances for creative designs that do not meet the specific Tower Floor Plate Linear Dimension requirements set forth in the building form tables.

B. Applicability

This Section 8.8.6.4 applies to the Tower Floor Plate Linear Dimension maximum above 5 stories/70 feet in the Point Tower building form in the D-AS-12+ and D-AS-20+ zone districts.

C. Allowance

The Zoning Administrator may approve an alternative Tower Floor Plate Linear Dimension that does not meet the specific requirements set forth in the building form table, up to the maximum dimension listed in the Tower Floor Plate Linear Dimension Alternative, where the alternative is found to meet the design standards and guidelines for Tower Floor Plate Linear Dimension in the [Downtown Urban](#) Design Standards and Guidelines ~~for Arapahoe Square.~~

SECTION 8.8.7 ~~DESIGN STANDARD EXCEPTIONS FOR DOWNTOWN ARAPAHOE SQUARE 12+ AND DOWNTOWN ARAPAHOE SQUARE 20+ DISTRICTS~~

8.8.7.1 ~~Required Build-To Exceptions in D-AS-12+ and D-AS-20+ Districts~~

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

1. ~~Intent~~

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

2. ~~Standard~~

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

GENERAL

HEIGHT		D-CPV-R	D-CPV-T	D-CPV-C
BASE HEIGHT				
A	Base Stories (max)	5	5	5
A	Base Feet (min/max)	25' / 70'	25' / 70'	25' / 70'
INCENTIVE HEIGHT				
B	Incentive Stories / Feet (max)	na	12 / 150' - See Section 8.9.5.5	
SITING		D-CPV-R	D-CPV-T	D-CPV-C
REQUIRED BUILD-TO BY STREET				
C	Primary Street (min build-to %)		70%	
	South Platte River Primary Street (min/max build-to range) - <u>South Platte River</u>		2' / 25'	
		Frontage Subject to a Residential Setback: 15' / 25'		
D	All Other Primary Streets (min/max build-to range) - <u>All Others</u>		2' / 15'	
		Frontage Subject to a Residential Setback: 7' / 20'		
SETBACKS				
E	All Primary Streets (min % of Zone Lot width/min Setback)		100%/2' and 50%/5'	
	Side Interior and Rear (min)		0'	
RESIDENTIAL SETBACKS BY STREET				
	South Platte River Primary Street (min) - <u>South Platte River</u>	15'	na	na
E	All Other Primary Streets (min) - <u>All Others</u>	7'	7'	7'
OPEN SPACE BY ZONE LOT SIZE OR WIDTH				
	Private Open Space on Lots >50,000 sf or >250' Wide (min)	5%	5%	5%
PARKING				
	Surface Parking between Building and Primary Street/ South Platte River Frontage		Not Allowed	
	Surface Parking Screening Required		See Section 10.5.4.4	
	Vehicle Access		Shall be determined as part of Site Development Plan Review	
DESIGN ELEMENTS		D-CPV-R	D-CPV-T	D-CPV-C
BUILDING CONFIGURATION				
F	Upper Story Setback above 5 stories and 70' (min % of zone lot width/min setback)	na	65% / 15'	65% / 15'
	Limitation on Visible Parking Above Street Level (min % of Primary Street-facing Zone Lot Width)		70% - See Section 8.9.5.4	
INCREMENTAL MASS REDUCTION FOR LOTS > 25,000 SF				
G	Incremental Mass Reduction for Stories 1-5	na	15%	15%
G	Incremental Mass Reduction for Stories 6-8	na	25%	25%
G	Incremental Mass Reduction for Stories 9-12	na	35%	35%
STREET LEVEL ACTIVATION				
	Street Level Transparency, Primary Street (min for non-residential/min for residential-only buildings)		60% / 40%	
	Pedestrian Access, Primary Street		Entrance	
	Additional Pedestrian Access, Primary Street (min required for each Street Level Dwelling Unit)		Dwelling Unit Entrance with Entry Feature	
USES		D-CPV-R	D-CPV-T	D-CPV-C
	Permitted Primary Uses	All permitted Primary Uses shall be allowed within this building form		
	Street Level Active Uses (min % of Primary Street frontage meeting Build-To requirement)		100% - See Section 8.9.5.1	
	Street Level Active Non-Residential Uses (min % of Primary Street frontage meeting Build-To requirement)		70% - See Section 8.9.5.2	
See Sections 8.9.5-, 8.9.76, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions				

STANDARD TOWER

HEIGHT & FLOOR AREA RATIO		D-CPV-C
BASE HEIGHT		
A	Base Stories (max)	5
A	Base Feet (min/max)	25' / 70'
INCENTIVE HEIGHT		
B	Incentive Stories / Feet (max)	No Maximum - See Section 8.9.5.5
FLOOR AREA RATIO		
	Floor Area Ratio (max)	20.0
SITING		D-CPV-C
REQUIRED BUILD-TO		
C	Primary Street (min build-to %)	70%
D	Primary Street (min/max build-to range)	2' / 15' Frontage Subject to a Residential Setback: 7' / 20'
SETBACKS		
E	Primary Street (min % of Zone Lot width/min Setback)	100%/2' and 50%/5'
	Side Interior and Rear (min)	0'
RESIDENTIAL SETBACKS		
E	Primary Street (min)	7'
OPEN SPACE BY ZONE LOT SIZE OR WIDTH		
	Private Open Space on Lots >50,000 sf or >250' Wide (min)	5%
PARKING		
	Surface Parking between Building and Primary Street/ South Platte River Frontage	Not Allowed
	Surface Parking Screening Required	See Section 10.5.4.4
	Vehicle Access	Shall be determined as part of Site Development Plan Review
DESIGN ELEMENTS		D-CPV-C
BUILDING CONFIGURATION		
F/G	Tower Floor Plate above 8 stories and 110' (max area / max linear dimension)	25,000 square feet / 250'
	Tower Floor Plate Linear Dimension Alternative (max)	265' - See Section 8.9.6.3
H	Tower Floor Plate Separation <u>above 8 stories and 110'</u> (min)	80' (Floor Plate Area ≤ 22,000 square feet) 100' (Floor Plate Area > 22,000 square feet)
	Tower Floor Plate Separation Alternative (min)	80' - See Section 8.9.6.4
I	Upper Story Setback above 8 stories and 110' (min % of zone lot width/min setback)	65% / 15'
	Limitation on Visible Parking Above Street Level (min % of Primary Street-facing Zone Lot Width)	70% - See Section 8.9.5.4
INCREMENTAL MASS REDUCTION FOR LOTS > 25,000 SF		
J	Incremental Mass Reduction for Stories 1-5	15%
J	Incremental Mass Reduction for Stories 6-8	25%
STREET LEVEL ACTIVATION		
	Street Level Transparency, Primary Street (min for non-residential/min for residential-only buildings)	60% / 40%
	Pedestrian Access, Primary Street	Entrance
	Additional Pedestrian Access, Primary Street (min required for each Street Level Dwelling Unit)	Dwelling Unit Entrance with Entry Feature
USES		D-CPV-C
	Permitted Primary Uses	All permitted Primary Uses shall be allowed within this building form;
	Street Level Active Uses (min % of Primary Street frontage meeting Build-To requirement)	100% - See Section 8.9.5.1
	Street Level Active Non-Residential Uses (min % of Primary Street frontage meeting Build-To requirement)	70% - See Section 8.9.5.2
	Limitation on Primary Residential Uses (max % of Gross Floor Area above 8 stories and 110')	50% - See Section 8.9.5.3

See Sections 8.9.5-8.9.76, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions

Amendment: 3

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POINT TOWER

HEIGHT		D-CPV-R	D-CPV-C
BASE HEIGHT			
A	Base Stories (max)	5	
A	Base Feet (min/max)	25' / 70'	
INCENTIVE HEIGHT			
B	Incentive Stories / Feet (max)	No Maximum - See Section 8.9.5.5	
SITING		D-CPV-R	D-CPV-C
REQUIRED BUILD-TO BY STREET			
C	Primary Street (min build-to %)	70%	
	South Platte River Primary Street (min/max build-to range) - South Platte River	2' / 25'	
		Frontage Subject to a Residential Setback: 15' / 25'	
D	All Other Primary Streets (min/max build-to range) - All Others	2' / 15'	
		Frontage Subject to a Residential Setback: 7' / 20'	
SETBACKS			
E	Primary Street (min % of Zone Lot width/min Setback)	100%/2' and 50%/5'	
	Side Interior and Rear (min)	0'	
RESIDENTIAL SETBACKS BY STREET			
	South Platte River Primary Street (min) - South Platte River	15'	na
E	All Other Primary Streets (min) - All Others	7'	7'
OPEN SPACE BY ZONE LOT SIZE OR WIDTH			
	Private Open Space on Lots >50,000 sf or >250' Wide (min)	5%	
PARKING			
	Surface Parking between Building and Primary Street/ South Platte River Frontage	Not Allowed	
	Surface Parking Screening Required	See Section 10.5.4.4	
	Vehicle Access	Shall be determined as part of Site Development Plan Review	
DESIGN ELEMENTS		D-CPV-R	D-CPV-C
BUILDING CONFIGURATION			
F/G	Tower Floor Plate above 5 stories and 70' (max area / max linear dimension)	11,000 square feet / 165'	na
F/G	Tower Floor Plate above 8 stories and 110' (max area / max linear dimension)	na	11,000 square feet / 165'
	Tower Floor Plate Linear Dimension Alternative (max)	180' - See Section 8.9.6.3	
H	Tower Floor Plate Separation <u>above 5 stories and 70' (D-CPV-R) or above 8 stories and 110' (D-CPV-C)</u> (min)	120'	80'
	Tower Floor Plate Separation Alternative (min)	80' - See Section 8.9.6.4	
I	Upper Story Setback above 5 stories and 70' (min % of zone lot width/min setback)	65% / 15'	na
I	Upper Story Setback above 8 stories and 110' (min % of zone lot width/min setback)	na	65% / 15'
	Limitation on Visible Parking Above Street Level (min % of Primary Street-facing Zone Lot Width)	70% - See Section 8.9.5.4	
INCREMENTAL MASS REDUCTION FOR LOTS > 25,000 SF			
J	Incremental Mass Reduction for Stories 1-5	15%	15%
J	Incremental Mass Reduction for Stories 6-8	na	25%
STREET LEVEL ACTIVATION			
	Street Level Transparency, Primary Street (min for non-residential/min for residential-only buildings)	60% / 40%	
	Pedestrian Access, Primary Street	Entrance	
	Additional Pedestrian Access, Primary Street (min required for each Street Level Dwelling Unit)	Dwelling Unit Entrance with Entry Feature	
USES		D-CPV-R	D-CPV-C
	Permitted Primary Uses	All permitted Primary Uses shall be allowed within this building form	
	Street Level Active Uses (min % of Primary Street frontage meeting Build-To requirement)	100% - See Section 8.9.5.1	
	Street Level Active Non-Residential Uses (min % of Primary Street frontage meeting Build-To requirement)	70% - See Section 8.9.5.2	
	See Sections 8.9.5-8.9.76, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions		

C. Allowance

The Zoning Administrator may approve an alternative Tower Floor Plate Linear Dimension that does not meet the specific requirements set forth in the building form tables, up to the maximum dimension listed in the Tower Floor Plate Linear Dimension Alternative, where the alternative is found to meet the design standards and guidelines for Tower Floor Plate Linear Dimension in the Downtown Urban Design Standards and Guidelines ~~for Downtown Central Platte Valley – Auraria.~~

8.9.6.4 Tower Floor Plate Separation Alternative in D-CPV-R and D-CPV-C Zone Districts

A. Intent

To allow a flexible alternative in special circumstances for creative designs that do not meet the specific Tower Floor Plate Separation requirements set forth in the building form tables.

B. Applicability

This Section 8.9.6.4 applies to the Tower Floor Plate Separation minimum above 5 stories/70 feet in the Point Tower building form in the D-CPV-R zone district and Tower Floor Plate Separation minimum above 8 stories/110 feet in the Standard Tower building forms in the D-CPV-C zone district.

C. Allowance

The Zoning Administrator may approve an alternative Tower Floor Plate Separation that does not meet the specific spacing requirements set forth in the building form tables, up to the minimum separation listed in the Tower Floor Plate Separation Alternative, where the alternative is found to meet the design standards and guidelines for Tower Floor Plate Separation in the Downtown Urban Design Standards and Guidelines ~~for Downtown Central Platte Valley – Auraria.~~

SECTION 8.9.7 ~~DESIGN STANDARD EXCEPTIONS FOR DOWNTOWN CENTRAL PLATTE VALLEY – AURARIA TRANSITION, RIVER, AND CENTER DISTRICTS~~

8.9.7.1 ~~Required Build-To Exceptions in D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts~~

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

1. ~~Intent~~

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

2. ~~Standard~~

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

8.9.7.2 ~~Setback Encroachments~~

A. ~~Intent~~


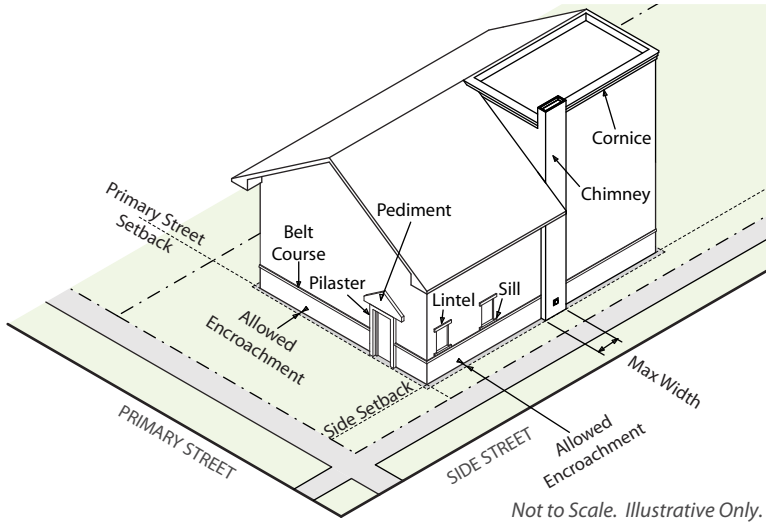

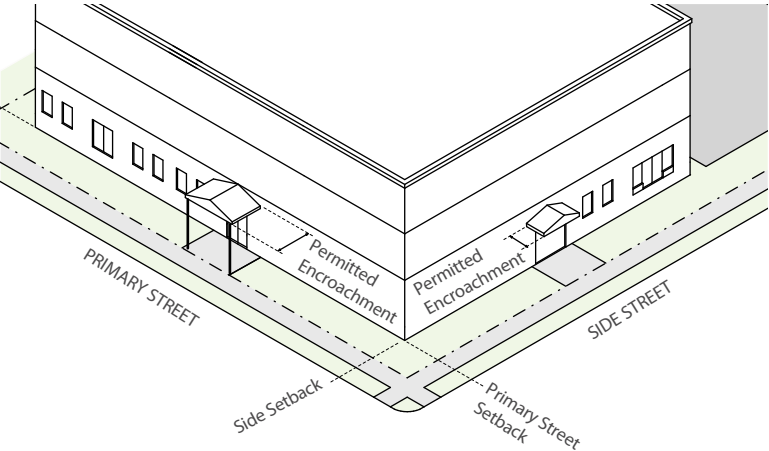
~~To allow minor elements to encroach into a setback while maintaining an open and unobstructed minimum setback space.~~

B. ~~Standard~~

~~Required minimum setbacks shall be open and unobstructed. The following setback encroachments, including residential setbacks but excluding required upper story setbacks, are allowed:~~

1. Architectural Elements

To allow for minor elements which add to the architectural character of buildings, while maintaining an open and unobstructed setback space:

	ZONE-DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Belt Courses, sills, lintels, pilasters, pediments, cornices; chimneys and fireplace insert vents not exceeding 6' in width</p> <p>Intent: To allow common, minor decorative elements which are integral to a building:</p>  <p><i>Illustrative only</i></p>	All D-CPV-T/R/C Zone Districts	All building forms	<p>1.5'</p> <p>Cornices only: 3'</p>  <p><i>Not to Scale. Illustrative Only.</i></p>
	ZONE-DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Canopies providing cover to an entrance:</p> <ul style="list-style-type: none"> The width shall be no greater than 25% of the width of the face of the building or 20', whichever is less; and Shall be open on three sides. <p>Intent: Provide protection from the weather for pedestrians entering the building and define street entrances to the building:</p>  <p><i>Illustrative only</i></p>	All D-CPV-T/R/C Zone Districts	All building forms	<p>Any distance</p>  <p><i>Not to Scale. Illustrative Only.</i></p>

	ZONE-DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Gutters and Roof Overhang</p> <p>Intent: To allow features of structures intended to repel weather</p>  <p><i>Illustrative only</i></p>	All-D-CPV-T/R/C Zone Districts	All building forms	3'
			 <p>Not to Scale. Illustrative Only.</p>
	ZONE-DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Porches (1-Story or multi-Story), Decks, Patios, Exterior Balconies, Stoops, and above-grade stairways at the Street Level connected to a Porch:</p> <ul style="list-style-type: none"> • May be covered; • All sides shall be at least 50% open except for any side abutting a building facade or fire wall. <p>Intent: To promote elements which provide for street activation and human scale.</p>  <p><i>Illustrative only</i></p>	All-D-CPV-T/R/C Zone Districts	All building forms	6' and minimum of 1' between right-of-way and first riser of above-grade stairway
			 <p>Not to Scale. Illustrative Only.</p>

	ZONE-DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Projecting Windows:</p> <ul style="list-style-type: none"> • Shall be a minimum of 1.5' above finished floor; • Shall not extend floor to ceiling; and • No individual projection shall be more than 10' in horizontal length at the opening along the face of the building. 	All-D-CPV-T/R/C Zone Districts	All building forms	1.5'
<p>Intent: To allow for improved interior daylighting.</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		
<p>Shading devices: Building elements, such as awnings, designed and intended to control light entering a building</p>	All-D-CPV-T/R/C Zone Districts	All building forms	5'
<p>Intent: To allow for elements either integral or attached to a building which control light entering through windows.</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		

2. Site Elements

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

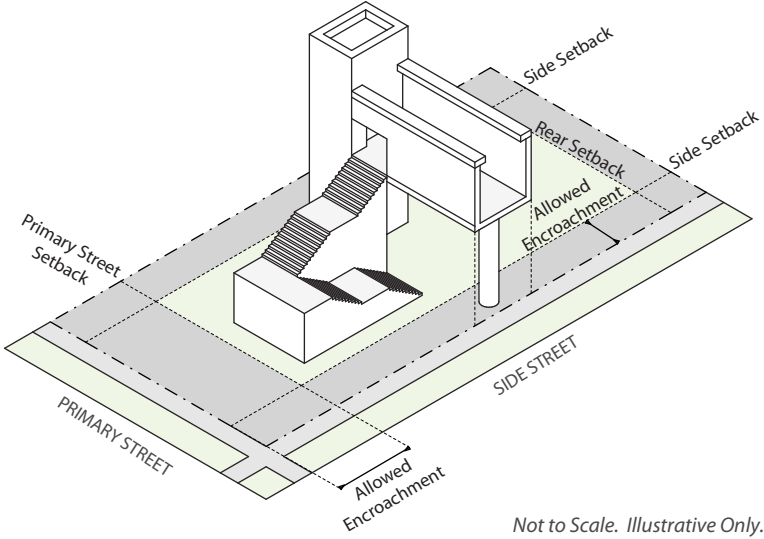

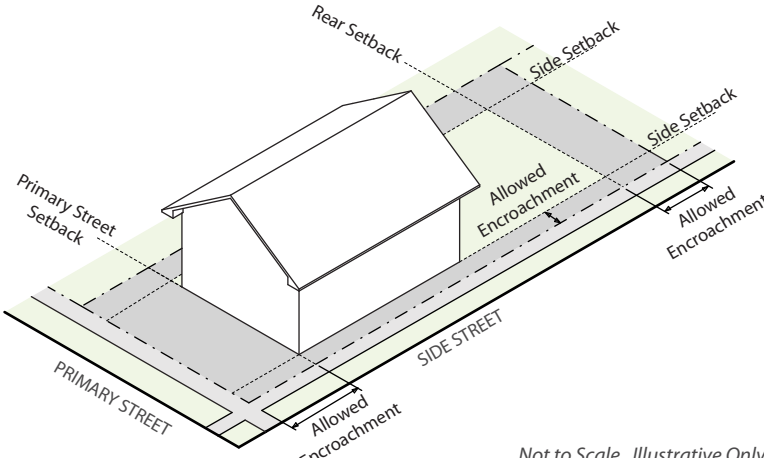
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Fences and Walls	See Article 10, Division 10.5 Landscaping, Fences, Walls and Screening		
Surface Parking	Not Allowed		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Drive or Driveway	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
Intent: To allow a Drive or Driveway to access an Off-Street Parking Area, but restrict the location where it is impactful due to proximity to adjacent properties.	<p>See Exception</p> <p>PRIMARY STREET</p> <p>Not to Scale. Illustrative Only.</p>		
<p><i>Illustrative only</i></p>			
<p>*Exception: A Drive or Driveway may encroach any distance into a Side Interior setback where:</p> <ul style="list-style-type: none"> • The Side Interior setback Abuts a public Alley; • Other public right-of-way, or an easement for public access Abutting a public Alley; or • Where a shared access agreement allows the Drive or Driveway to provide shared access to more than one Abutting Zone Lot. 			
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Flatwork providing pedestrian access to entrances and buildings:	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
Intent: To provide pedestrian access to entrances and buildings, but restrict coverage and width to ensure adequate openness	<p>Not to Scale. Illustrative Only.</p>		
<p><i>Illustrative only</i></p>			


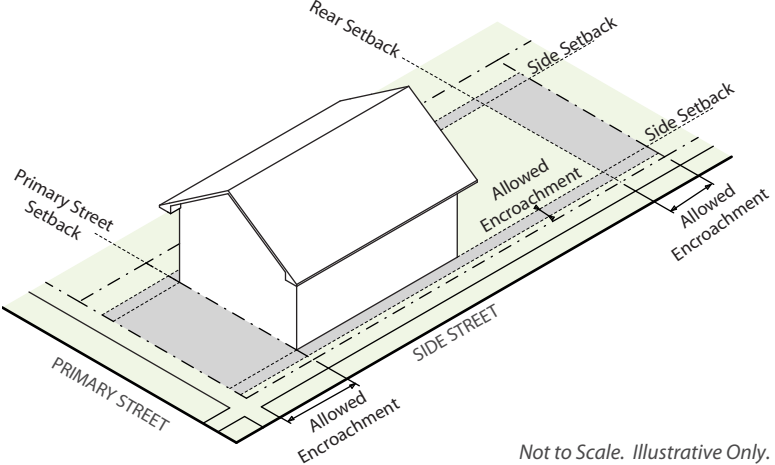
3. Service & Utility Elements

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

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Barrier-free access structures providing access to existing buildings as required by the Americans with Disabilities Act or Denver Accessibility Standards, when no alternative locations are available.</p> <ul style="list-style-type: none"> Setback encroachments for required barrier-free access structures are only allowed for expansions, enlargements, and alterations to existing buildings. Such barrier-free access structures shall be designed to be compatible with the character of the building, as determined by the Zoning Administrator. 	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
<p>Intent: To provide flexibility in the location of required barrier-free access to existing buildings:</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Enclosed structure that is below the original grade and completely underground, of any setback space, except as otherwise restricted by this Code</p>	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
<p>Intent: To allow below-grade structures that do not disrupt the streetscape:</p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Gas and electric meters	All D-CPV-T/R/C Zone Districts	All building forms	1.5'
Intent: To allow for functional siting.	<p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		
Emergency egress, when required by Denver Fire Code, such as fire escapes, fire escape ladders, and outside stairways, including landing(s) which do not exceed the minimum required dimensions for a landing as defined in the Denver Building And Fire Code and excluding above-grade walkways	All D-CPV-T/R/C Zone Districts	All building forms	5'
Intent: To provide for egress from a building only for emergency purposes	<p style="text-align: center;"><i>Illustrative only</i></p> <p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Pedestrian Bridge where the encroachment is necessary to complete a connection for a continuous, publicly accessible pedestrian/bicycle route provided Public Works has approved a right-of-way encumbrance.</p>	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
<p>Intent: To allow for above-grade connections that support continuous publicly accessible pedestrian/bicycle routes.</p>	 <p>Not to Scale. Illustrative Only.</p>		
 <p><i>Illustrative only</i></p>			
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Utility pedestals, transformers or other similar equipment, excluding mechanical equipment: • Shall not exceed 3' in height.</p>	All D-CPV-T/R/C Zone Districts	All building forms	Any distance
<p>Intent: To allow for functional siting.</p>	 <p>Not to Scale. Illustrative Only.</p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Window-well and/or emergency basement egress areas: • Shall be below grade.</p>	A11D-CPV-T/R/C Zone Districts	All building forms	Any distance for any width
<p>Intent: To allow for emergency egress</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		

BUILDING FEATURES	ZONE DISTRICTS	THE AGGREGATE SHALL NOT EXCEED 33-1/3 PERCENT OF THE AREA OF THE SUPPORTING ROOF	SHALL BE SET BACK FROM THE PERIMETER OF THE BUILDING A MINIMUM OF ONE FOOT HORIZONTALLY FOR EVERY ONE FOOT OF VERTICAL HEIGHT	MAY EXCEED MAXIMUM HEIGHT IN FEET BY:	MAY EXCEED MAXIMUM HEIGHT IN STORIES BY:	MAY PROJECT THROUGH THE BULK PLANE	MAY ENCROACH INTO THE UPPER STORY SETBACK
Elevator lobbies	All D- Zone Districts	Yes	Yes	28'	1 story	Not allowed	Not allowed
Open Structures	All D- Zone Districts	Yes	Yes	28'	Not applicable	Not allowed	Not allowed
Parapet Wall and/or Safety Railing	All D- Zone Districts	No	No	Any distance	Not applicable	Not allowed	Not allowed <u>5'</u>
Flush-mounted solar panels	All D- Zone Districts	No	No	Any distance	Not applicable	Any distance	Any distance
Evaporative coolers	All D- Zone Districts	No	Yes	Any distance	Not applicable	Any distance	Not Allowed
Accessory water tanks	All D- Zone Districts	No	Yes	28'	Not applicable	Any distance	Not Allowed
Pedestrian bridge	All D- Zone Districts	Not applicable	Not applicable	28'	Any number	Any distance	Any distance

8.10.1.2 Setback Exceptions

A. Intent

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

B. Standard

In all D- zone districts, where a zone lot has street frontage on a Parkway designated under D.R.M.C., Chapter 49, the greater of the following street setbacks shall apply:

1. The street setback required by the applicable building form standards in this Code; or
2. The required Parkway setback established under D.R.M.C., Chapter 49.

8.10.1.3 Required Build-To Exceptions in D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts

A. Civic, Public & Institutional Uses

1. Intent

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

2. Standard

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

8.10.1.4 Upper Story Setback Encroachments in D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts

A. Intent

To allow minor elements which add to the architectural character of buildings to encroach into a Primary Street upper story setback while maintaining an open and unobstructed minimum upper story setback space.

B. Applicability

This Section 8.10.1.4 applies to all primary building forms within D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts.

C. Standard

- In D-AS-12+ and D-AS-20+ Zone Districts, Exterior Balconies may encroach into a Primary Street upper story setback up to 2 feet.
- In D-GT, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts, Exterior Balconies may encroach into a Primary Street upper story setback up to 5 feet.

8.10.1.5 Setback Encroachments in D-GT, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts

A. Intent

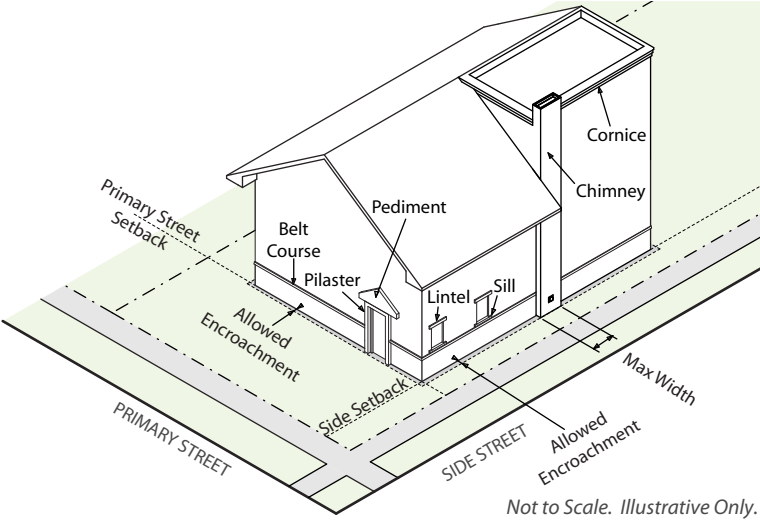

To allow minor elements to encroach into a setback while maintaining an open and unobstructed minimum setback space.

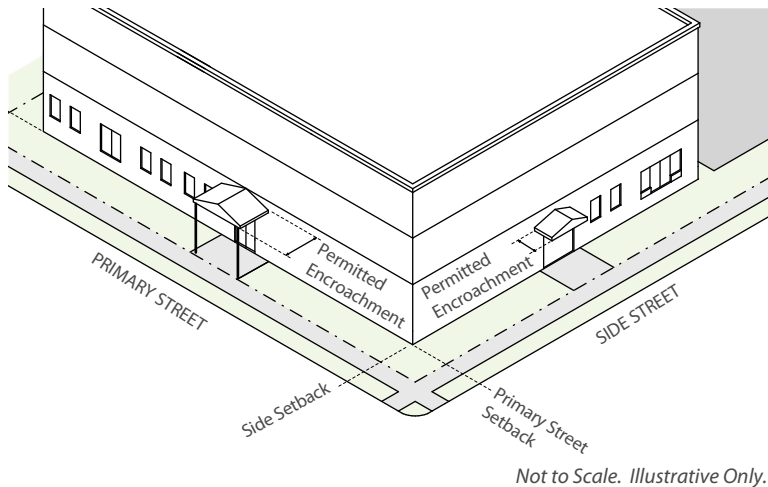

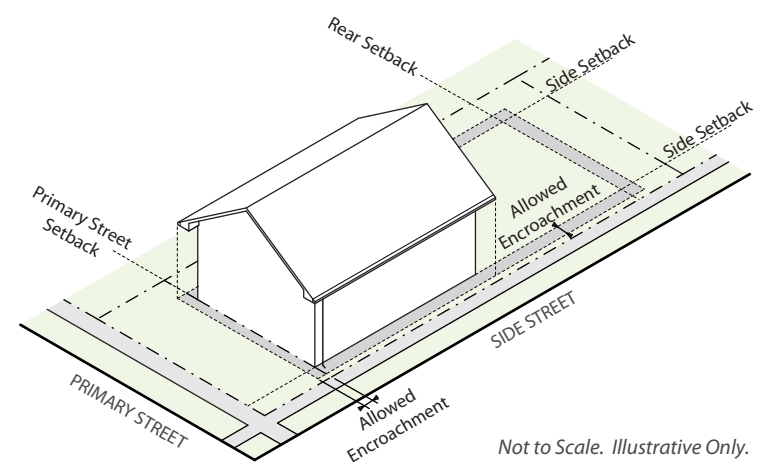

B. Standard


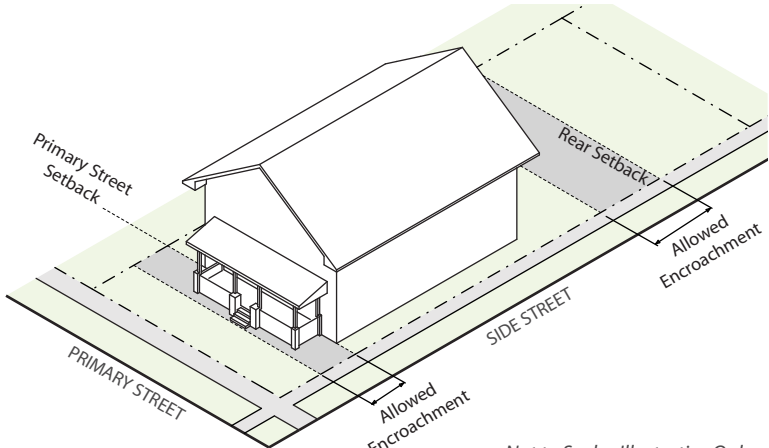

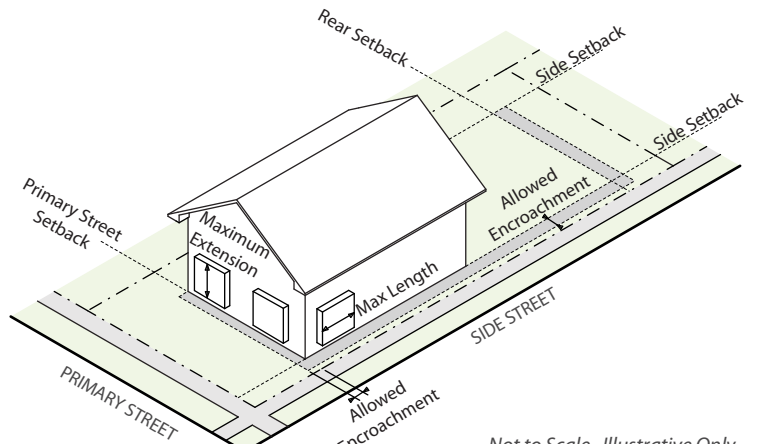
Required minimum setbacks shall be open and unobstructed. The following setback encroachments, including residential setbacks but excluding required upper story setbacks, are allowed:

1. Architectural Elements

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

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Belt Courses, sills, lintels, pilasters, pediments, cornices; chimneys and fireplace insert vents not exceeding 6' in width	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	1.5' Cornices only: 3'
Intent: To allow common, minor decorative elements which are integral to a building.			
 <p style="text-align: center;"><i>Illustrative only</i></p>			

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Canopies providing cover to an entrance:</p> <ul style="list-style-type: none"> • The width shall be no greater than 25% of the width of the face of the building or 20', whichever is less; and • Shall be open on three sides. 	All <u>D-GT</u> and <u>D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
<p>Intent: Provide protection from the weather for pedestrians entering the building and define street entrances to the building.</p>	 <p>Not to Scale. Illustrative Only.</p>		
 <p><i>Illustrative only</i></p>			
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Gutters and Roof Overhang	All <u>D-GT</u> and <u>D-CPV-T/R/C</u> Zone Districts	All building forms	3'
<p>Intent: To allow features of structures intended to repel weather</p>	 <p>Not to Scale. Illustrative Only.</p>		
 <p><i>Illustrative only</i></p>			

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Porches (1-Story or multi-Story), Decks, Patios, Exterior Balconies, Stoops, and above-grade stairways at the Street Level connected to a Porch:</p> <ul style="list-style-type: none"> • May be covered; • All sides shall be at least 50% open except for any side abutting a building facade or fire wall. 	All <u>D-GT</u> and <u>D-CPV-T/R/C</u> Zone Districts	All building forms	6' and minimum of 1' between right-of-way and first riser of above- grade stairway
<p>Intent: To promote elements which provide for street activation and human scale.</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
<p>Projecting Windows:</p> <ul style="list-style-type: none"> • Shall be a minimum of 1.5' above finished floor; • Shall not extend floor to ceiling; and • No individual projection shall be more than 10' in horizontal length at the opening along the face of the building. 	All <u>D-GT</u> and <u>D-CPV-T/R/C</u> Zone Districts	All building forms	1.5'
<p>Intent: To allow for improved interior daylighting.</p>  <p><i>Illustrative only</i></p>	 <p><i>Not to Scale. Illustrative Only.</i></p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Shading devices: Building elements, such as awnings, designed and intended to control light entering a building	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	5'
Intent: To allow for elements either integral or attached to a building which control light entering through windows.			
<i>Illustrative only</i>	<i>Not to Scale. Illustrative Only.</i>		

2. Site Elements

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

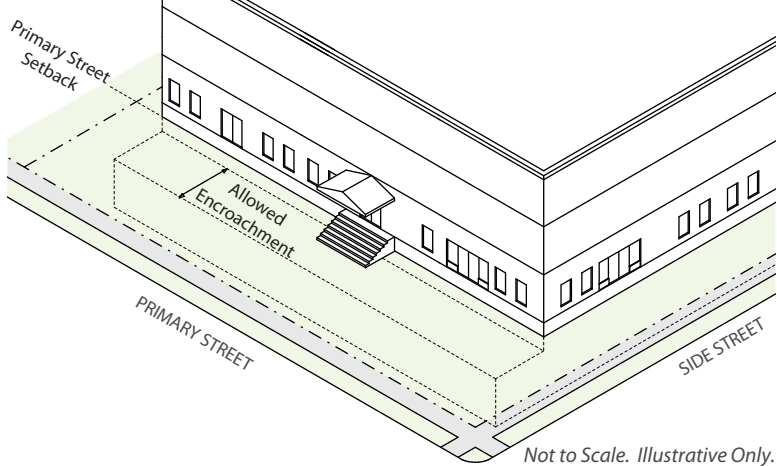
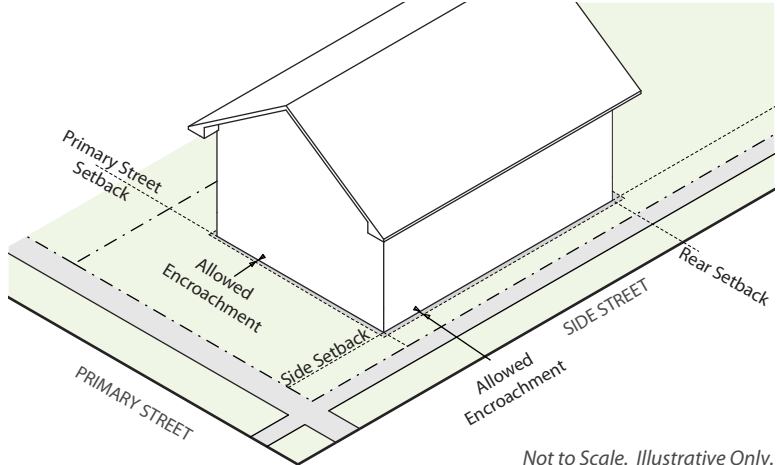
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Fences and Walls	See Article 10, Division 10.5 Landscaping, Fences, Walls and Screening		
Surface Parking	Not Allowed		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Drive or Driveway	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To allow a Drive or Driveway to access an Off-Street Parking Area, but restrict the location where it is impactful due to proximity to adjacent properties.			
<i>Illustrative only</i>	<i>Not to Scale. Illustrative Only.</i>		
<p>*Exception: A Drive or Driveway may encroach any distance into a Side Interior setback where:</p> <ul style="list-style-type: none"> • The Side Interior setback Abuts a public Alley; • Other public right-of-way, or an easement for public access Abutting a public Alley; or • Where a shared access agreement allows the Drive or Driveway to provide shared access to more than one Abutting Zone Lot. 			


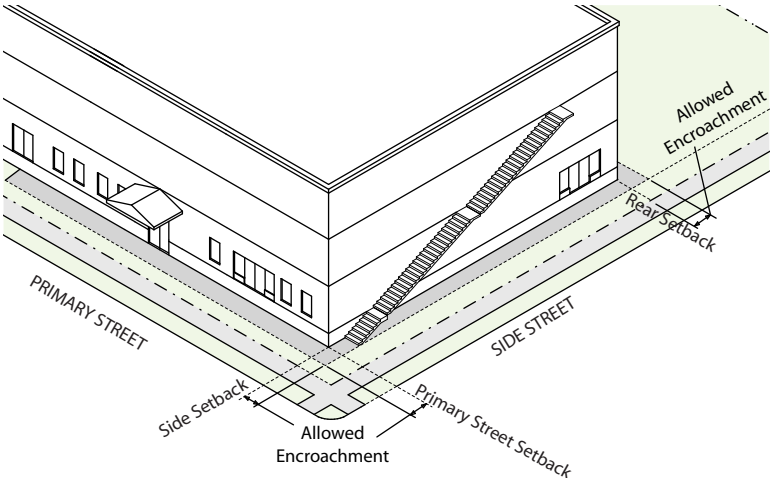

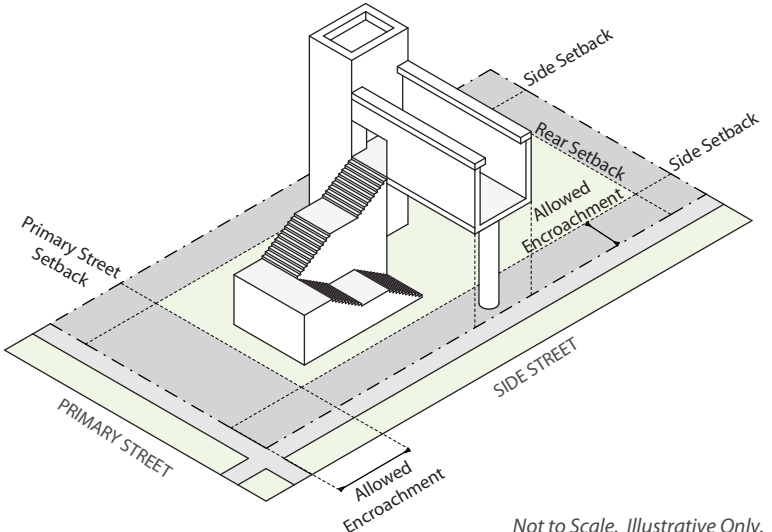
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Flatwork providing pedestrian access to entrances and buildings:	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To provide pedestrian access to entrances and buildings, but restrict coverage and width to ensure adequate openness			
<p><i>Illustrative only</i></p>	<p>PRIMARY STREET</p> <p>Not to Scale. Illustrative Only.</p>		

3. Service & Utility Elements

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

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Barrier-free access structures providing access to existing buildings as required by the Americans with Disabilities Act or Denver Accessibility Standards, when no alternative locations are available. <ul style="list-style-type: none"> • Setback encroachments for required barrier-free access structures are only allowed for expansions, enlargements, and alterations to existing buildings. • Such barrier-free access structures shall be designed to be compatible with the character of the building, as determined by the Zoning Administrator. 	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To provide flexibility in the location of required barrier-free access to existing buildings.			
<p><i>Illustrative only</i></p>	<p>PRIMARY STREET</p> <p>Not to Scale. Illustrative Only.</p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Enclosed structure that is below the original grade and completely underground, of any setback space, except as otherwise restricted by this Code	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To allow below grade structures that do not disrupt the streetscape.	 <p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Gas and electric meters	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	1.5'
Intent: To allow for functional siting.	 <p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Emergency egress, when required by Denver Fire Code, such as fire escapes, fire escape ladders, and outside stairways, including landing(s) which do not exceed the minimum required dimensions for a landing as defined in the Denver Building And Fire Code and excluding above-grade walkways	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	5'
Intent: To provide for egress from a building only for emergency purposes			
 <p><i>Illustrative only</i></p>			 <p><i>Not to Scale. Illustrative Only.</i></p>
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Pedestrian Bridge where the encroachment is necessary to complete a connection for a continuous, publicly accessible pedestrian/bicycle route provided Public Works has approved a right-of-way encumbrance.	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To allow for above-grade connections that support continuous publicly accessible pedestrian/bicycle routes.			
 <p><i>Illustrative only</i></p>			 <p><i>Not to Scale. Illustrative Only.</i></p>

	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Utility pedestals, transformers or other similar equipment, excluding mechanical equipment: • Shall not exceed 3' in height.	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance
Intent: To allow for functional siting.	<p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		
	ZONE DISTRICTS	BUILDING FORMS	PRIMARY STREET
Window well and/or emergency basement egress areas: • Shall be below grade.	All <u>D-GT and D-CPV-T/R/C</u> Zone Districts	All building forms	Any distance for any width
Intent: To allow for emergency egress	<p style="text-align: right;"><i>Not to Scale. Illustrative Only.</i></p>		
<p style="text-align: center;"><i>Illustrative only</i></p>			

DIVISION 8.11 USES AND MINIMUM/MAXIMUM PARKING REQUIREMENTS

SECTION 8.11.1 APPLICABILITY

- 8.11.1.1 This Division 8.11 sets forth the land uses permitted, the required zoning procedure, and the minimum/maximum parking requirements in all the Downtown Neighborhood Context zone districts with the exception of the D-LD zone district (see Section 8.4.1.4).
- 8.11.1.2 See Section 8.3.1.5 for more information on vehicle and bicycle parking in the D-C, D-TD and D-CV zone districts.
- 8.11.1.3 Maximum parking requirements apply only in the D-CPV-T, D-CPV-R and D-CPV-C zone districts as set forth in Section 8.11.5.
- 8.11.1.4 Note that the D-C, D-TD, D-CV, **D-GT**, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R and D-CPV-C zone districts have no minimum off-street vehicle parking requirement.
- 8.11.1.5 Uses not listed are prohibited, unless the Zoning Administrator specifically permits the unlisted use according to Section 12.4.6, Code Interpretations and Determination of Unlisted Uses.
- 8.11.1.6 For number of primary and accessory uses allowed per Zone Lot, see Section 1.2.3.5, Number of Uses and Structures Allowed per Zone Lot.

SECTION 8.11.2 ORGANIZATION OF USE & MINIMUM PARKING TABLE

8.11.2.1 Organized by Primary, Accessory and Temporary Uses

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

8.11.2.2 Primary Use Classifications, Categories & Specific Use Types

A. Primary Use Classifications

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

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

B. Primary Use Categories & Specific Use Types

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

C. Classifications & Categories Are Mutually Exclusive

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

8.11.3.4 Enclosure of Uses

All primary, accessory and temporary uses must be established, operated and maintained within a completely enclosed structure, unless otherwise specifically allowed by this Code. The Use and Parking Tables in Articles 3-9 indicate when a use may be established, operated or maintained outside a completely enclosed structure by including an asterisk "*" next to the specific use type. For example, the asterisk following the "Telecommunication Tower*" use type in the tables indicates that a telecommunication tower land use need not be enclosed.

SECTION 8.11.4 DISTRICT SPECIFIC STANDARDS (USE & MINIMUM PARKING TABLE)

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

USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
RESIDENTIAL PRIMARY USE CLASSIFICATION								
Household Living	Dwelling, Single Unit • No Parking Requirements	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.2.6
	Dwelling, Two Unit • D-GT & D-AS Districts - Vehicle: 0.75/unit • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.2.6
	Dwelling, Multi-Unit • D-GT & D-AS Districts - Vehicle: 0.75/unit • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/2 units (80/20) • D-CPV-T/R/C Districts - Bicycle: 1.1/unit (80/20)	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.2.6
	Dwelling, Live / Work • D-GT & D-AS Districts - Vehicle: 0.75/unit • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/2 units (80/20) • D-CPV-T/R/C Districts - Bicycle: 1.1/unit (80/20)	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$ 11.2.4; \$11.2.6
Residential Care	Residential Care, Type 1 • D-GT & D-AS Districts - Vehicle: No requirement • Bicycle: 1/8,000 sf GFA (80/20)	L/L-ZP	L/L-ZP	L/L-ZP	L/L-ZP	L/L-ZP	L/L-ZP	\$11.2.7; \$11.2.8
	Residential Care, Type 2 • D-GT & D-AS Districts - Vehicle: No requirement • Bicycle: 1/8,000 sf GFA (80/20)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.2.7; \$11.2.9
	Residential Care, Type 3 • D-GT & D-AS Districts - Vehicle: No Requirement • Bicycle: 1/8,000 sf GFA (80/20)	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	\$11.2.7; \$11.2.10
	Residential Care, Type 4 • D-GT & D-AS Districts - Vehicle: No Requirement • Bicycle: 1/8,000 sf GFA (80/20)	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	\$11.2.7; \$11.2.11
Congregate Living	All Types • D-GT & D-AS Districts - Vehicle: .25/1,000 sf GFA • Bicycle: 1/8,000 sf GFA (80/20)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
CIVIC, PUBLIC & INSTITUTIONAL PRIMARY USE CLASSIFICATION								
Basic Utilities	Utility, Major Impact* • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	§ 11.3.1
	Utility, Minor Impact* • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.3.2
Community/ Public Services	Community Center • No Parking Requirements	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.3.3
	Day Care Center • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Postal Facility, Neighborhood • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Postal Processing Center • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	NP	P-ZP	P-ZP	
	Public Safety Facility • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Hospital	P-ZP	P-ZP	NP	NP	NP	D-AS-12+/20+ & D-CPV-T/R: NP D-CPV-C: P-ZP	
	Correctional Institution	NP	NP	NP	NP	NP	NP	

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C	
		D-C	D-TD	D-LD	D-CV	D-GT D-AS			
Cultural/Special Purpose/Public Parks & Open Space	Cemetery*	NP	NP	NP	NP	NP	NP		
	Library • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Museum • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	City Park*	NP	NP	NP	NP	NP	NP		
	Open Space - Conservation* • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
Education	Elementary or Secondary School • D-GT & D-AS Districts - Vehicle- Elementary: 1/1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle-Elementary: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle-Elementary: 1/5,000 s.f. GFA (0/100) • D-GT & D-AS Districts - Vehicle-Secondary: 1/1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle-Secondary: 1/ 5,000 s.f. GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.3.8
	University or College • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.3.8; § 11.3.8
	Vocational or Professional School • D-GT & D-AS Districts - Vehicle: 1/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/10,000 s.f. GFA (0/100) • D-CPV-T/R/C Districts - Bicycle: 1/5,000 s.f. GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.3.8
Public and Religious Assembly	All Types • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
COMMERCIAL SALES, SERVICES, & REPAIR PRIMARY USE CLASSIFICATION									
Adult Business	All Types	NP	NP	NP	NP	NP	NP	NP	See Section 9.4.4, Use Overlay Districts, for adult business use allowance in the UO-1 District.

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
Arts, Recreation & Entertainment	Arts, Recreation and Entertainment Services, Indoor • D-GT & D-AS Districts - Vehicle - Artist Studio: 0.3/1000 sf GFA • D-GT & D-AS Districts - Vehicle - All Others: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Arts, Recreation and Entertainment Services, Outdoor* • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	L-ZP	L-ZP	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	§ 11.4.3
	Event Space with Alternate Parking and Loading* • Vehicle: No requirement • Bicycle: No requirement	NP	NP	NP	NP	NP	NP	
	Sports and/or Entertainment Arena or Stadium*	NP	NP	NP	NP	NP	D-AS-12+/20+ & D-CPV-T/R: NP D-CPV-C: P-ZP	
Nonresidential Uses in Existing Business Structures In Residential Zones		Not Applicable						
Parking of Vehicles	Parking, Garage • No Parking Requirements	L-ZP	L-ZP	NP	NP	L-ZP/ZPIN	P-ZP	§ 11.4.7
	Parking, Surface* • No Parking Requirements	L-ZP	L-ZP	NP	NP	D-GT: L-ZPIN D-AS: P-ZPIN	NP	§ 11.4.8
Eating & Drinking Establishments	All Types • D-GT & D-AS Districts - Vehicle: 2.5/ 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: 1/1,000 s.f. GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
Lodging Accommodations	Bed and Breakfast Lodging • D-AS & D-GT Districts - Vehicle - MS only: 2/ 1,000 s.f. GFA • D-GT & D-AS Districts - Vehicle: 0.875/guest room or unit • D-GT, D-AS, D-AS-12+/20+, & D-CPV-T/R/C Districts - Bicycle: 1/7,500 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	NP	P-ZPIN	P-ZP	
	Lodging Accommodations, All Others • D-GT & D-AS Districts - Vehicle: 0.875/ guest room or unit • D-GT, D-AS, D-AS-12+/20+, & D-CPV-T/R/C Districts - Bicycle: 1/7,500 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	NP	P-ZPIN	P-ZP	
Office	Dental / Medical Office or Clinic • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	§11.4.10
	Office, All Others • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair)	Animal Sales and Services, Household Pets Only • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.4.12
	Animal Sales and Services, All Others • No Parking Requirements	P-ZP	P-ZP	NP	NP	NP	NP	
	Food Sales or Market • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair)	Pawn Shop • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	L-ZP	L-ZP	NP	NP	L-ZPIN	L-ZPIN	\$11.4.15
	Retail Sales, Service & Repair -- Outdoor*	NP	NP	NP	NP	NP	NP	
	Retail Sales, Service & Repair - Firearms Sales	NP	NP	NP	NP	NP	NP	
	Retail Sales, Service & Repair, All Others • D-GT & D-AS Districts - Vehicle: 1.25/ 1,000 s.f. GFA • D-GT, D-AS, & D-AS-12+/20+ Districts - Bicycle: 1/7,500 s.f. GFA (20/80) • D-CPV-T/R/C Districts - Bicycle: 1/4,000 s.f. GFA (20/80)	P-ZP	P-ZP	P-ZP	NP	P-ZP	P-ZP	
Vehicle / Equipment Sales, Rentals, Service & Repair	Automobile Emissions Inspection Facility • D-GT & D-AS Districts - Vehicle: .5/ 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	L-ZP	L-ZP	NP	NP	L-ZP	NP	\$ 11.4.17
	Automobile Services, Light • D-GT & D-AS Districts - Vehicle: .5/ 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	NP	NP	NP	NP	L-ZPIN	L-ZP	\$11.4.18; \$11.4.19
	Automobile Services, Heavy	NP	NP	NP	NP	NP	NP	
	Automobile / Motorcycle / Light Truck Sales, Rentals, Leasing; Pawn Lot or Vehicle Auctioneer* • D-GT & D-AS Districts - Vehicle: .5/ 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZPIN	L-ZP	\$11.4.21
	Heavy Vehicle/ Equipment Sales, Rentals & Service*	NP	NP	NP	NP	NP	NP	

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		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
INDUSTRIAL, MANUFACTURING & WHOLESALE PRIMARY USE CLASSIFICATION								
Communications and Information	Antennas Not Attached to a Tower* • No Parking Requirements	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.5.2
	Communication Services • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • D-GT, D-AS, D-AS-12+/20+ & D-CPV-T/R/C Districts - Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.5.1
	Telecommunications Towers* • No Parking Requirements	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ZPIN/ ZPSE	L-ZP/ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	\$11.5.2
	Telecommunications Tower - Alternative Structure* • No Parking Requirements	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ZPIN	L-ZP/ZPIN	L-ZP/ZPIN	\$11.5.2
	Telecommunication Facilities -- All Others* • No Parking Requirements	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	\$11.5.2
Industrial Services	Contractors, Special Trade - General • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.5.3
	Contractors, Special Trade - Heavy/ Contractor Yard*	NP	NP	NP	NP	NP	NP	
	Food Preparation and Sales, Commercial • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$ 11.5.5
Industrial Services	Laboratory, Research, Development and Technological Services • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.5.6
	Service/Repair, Commercial • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.5.7
Manufacturing and Production	Manufacturing, Fabrication & Assembly -- Custom • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.5.8
	Manufacturing, Fabrication & Assembly -- General • D-GT & D-AS Districts - Vehicle: .5 / 1,000 s.f. GFA • Bicycle: No requirement	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZPIN/ ZPSE	NP	L-ZPIN/ZPSE	L-ZP/ZPSE	\$11.5.9
	Manufacturing, Fabrication & Assembly -- Heavy	NP	NP	NP	NP	NP	NP	
Mining & Extraction and Energy Producing Systems	Oil, Gas -- Production, Drilling*	NP	NP	NP	NP	NP	NP	
	Sand or Gravel Quarry*	NP	NP	NP	NP	NP	NP	
	Wind Energy Conversion Systems* • No Parking Requirements	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.5.13

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS
		D-C	D-TD	D-LD	D-CV	D-GT D-AS	D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C	
Transportation Facilities	Airport*	NP	NP	NP	NP	NP	NP	
	Helipad, Helistop, Heliport* • No Parking Requirements	L-ZP	L-ZP	NP	L-ZP	L-ZP/ZPSE	L-ZP	§ 11.5.14
	Railroad Facilities* • D-GT & D-AS Districts - Vehicle: .5 /1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	NP	L-ZP	L-ZP	NP	§ 11.5.14.2
	Railway Right-of-Way* • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Terminal, Station or Service Facility for Passenger Transit System • D-GT & D-AS Districts - Vehicle: .5 /1,000 s.f. GFA • Bicycle: No requirement	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Terminal, Freight, Air Courier Services • D-GT & D-AS Districts - Vehicle: .5 /1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZPIN	NP	§ 11.5.17
Waste Related Services	Automobile Parts Recycling Business*	NP	NP	NP	NP	NP	NP	
	Junkyard*	NP	NP	NP	NP	NP	NP	
	Recycling Center	NP	NP	NP	NP	NP	NP	
	Recycling Collection Station	NP	NP	NP	NP	NP	NP	
	Recycling Plant, Scrap Processor	NP	NP	NP	NP	NP	NP	
	Solid Waste Facility	NP	NP	NP	NP	NP	NP	
Wholesale, Storage, Warehouse & Distribution	Automobile Towing Service Storage Yard*	NP	NP	NP	NP	NP	NP	
	Mini-storage Facility • D-GT & D-AS Districts - Vehicle: 0.1/1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	§ 11.5.23
	Vehicle Storage, Commercial* • D-GT & D-AS Districts - Vehicle: .5/1,000 s.f. GFA • Bicycle: No requirement	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	§ 11.5.24
	Wholesale Trade or Storage, General	NP	NP	NP	NP	NP	NP	
	Wholesale Trade or Storage, Light • D-GT & D-AS Districts - Vehicle: .5 /1,000 s.f. GFA • Bicycle: No requirement	P-ZP	P-ZP	P-ZP	NP	P-ZP	L-ZP/ ZPIN/ ZPSE	§ 11.5.26
AGRICULTURE PRIMARY USE CLASSIFICATION								
Agriculture	Aquaculture*	NP	NP	NP	NP	NP	NP	
	Garden, Urban* • D-GT & D-AS Districts - Vehicle: .5/1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.6.2
	Husbandry, Animal*	NP	NP	NP	NP	NP	NP	
	Husbandry, Plant*	NP	NP	NP	NP	NP	NP	
	Plant Nursery • D-GT & D-AS Districts - Vehicle: .5/1,000 s.f. GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§ 11.6.5

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USE CATEGORY	SPECIFIC USE TYPE D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							APPLICABLE USE LIMITATIONS D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		

ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

USE CATEGORY	SPECIFIC USE TYPE	L - Applicable to all Zone Districts						REQUIREMENTS
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
Accessory to Primary Residential Uses (Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Unlisted Accessory Uses	L - Applicable to all Zone Districts						\$11.7
	Accessory Dwelling Unit	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.7; §11.8.2
	Domestic Employee	L	L	L	NP	L	L	\$11.7.1; §11.8.3
	Garden*	L	L	L	NP	L	L	\$11.7; §11.8.4
	Keeping of Household Animals*	L/L-ZPIN	L/L-ZPIN	L/L-ZPIN	NP	L/L-ZPIN	L/L-ZPIN	\$11.7; §11.8.5
	Keeping and Off-Street Parking of Vehicles, Motorcycles, Trailers & Recreational Vehicles*	L	L	L	NP	L	L	\$11.7; §10.9
	Kennel or Exercise Run*	L	L	L	NP	L	L	\$11.7; §11.8.6
	Limited Commercial Sales, Services Accessory to Multi-Unit Dwelling Use	Not Applicable - See Permitted Primary Uses						\$11.7; §11.8.7
	Outdoor Storage, Residential*	L	L	L	L	L	L	\$11.7; §11.8.8
	Second Kitchen Accessory to Single Unit Dwelling Use	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.7; §11.8.9
	Short-term Rental	L	L	L	NP	L	L	\$11.7; §11.8.10
	Vehicle Storage, Repair and Maintenance*	L	L	L	NP	L	L	\$11.7; §10.9
	Wind Energy Conversion Systems*	Not Applicable - See Permitted Primary Uses						
Yard or Garage Sales*	L	L	L	NP	L	L	\$11.7; §11.8.11	

HOME OCCUPATIONS ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

USE CATEGORY	SPECIFIC USE TYPE	L - Applicable to all Zone Districts						REQUIREMENTS
		D-C	D-TD	D-LD	D-CV	D-GT D-AS		
Home Occupations Accessory to a Primary Residential Use (Parking is Not Required for Home Occupations Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Child Care Home, Large	L-ZPIN	L-ZPIN	L-ZPIN	NP	L-ZPIN	L-ZPIN	\$11.9; §11.9.3
	All Other Types	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	\$11.9; §11.9.4
	Unlisted Home Occupations	L-ZPIN	L-ZPIN	L-ZPIN	NP	L-ZPIN	L-ZPIN	\$11.9; §11.9.5

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USE CATEGORY	SPECIFIC USE TYPE	D-C	D-TD	D-LD	D-CV	D-GT D-AS	D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C	APPLICABLE USE LIMITATIONS
	D-C, D-TD, D-CV, D-GT , D-AS-12+/20+, D-CPV-T/R/C Districts have no minimum vehicle parking requirement. D-CPV-T/R/C maximum vehicle parking requirements are provided in Section 8.11.5. D-C, D-TD, D-CV bicycle parking requirements are provided in Section 8.3.1.5. D-LD vehicle parking requirements are provided in Section 8.4.1.4. • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility / % Required Spaces in Fixed Facility)							

ACCESSORY TO PRIMARY NONRESIDENTIAL USES USE CLASSIFICATION

USE CATEGORY	SPECIFIC USE TYPE	L - Applicable to all Zone Districts						APPLICABLE USE LIMITATIONS
		D-C	D-TD	D-LD	D-CV	D-GT D-AS	D-AS-12+ D-AS-20+ D-CPV-T D-CPV-R D-CPV-C	
Accessory to Primary Nonresidential Uses (Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Unlisted Accessory Uses	L - Applicable to all Zone Districts						\$11.7; \$11.10.1
	Amusement Devices Accessory to Eating/Drinking Establishments, College/University and Theater Uses	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.7; \$11.10.2
	Automobile Rental Services Accessory to Certain Retail Uses*	Not Applicable - See Permitted Primary Uses			NP	Not Applicable - See Permitted Primary Uses		
	Book or gift store; media recording and production facilities accessory to public libraries, museums, places of religious assembly, colleges or universities	L	L	L	L	L	L	\$11.7; \$11.10.4
	Car Wash Bay Accessory to Automobile Services	NP	NP	NP	NP	NP	NP	
	College accessory to a Place for Religious Assembly	L	L	L	L	L	L	\$11.7; \$11.10.6
	Conference Facilities Accessory to Hotel Use	L	L	L	L	L	L	\$11.7; \$11.10.7
	Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses*	NP	NP	NP	NP	L-ZP	NP	\$11.7; \$11.10.8
	Emergency Vehicle Access Point	NP	NP	NP	NP	NP/L-ZPSE	NP	\$11.7; \$11.10.9
	Garden*	L	L	L	L	L	L	\$11.7; \$11.10.10
	Keeping of Animals	L/ L-ZP/ L-ZPIN	L/ L-ZP/ L-ZPIN	L/ L-ZP/ L-ZPIN	L/ L-ZP/ L-ZPIN	L/ L-ZP/ L-ZPIN	L/L-ZP/ L-ZPIN	\$11.7; \$11.10.11
	Nonresidential Uses in Existing Business Structures In Residential Zones - Accessory Uses	Not Applicable						
	Occasional Sales, Services Accessory to Places of Religious Assembly*	L	L	L	L	L	L	\$11.7; \$11.10.12
	Outdoor Eating and Serving Area Accessory to Eating/Drinking Establishment Use*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.7; \$11.10.13
	Outdoor Entertainment Accessory to an Eating/Drinking Establishment Use*	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	\$11.7; \$11.10.14
	Outdoor Retail Sale and Display*	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	L-ZP/ ZPSE	\$11.7; \$11.10.15
	Outdoor Storage, General*	NP	NP	NP	NP	NP	NP	
	Outdoor Storage, Limited*	L	L	L	L	L	L	\$11.7; \$11.10.17
Rental or Sales of Adult Material Accessory to a Permitted Bookstore Retail Sales Use	L	L	L	L	L	L	\$11.7; \$11.10.18	

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		D-C	D-TD	D-LD	D-CV	D-GT D-AS		

TEMPORARY USE CLASSIFICATION

Temporary Uses (Parking is Not Required for Temporary Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Unlisted Temporary Uses	L - Applicable to all Zone Districts						\$11.11.1
	Ambulance Service - Temporary	Not Applicable - See Permitted Primary Uses						\$11.11.2
Amusement / Entertainment - Temporary*	NP	NP	NP	NP	NP	NP	NP	
Bazaar, Carnival, Circus or Special Event*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.4
Building or yard for construction materials*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.5
Concrete, Asphalt, and Rock Crushing Facility*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.6
Fence for Demolition or Construction Work	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.7
Health Care Center	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	L-ZP	\$11.11.8
Noncommercial Concrete Batching Plant*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.9
Outdoor Retail Sales - Pedestrian / Transit Mall*	L-ZP	L-ZP	L-ZP	NP	NP	L-ZP	L-ZP	\$11.11.10
Outdoor Retail Sales*	NP	NP	NP	NP	NP	NP	NP	
Outdoor Sales, Seasonal*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.12
Parking Lot Designated for a Special Event*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.13
Retail Food Establishment, Mobile*	L-ZP	L-ZP	L-ZP	NP	NP	L-ZP	L-ZP	\$11.11.14
Temporary Construction Office	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.15
Temporary Office - Real Estate Sales	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.16
Temporary Tiny Home Village	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	L-ZPCIM	\$11.11.17
Tent for Religious Services	NP	NP	NP	NP	NP	NP	NP	

C. Process to Establish Comprehensive Sign Plan

1. Plan Submittal

The following items and evidence shall be submitted to the Zoning Administrator to explain a proposed comprehensive sign plan for a facility:

- a. A site plan or improvement survey of the facility drawn to scale showing existing and proposed buildings, Off-Street Parking Areas, landscaped areas, drainage swales, detention ponds, adjoining streets and alleys.
- b. Scaled drawings showing the elevations of existing and proposed buildings and structures that may support proposed signage.
- c. Design descriptions of all signs including allowable sign shapes, size of typography, lighting, exposed structures, colors, and materials, and any information on the frequency of changeable graphics.
- d. All information on sign location shall also be provided: wall elevations drawn to scale showing locations of wall, window, projecting and roof signs, and site plans drawn to scale showing allowable locations and heights of ground signs;
- e. Calculations of sign area and number.

2. Notice

The Zoning Administrator shall see that the notices are placed on the property by the applicant no later than 15 days after receipt of the complete application for the proposed plan. The Zoning Administrator shall also send notice of the proposed plan to the neighborhood organizations which are registered pursuant to the provisions of Article III, Chapter 12 of the Revised Municipal Code and whose boundaries are within 3,000 feet of the boundary line of the zone lot of the large facility. The Zoning Administrator shall also send notices to the city council members in whose district the large facility is located and to the at large council members. Such notice shall require that written comments be submitted to the Zoning Administrator by those persons having a concern with respect to the proposal within 30 days of the date of notification. If the facility site falls within a district designated for preservation or the area of a structure designated for preservation pursuant to the provisions of D.R.M.C., Chapter 30 (Landmark Preservation), the Zoning Administrator shall notify the landmark approving authority regarding the proposal. Such notice shall require that the landmark approving authority provide a written recommendation, based on adopted standards, policies, and guidelines, to the Planning Board and Zoning Administrator, as set forth in D.R.M.C., Chapter 30 (Landmark Preservation).

3. Review by the Downtown Design Advisory Board in D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts

- a. The Downtown Design Advisory Board shall review comprehensive sign plans proposed for large facilities located on Zone Lots within the D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, or D-CPV-C Zone Districts according to the criteria listed below and the Design Standards and Guidelines for Downtown.
- b. The Downtown Design Advisory Board shall provide a recommendation for denial, approval, or approval with conditions to the Zoning Administrator.

4. Forwarding of a Proposed Comprehensive Sign Plan

The Zoning Administrator shall consider the concerns expressed by members of the public, neighborhood organizations and council members, and shall evaluate the proposed plan according to the criteria listed below and shall send the proposed plan and a recommendation for approval, denial or approval with conditions to the planning board.

5. Criteria for Review

The criteria for reviewing proposed comprehensive sign plans are as follows:

- D. A change in signage type, illumination or animation allowed within the district sign plan.
- E. Signs exceeding the specifications of the district sign plan and not allowed according to Section 10.10.15.15, require an amendment to the district sign plan.

10.10.15.15 Other Permitted Signs

Signs described and regulated by Section 10.10.3.2.E, signs giving parking or traffic directions, and inflatables and balloons and/or streamers/pennants as described and regulated by Section 10.10.3.2.I, need not be included in the district sign plan. However, other signs permitted by Section 10.10.3.2, signs subject to a permit, must be included in the district sign plan.

10.10.15.16 Rules and regulations

The Planning Board has the authority to adopt rules and regulations concerning the review of the district sign plan.

10.10.15.17 Fee

The fee for review for the initial district sign plan is \$500.00 per acre or \$5,000.00, whichever is less. The fee for review for an amendment of the district sign plan is \$250.00 per acre or \$2,500.00, whichever is less.

SECTION 10.10.16 SPECIAL PROVISIONS FOR D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, AND D-CPV-C

10.10.16.1 General

The provisions of this Section 10.10.16 shall apply to the D-GT district, except that portion of the district north of 13th Avenue on Broadway and Lincoln Street, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C districts. The other Sections of this Division 10.10 shall remain in full force and effect in the D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C districts, and there is no requirement that proposed signs be submitted for approval pursuant to this Section. However, an application for a projecting sign may be submitted pursuant to the provisions of this Section, in which case this Section will be applicable with respect to the issuance of sign permits.

10.10.16.2 Purpose

The purpose of this Section is to create the policy for a system of signs that project perpendicular to the face of the wall or building to which they are attached, or at a 45-degree angle to the corner of a building where the user occupies at least part of 2 building frontages.

10.10.16.3 Intent

To accomplish this purpose, it is the intent of this ordinance to encourage and to authorize the use of signs and street graphics which are:

- A. Compatible with and an enhancement of the character of the surrounding district and adjacent architecture when considered in terms of scale, color, materials, lighting levels, and adjoining uses.
- B. Compatible with and an enhancement of the architectural characteristics of the buildings on which they appear when considered in terms of scale, proportion, color, materials and lighting levels.
- C. Appropriate to and expressive of the business or activity for which they are displayed.
- D. Creative in the use of unique 2 and 3 dimensional form, profile, and iconographic representation.
- E. Employ exceptional lighting design and represent exceptional graphic design, including the outstanding use of color, pattern, typography, and materials.
- F. Of high quality, durable materials appropriate to an urban setting.

10.10.16.4 Permitted Maximum Sign Area

The other Sections of this Division 10.10 pertaining to the D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C districts are applicable, and the sign area allowable under this Section shall be deducted from the permitted maximum sign area. For these purposes, a cubic foot of sign or graphic volume is considered to be equivalent to a square foot of sign area.

10.10.16.5 Projecting Graphics Permitted

For the purposes of this Section, a projecting graphic 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.

- A. The following limitations apply to projecting graphics:
1. Each user may display 1 projecting graphic adjacent to every street upon which the user has frontage and an entry or 1 projecting sign at the corner of a building where the user has 2 frontages, provided that the approval of the manager of public works has been given pursuant to the provisions of Section 49-436 of the Revised Municipal Code.
 2. Projecting graphics may project no more than 5 feet out from a building.
 3. The bottom of any projecting graphic must be at least 8 feet above the sidewalk or ground floor finished floor level, whichever is higher while the top of any projecting graphics may be no higher than 15 feet above the sidewalk or ground level finished floor level, whichever is higher.
 4. Allocation of allowable sign volume. For uses that are located at the Street Level and have entries with direct access to a public sidewalk, court or plaza, or uses located in the basement or on the second floor; that have entries at the Street Level with direct access to a public sidewalk, court or plaza, the allowable projecting sign volume will be allocated on the following basis:
 - a. Uses that occupy at least 8 feet but no more than 20 feet of linear building frontage may have up to 12 cubic feet of projecting sign volume.
 - b. Uses that occupy more than 20 but no more than 50 linear feet of building frontage may have up to 30 cubic feet of projecting sign volume.
 - c. Uses that occupy over 50 linear feet of building frontage may have up to 50 cubic feet of projecting sign volume.
 - d. Uses that occupy over 50 linear feet of building frontage, that are located in the D-GT zone district on either Broadway or Lincoln Streets and are south of 13th Avenue, may have up to 70 cubic feet of projecting sign volume.
 - e. Uses occupying corner locations may base the maximum allowable volume of their signage on the length of the actual building frontage on which the sign is placed, or on the length of either frontage if a corner location is chosen.
- B. Calculation of sign volume. The volume of a projecting sign will be calculated as the volume within a rectilinear form constructed to enclose the primary form of the sign.
- C. Minor sign elements may project beyond the primary boundaries of this volume at the discretion of the Zoning Administrator. Minor elements will be defined as those parts of the sign which add to the design quality without adding significantly to the perceived volume and mass of the sign.
- D. No dimension (height, width, or depth) shall be considered to be less than 1 foot and 0 inches for the purposes of calculating sign volume.
- E. Projecting signs are prohibited for uses without direct street access on the Street Level.

- F. Relationships to the building facade. Maximum projecting sign dimensions, volumes and locations may additionally be restricted by the dimensions of the building facade on which signage is to be located and the relationship to other tenant signage on the same facade:
1. Signs shall not exceed the height of the parapet of the building on which mounted.
 2. Signs shall not be placed less than 8 feet apart.

10.10.16.6 Illumination

Illumination of graphics as defined herein shall be permitted by direct, indirect, neon tube, light-emitting diode (LED), and fluorescent illumination for users with over 20 linear feet of frontage. Users with fewer than 20 linear feet of frontage may have direct external illumination only. The following additional provisions also apply to the illumination of street graphics:

- A. Color of light. Graphics as defined herein may use a variety of illuminated colors.
- B. Fully internally-illuminated plastic sign boxes with internal light sources are prohibited.
- C. Flashing signs are prohibited.
- D. Animated signs are prohibited.

SECTION 10.10.17 SPECIAL PROVISIONS FOR D-C, D-TD, D-LD, D-CV, **AND D-AS, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, AND D-CPV-C**

10.10.17.1 General

The provisions of this Section 10.10.17 shall apply to the D-C, D-TD, D-LD, D-CV, and D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts. The other provisions of this Division 10.10 (Signs) shall remain in full force and effect in the D-C, D-TD, D-LD, and D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts, and there is no requirement that proposed signs be submitted for approval pursuant to this Section. However, an application for a sign may be submitted pursuant to the provisions of this Section in which case this Section will be applicable with respect to the issuance of the sign permit.

10.10.17.2 Purpose

The purpose of this Section is to create the policy for a comprehensive and balanced system of signs and street graphics to facilitate the enhancement and improvement of the D-C, D-TD, D-LD, and D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts through the encouragement of urban, innovative signs and street graphics which will aid in the creation of a unique downtown shopping and commercial area, facilitate an easy and pleasant communication between people and their environment and avoid the visual clutter that is potentially harmful to traffic and pedestrian safety, property values, business opportunities, and community appearance. To accomplish these purposes, it is the intent of this Section to encourage and to authorize the use of signs and street graphics which are:

- A. Compatible with and an enhancement of the character of the surrounding district and adjacent architecture when considered in terms of scale, color, materials, lighting levels, and adjoining uses.
- B. Compatible with and an enhancement of the architectural characteristics of the buildings on which they appear when considered in terms of scale, proportion, color, materials and lighting levels.
- C. Appropriate to and expressive of the business or activity for which they are displayed.
- D. Creative in the use of unique 2 and 3 dimensional form, profile, and iconographic representation; employ exceptional lighting design and represent exceptional graphic design, including

the outstanding use of color, pattern, typography and materials. Signage which simply maximizes allowable volume in rectangular form is strongly discouraged.

- E. Of high quality, durable materials appropriate to an urban setting.

10.10.17.3 Permitted Maximum Sign Area

The other provisions of this Division 10.10 (Signs) pertaining to the D-C, D-TD, D-LD and D-AS; ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts are applicable, and the sign area allowable under this Section shall be deducted from the permitted maximum sign area. A cubic foot of sign or graphic volume is considered to be equivalent to a square foot of sign area.

10.10.17.4 Projecting Graphics Permitted

A projecting graphic is a sign or street graphic attached to and projecting from the wall of a building and not in the same plane as the wall.

- A. The following limitations apply to projecting graphics:
 1. Each use may display 1 projecting graphic adjacent to every street upon which the use has frontage, provided that the approval of the manager of public works has been given pursuant to the provisions of Section 49-436 of the Revised Municipal Code.
 2. Projecting graphics must clear sidewalks by at least 8 feet in height and may project no more than 7 feet out from a building.
 3. Projecting graphics shall be mounted no less than 6 inches and no more than 1 foot away from the building wall or the furthest projecting elements (belt courses, sills, etc.) which are adjacent to it on the building facade.
 4. Allocation of allowable sign volume. For uses that are located at the Street Level and have entries with direct access to a public sidewalk, court or plaza the allowable projecting sign volume will be allocated on the following basis:
 - a. Uses that occupy up to 49 linear feet of building frontage may have up to 30 cubic feet of projecting sign volume. However, to avoid crowding of signage types, uses that occupy less than 30 linear feet of exterior building frontage will be limited to utilizing either a projecting sign as allowed under these regulations, or any other non projecting sign types as currently allowed.
 - b. Uses that occupy between 50 and 74 linear feet of building frontage may have up to 64 cubic feet of projecting sign volume.
 - c. Uses that occupy 75 linear feet or more of building frontage may have up to 96 cubic feet of projecting sign volume.
 - d. Uses occupying corner locations may base the maximum allowable volume of their signage on the length of the 1 actual building frontage on which it is placed.
 5. The calculation of sign volume. The volume of a projecting sign will be calculated as the volume within a rectilinear form that could be constructed to enclose the primary form of the sign. Minor sign elements may project beyond the primary boundaries of this volume at the discretion of the review committee. Minor elements will be defined as those parts of the sign which add to the design quality without adding significantly to the perceived volume and mass of the sign. No dimension (height, width or depth) shall be considered to be less than 1 feet-0 inches for the purposes of calculating sign volume.
 6. Multiple projecting signs. The total sign volume allowed for a single use may be broken into multiple projecting signs, not to exceed 1 per 25 linear feet of the actual building frontage adjacent to a public walk, court or plaza only at the discretion of the review committee based on the following criteria:
 - a. Multiple signs significantly enhance the creative impact of the signage concept.

- a. The appropriateness of flashing signs, where otherwise allowed, will be based on the character and uses of the face block, existing uses within the building and the surrounding vicinity, and the protection of public safety.
 - b. Use of flashing signs shall be limited to entertainment uses such as, by way of example and not by way of limitation, theaters, movie houses, restaurants, and cabarets, and is limited to the times the business is open.
3. Fully illuminated plastic sign boxes with internal light sources will not be allowed.

10.10.17.5 Design Review Committee

There is hereby created a separate Design Review Committee for each of the D-C, D-TD, D-LD, and D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts, which shall be composed and comprised as hereinafter set forth, and which shall have the powers and authorities described herein.

- A. Within the D-C, D-TD, and D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ zone districts, when signage is proposed on a zone lot with landmark designation or located in a landmark district, the Denver Landmark Preservation Commission shall be the Design Review Committee.
- B. Within the D-C and D-TD districts, except as provided by Section 10.10.17.5.A above, the Design Review Committee shall be comprised of 7 members as follows:
 1. 1 property owner, who owns property in the D-C or D-TD district;
 2. 2 business operators, who operate businesses in the D-C or D-TD district;
 3. 1 member of Downtown Denver, Inc., nominated by Downtown Denver, Inc.;
 4. 2 design professionals;
 5. 1 resident of Denver, with preference given to a resident of the D-C or D-TD district; and
 6. The Manager, or his designee, who shall serve as an ex officio member.

Members of the D-C and D-TD Design Review Committee shall be nominated by downtown businesses, residents and property owners in the D-C and D-TD districts and shall be appointed by the mayor. The term of membership on the Design Review Committee is 3 years with initial appointments being of 3 appointees for 1 year terms, 2 appointees for 2 year terms and 2 appointees for 3 year terms.

- C. Within the D-LD district, the Lower Downtown Design Review Board shall comprise the Design Review Committee.
- D. Within the D-AS, ~~D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C~~ districts, except as provided by Section 10.10.17.5.A above, the planning office staff shall act as the Design Review Committee.
- E. Each Design Review Committee shall meet monthly or within 14 calendar days of a special request.
- F. Authority is hereby expressly granted to the applicable Design Review Committee to review and recommend approval to the Zoning Administrator of applications for signs and street graphics in the applicable district pursuant to the provisions of this Section.

10.10.17.6 Design Review

Applications for sign permits submitted for approval pursuant to the provisions of this Section shall be forwarded to the applicable Design Review Committee by the department of zoning administration. The applicable Design Review Committee shall prepare a recommendation and submit it to the

1. Such use shall not be located within the area bounded by 14th Street, Colfax Avenue, Broadway Street, 18th Street, and the Larimer Street-Market Street alley; and
2. Such use shall not be located where necessary curb cuts will interfere with pedestrian activity on Larimer Street, Curtis Street, Cleveland Place, or on any street frontage facing a light rail line.

11.4.8.3 D-GT Zone District

In the D-GT zone district, where permitted with limitations, Surface Parking lots constructed after July 1, 1994, ~~and not required to meet the requirements of this Subsection's requirements~~ shall be permitted according to Section 12.4.2, Zoning Permit Review with Informational Notice, and shall only be approved provided that the following limitations are met:

- A. Such parking lot shall serve a specific, identified business or residential facility that is a permitted use then permitted and operating in the D-GT district.
- B. Any parking lot that is not located on the same zone lot as the use it serves, and that provides amounts of parking beyond those required to meet the minimum parking requirements for such use according to this Article 11 and Division 10.4, Parking and Loading:
 1. Shall have some portion of such parking lot located within 200 feet of the zone lot containing the use it serves; and
 2. Shall not offer parking to the public in return for a fee; and
 3. Shall include signage stating that parking is available only for the specific, identified business or residential facility that it serves and that public parking is not permitted.

11.4.8.4 CMP-H and CMP-EI Zone Districts

In the Campus Hospital CMP-H and CMP-EI zone districts, where permitted with limitations:

- A. Surface parking of vehicles is permitted only to serve a use permitted in the district.
- B. Commercial Surface Parking lots are prohibited.

EATING AND DRINKING ESTABLISHMENTS USE CATEGORY

SECTION 11.4.9 EATING AND DRINKING ESTABLISHMENTS, ALL TYPES

11.4.9.1 All MX-2x, -2A, -2; MS-2x, -2, -CMP-H2, CMP-EI2 Districts

In all MX-2x, -2A, -2; MS-2x, -2, CMP-H2, CMP-EI2 zone districts abutting a SU or TU zone district, where permitted with limitations:

- A. Lighted signage for an Eating and Drinking Establishment shall be turned off during non-operating hours.
- B. All outdoor lighting for an Eating and Drinking Establishment shall be provided with full cut-off fixtures.

11.4.9.2 All MX-2x, MS-2x, CMP-H2, CMP-EI2 Zone Districts

In all MX-2x, MS-2x, CMP-H2, CMP-EI2 zone districts, where permitted with limitations, in addition to compliance with the use limitations in this Section 11.4.9, if the eating and drinking establishment is less than 100 feet from the boundary of any Protected District, all business activities open to the public shall cease by 10:00 p.m., except on Friday and Saturday nights when all business activities open to the public shall cease by 11:00 p.m.

- C. The members of the board shall be appointed by the mayor for a term of three years and shall serve at the pleasure of the mayor. Vacancies shall be filled within 30 days by the mayor from the date on which the vacancy occurs.

12.2.7.2 Review Authority

- A. Within the C-CCN zone districts, the Cherry Creek North Design Advisory Board shall review and make recommendations to the Development Review Committee or the Zoning Administrator as specified in adopted rules and regulations, as may be amended from time to time.

SECTION 12.2.8 DOWNTOWN DESIGN ADVISORY BOARD

12.2.8.1 Creation

- A. The Downtown Design Advisory Board shall consist of ~~seven~~ nine members appointed by the Mayor. The ~~seven~~ nine members shall include individuals from the following categories: four design professionals, including architects, landscape architects, and urban designers, at least one of whom shall be a landscape architect; one owner of property in the downtown area; ~~one~~ three residents or community representatives of the downtown area; and one representative of the development/construction industry, including but not limited to engineers, contractors, and developers. All board members must be residents of Denver.
- B. The members of the board shall be appointed by the Mayor for terms of three years and shall serve at the pleasure of the Mayor. Terms of office shall be staggered by making the appointments so that approximately one-third of the members' terms expire each year. Vacancies shall be filled by the mayor within 30 days from the date on which the vacancy occurs.

12.2.8.2 Board Meetings

- A. All meetings of the Downtown Design Advisory Board shall be open to the public and allow opportunity for public comment.

12.2.8.3 Review Authority

- A. The Downtown Design Advisory Board shall review and make recommendations to the Development Review Committee or Zoning Administrator for all projects submitted for review within the Downtown Golden Triangle (D-GT), Downtown Arapahoe Square 12+ (D-AS-12+), Downtown Arapahoe Square 20+ (D-AS-20+), Downtown Central Platte Valley – Auraria Transition (D-CPV-T), Downtown Central Platte Valley – Auraria River (D-CPV-R), and Downtown Central Platte Valley – Auraria Center (D-CPV-C) zone districts, as specified in adopted rules and regulations, which may be amended from time to time. ~~The Zoning Administrator shall conduct all review and approval of projects submitted before April 1, 2019.~~

of the PUD District Plan and documents expressly authorize administrative adjustments according to this Section 12.4.5.

12.4.5.3 Permitted Types of Administrative Adjustments

A. Administrative Adjustments to Relieve Unnecessary Hardship

The Zoning Administrator may grant administrative adjustments to the following zoning standards shown in the table below, subject to any limitations stated in the table and subject to compliance with the review criteria stated in Section 12.4.5.5:

ZONING STANDARD	MAXIMUM ADJUSTMENT "NA" = NOT APPLICABLE OR AVAILABLE	
	Suburban House, Urban House, Duplex, Tandem House and Any Associated Detached Accessory Structure Building Forms Only	All Other Building Forms
HEIGHT AND BULK STANDARDS:		
1. NON-HISTORIC STRUCTURES		
• Maximum height (in stories or feet)	May exceed maximum standards, but the subject building and its elements shall be no taller in feet than a similar building form located within the "existing neighborhood" as defined in Section 12.4.7.5.D.2, "Compatibility with Existing Neighborhood." In addition, a height adjustment to a Detached Accessory Dwelling Unit building shall not result in more than 2 stories.	na
• Bulk Plane Dimensions		na
2. NON-HISTORIC STRUCTURES IN THE D-GT ZONE DISTRICT ONLY		
• Maximum height (in feet)	Up to an additional 25' permitted, according to Section 8.6.1.3 (Maximum Height) of this Code.	
3.2. HISTORIC STRUCTURES		
• Maximum height (in stories or feet) • Bulk Plane Dimensions	The Zoning Administrator may approve an adjustment that results in a structure taller than a similar building form located within the existing neighborhood, as defined in Section 12.4.7.5.D.2, "Compatibility with Existing Neighborhood," if the landmark approving authority (pursuant to D.R.M.C., Chapter 30, Landmark Preservation) finds specifically that development on the Zone Lot conforming to this Code's height or bulk regulations would have an adverse impact upon the historic character of the individual landmark or the historic district, if a historic district is involved.	
SITING STANDARDS:		
Determination of Primary Street Zone Lot Line(s) on Corner Lots of Oblong Blocks or Square Blocks	Zoning Administrator may designate either or both zone lot lines parallel to the intersecting streets as a Primary Street Zone Lot Line, provided the resulting street setback standards shall be more compatible with an established pattern of street setbacks for buildings on the same face blocks containing the subject property.	
Minimum zone lot width requirements	5%	5%
Block sensitive primary street setback	No limit, provided the resulting primary street setback range (min/max) shall be more compatible with an established pattern of primary street setbacks for buildings on the same face block as the subject building.	
Side Interior Setback requirements on Zone Lots greater than 30 feet wide up to and including 40 feet wide	No limit when based on a finding of neighborhood compatibility (see Section 12.4.7.5.D), provided the adjustment results in a side interior setback no less than 3'.	na

12.4.9.4 Requirements and Limitations After Zoning Permit Issuance

A. Expiration and Extensions

1. Except as otherwise allowed in subsection A.2. below, a zoning permit with special exception review shall expire 12 months from the date of the Board of Adjustment's decision unless the special exception use begins operating, or a valid building permit is issued. Upon a showing of good cause, the Zoning Administrator may extend the permit for the special exception for additional time periods not to exceed a total of 12 additional months.
2. If a zoning permit with special exception review is granted upon review and approval of a Site Development Plan according to Section 12.4.3 of this Code, then the zoning permit authorizing construction or a permitted use shall expire at the same time as the approved Site Development Plan.

B. Limit on Reapplication for Denied Special Exceptions

No application for a zoning permit with special exception review denied by the Board of Adjustment shall be considered for a period of 1 year from the date of the original denial unless the Zoning Administrator determines that the application contains substantial changes that address the reasons for denial of the application.

SECTION 12.4.10 OFFICIAL MAP AMENDMENT (REZONING)

12.4.10.1 Applicability

An official map amendment may be required to correct an error in the map or, because of changed or changing conditions in a particular area or in the city generally, to rezone an area to implement adopted plans, or to change the regulations and restrictions of an area as reasonably necessary to promote the public health, safety or general welfare.

12.4.10.2 Zone Districts Not Available for Rezoning

Except as otherwise provided in Section 9.4.2.1 and Section 12.3.3.9, no land may be rezoned into any zone district not established in this Code. In addition, the following zone districts established in this Code, while mapped on the Official Zoning Map, shall not be applied to any lands after June 25, 2010:

- A. ~~D-GT Downtown Golden Triangle zone district~~
- B. D-AS Downtown Arapahoe Square zone district
- C. O-1 zone district
- D. Adult Use Overlay District (UO-1)
- E. Billboard Use Overlay District (UO-2)

12.4.10.3 Adjacency and Location Requirements

A. Requirements

Official Map amendments for the following zone districts shall meet the following requirements:

1. Applications proposed to be zoned to the D-C, D-TD, D-LD, D-CV, D-GT, D-AS-12+, or D-AS-20+ zone districts shall be adjacent to the same zone district sought for the subject property. For the purposes of this provision, adjacency shall not be destroyed by the existence of a dedicated public right-of-way.
2. Applications proposed to be zoned to the DIA zone district shall be adjacent to an existing DIA zone district if the application is not initiated by the Manager of Aviation. For the

- A. A nonconforming structure containing a residential use, congregate living use, or a residential care use located in a Residential Zone District, or
- B. A nonconforming structure located in a C-CCN zone district; or
- C. A structure located in the D-C or D-TD zone district that became a nonconforming structure on October 14, 1994, as a result of (a) changes to the prior B-5 zone district changing the floor area premiums and maximum gross floor area of structures; or (b) the creation of the OD-2, OD-3 and OD-4 overlay districts regarding maximum building height or sunlight preservation requirements; or
- D. A nonconforming structure located in the D-GT zone district; or
- E. A structure located in a Residential Zone District that became a nonconforming structure on June 26, 1998, as a result of the creation the OD-6, OD-7 and OD-8 overlay districts, or
- F. A residential structure located in a SU zone district that became a nonconforming structure July 21, 2008, as a result of the creation of the OD-10 overlay district.

12.8.4.5 Voluntary Demolition

Nothing in this Section 12.8.4 shall be deemed to permit the reconstruction or reestablishment of all or any part of a nonconforming structure that has been voluntarily demolished.

SECTION 12.8.5 DETERMINATION OF NONCONFORMING STATUS

Nonconforming status shall be determined by the Zoning Administrator.

Figure 13.1-32

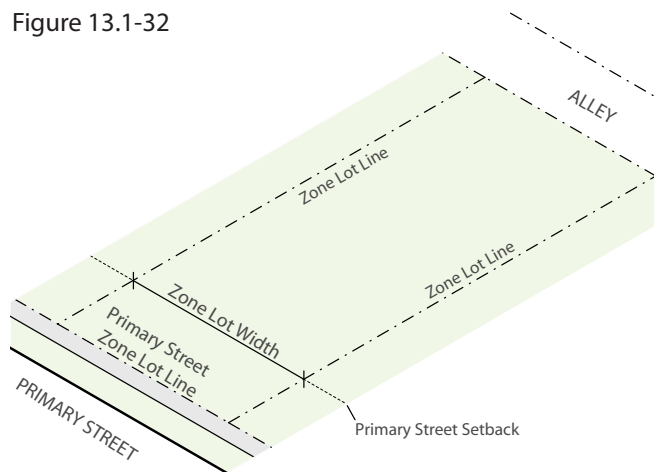
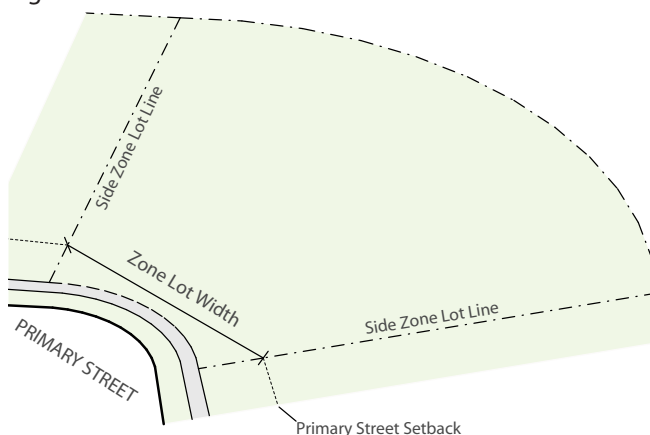


Figure 13.1-33



C. Zone Lot Width in the **D-GT Zone District and DO-7 Overlay District**

1. Rule of Measurement

In lieu of the rule of measurement set forth in Section 13.1.5.1.B, Zone Lot Width in the **D-GT and DO-7 districts** shall be the distance between the Zone Lot Lines intersecting the Primary Street Zone Lot Line measured along the Primary Street Zone Lot Line.

- a. For Zone Lots with multiple Primary Street Zone Lot Lines in the D-GT zone district, the Primary Street Zone Lot Line abutting a named street shall be used to determine Zone Lot Width. If two Primary Street Zone Lot Lines abut named streets, the street with north-south orientation shall be used to determine Zone Lot Width.
- b. For Zone Lots with multiple Primary Street Zone Lot Lines in the DO-7 overlay district, the Primary Street Zone Lot Line with the greatest length will be used to determine Zone Lot Width.

D. Basis of Zone Lot Size and Width

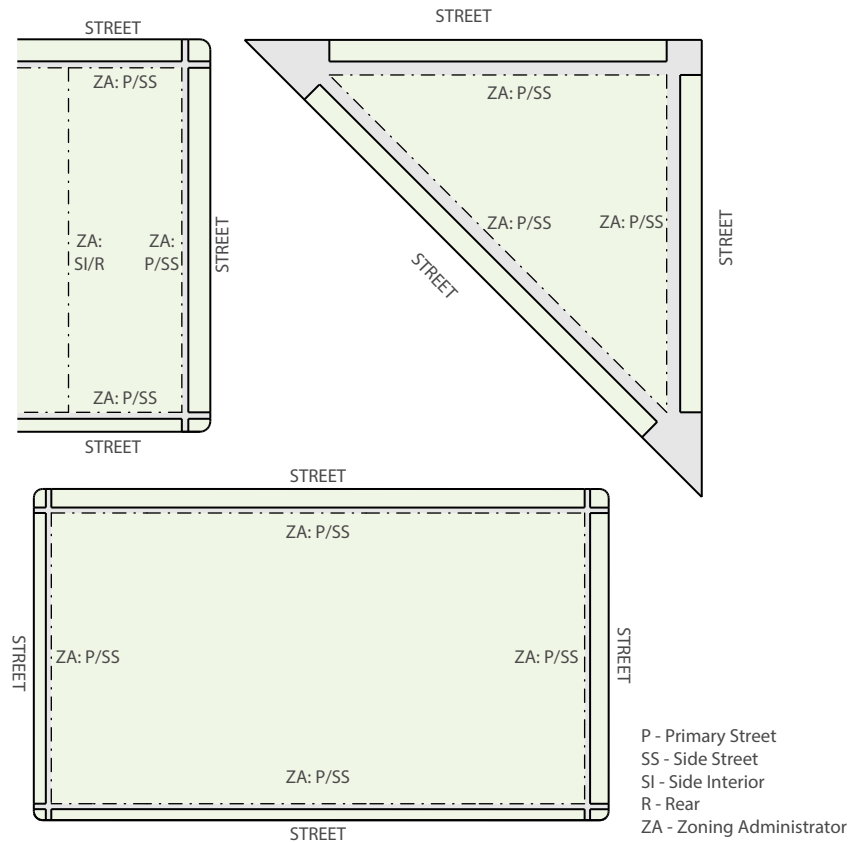
1. Intent

To recognize historic development patterns by allowing Zone Lot size and width to be measured based on recorded documents.

2. Rule of Measurement

- a. For Building Form standards that are based on Zone Lot size or width, such as setbacks, the Zoning Administrator shall make a final determination of the applicable Zone Lot size or width based on the Record Document, where available. For the purposes of this provision, a "Record Document" shall mean a recorded Plat or Subdivision that specifies historic platted lot measurements applicable to the subject property.
- b. Where a Record Document is not available, an applicant shall submit a certified survey to determine all Zone Lot measurements. When a Zone Lot measurement is within one-tenth of a foot per 25 feet of the applicable standard, it shall be determined to meet that standard.
 - i. For example: The required minimum side interior setback for an Urban House building form in an U-SU zone district varies depending on the Zone lot width. According to this rule of measurement, for example, as long as the certified survey shows a Zone Lot width of between 74.7' and 75.3', the setback standard applicable to a 75-foot wide Zone Lot will apply. The formula applied in this example is broken down below:

Figure 13.1-53



13.1.5.5 Determination of Primary Street, Side Interior, and Rear Zone Lot Lines for all C-CCN, **D-GT**, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C Zone Districts

A. Intent

To provide a reference of measurement for standards related to form, building placement, and design elements (e.g. Build-to, Setbacks, Transparency) in Cherry Creek North (C-CCN), **Downtown Golden Triangle (D-GT)**, Downtown Arapahoe Square 12+ (D-AS-12+), Downtown Arapahoe Square 20+ (D-AS-20+), Downtown Central Platte Valley - Auraria Transition (D-CPV-T), Downtown Central Platte Valley - Auraria River (D-CPV-R), and Downtown Central Platte Valley - Auraria Center (D-CPV-C) zone districts.

B. General Requirements

1. Each Zone Lot Line shall have a designation of Primary Street, Side Interior or Rear.

C. Criteria for Zoning Administrator Determinations

The Zoning Administrator shall designate a zone lot's Side Interior and Rear Zone Lot Lines, as applicable, based on an analysis of:

1. Guidance provided in any applicable Infrastructure Master Plan, General Development Plan, regulating plan, and/or Urban Design Standards and Guidelines.
2. If criterion C.1 does not apply, then the following criteria shall be used:
 - a. The prevailing building orientation and setback patterns of buildings located on the same face block(s) as the subject zone lot; and
 - b. Block and lot shape.

D. Determining Zone Lot Lines

1. All Zone Lots - Primary Street Zone Lot Lines

- a. The Zoning Administrator shall designate all Zone Lot Lines abutting a street to be Primary Street zone lot lines.
- b. In D-CPV-R zone districts only, any Zone Lot Line that Abuts, and is roughly parallel to, the South Platte River, or a Street that is Adjacent to the South Platte River shall be designated as a Primary Street Zone Lot Line.
- c. In D-CPV-T, D-CPV-R, and D-CPV-C zone districts only, any Zone Lot Line that Abuts a ~~Public Park~~ public park shall be designated as a Primary Street Zone Lot Line.

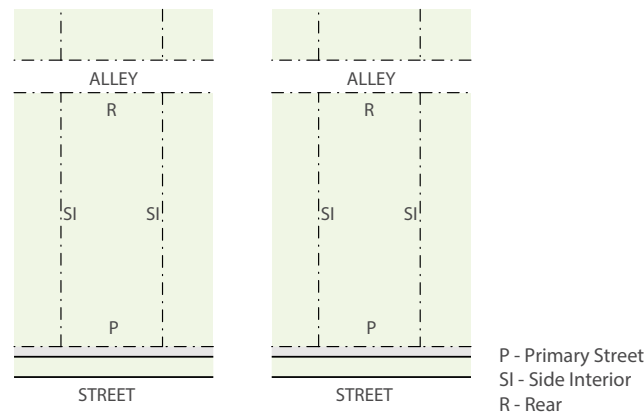
2. Interior Zone Lots

For interior zone lots in all C-CCN, ~~D-GT~~ D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C zone districts:

- a. The Primary Street Zone Lot Line shall be the Zone Lot Line abutting the named or numbered street.
- b. The Rear Zone Lot Line shall be the Zone Lot Line(s) opposite the Primary Street.
- c. The Side Interior Zone Lot Line shall be the remaining Zone Lot Lines.

See Figure 13.1-54.

Figure 13.1-54

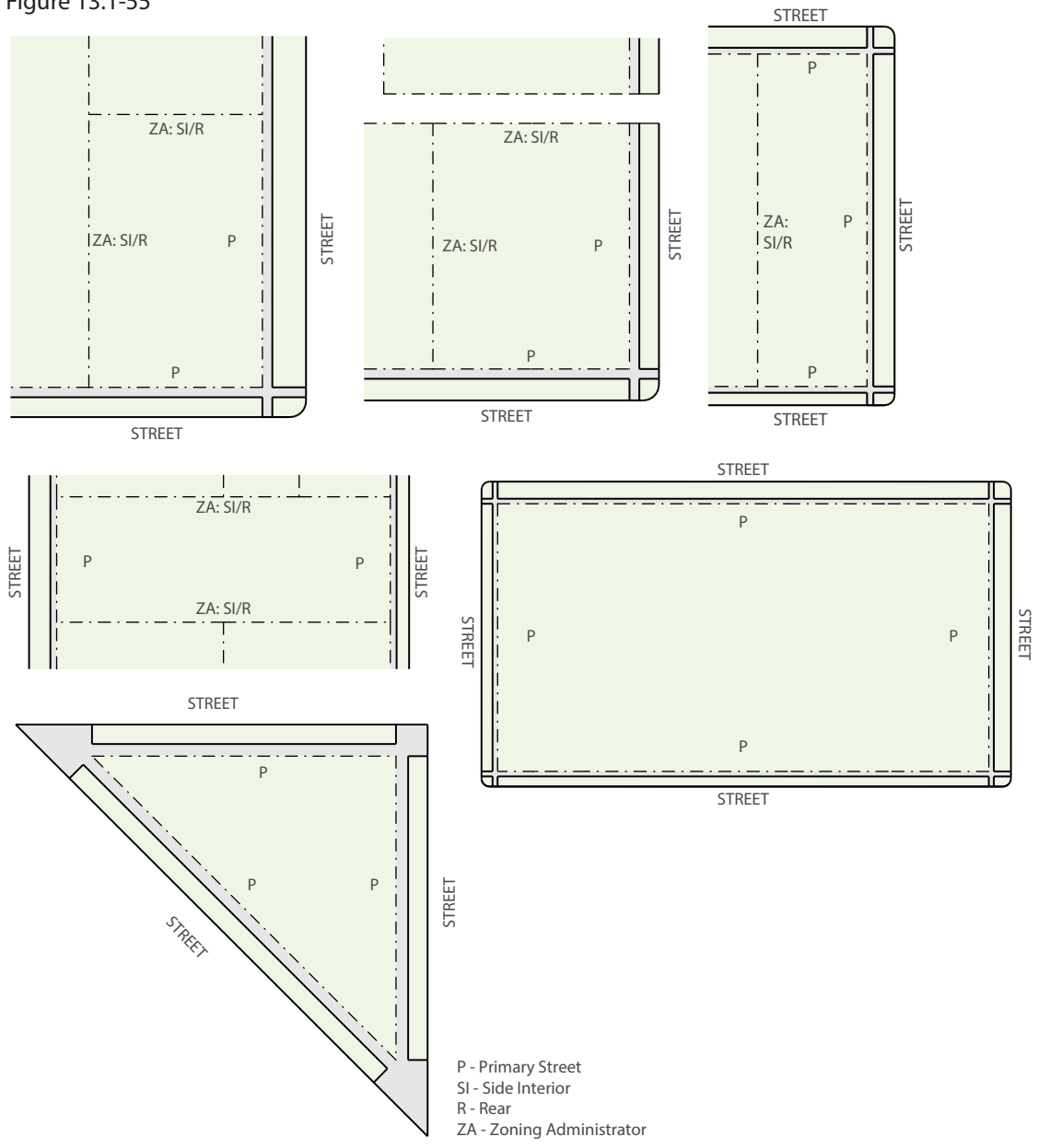


3. Corner Zone Lots, Double Frontage Zone Lots, and Zone Lots with Frontage on 3 or More Streets/Full Block

For all corner zone lots, double frontage zone lots, and zone lots with frontage on 3 or more streets or a full block in all C-CCN, D-GT, D-AS-12+, D-AS-20+, D-CPV-T, D-CPV-R, and D-CPV-C zone districts:

- a. All Zone Lot Lines abutting a named or numbered street shall be Primary Street Zone Lot Lines.
- b. The Zoning Administrator shall determine the Side Interior and Rear Zone Lot Lines, as applicable. See Figure 13.1-55

Figure 13.1-55



E. Build-to Alternative Requirements

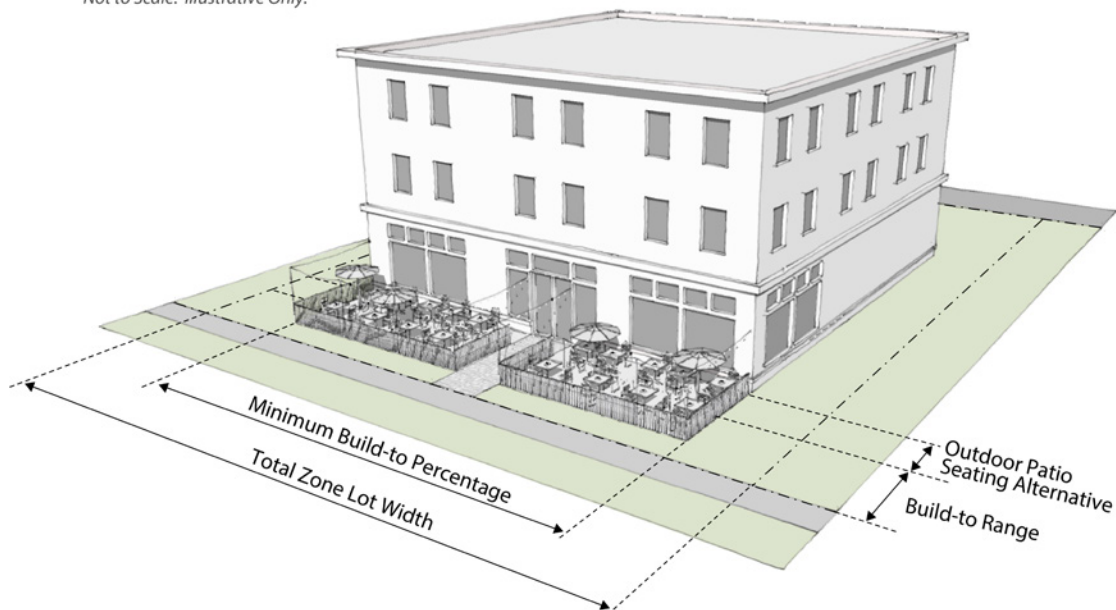
Where permitted, the following alternatives may be used singularly or in combination as alternatives to a required build-to minimum percentage standard:

1. Permanent Outdoor Patio Seating

Permanent outdoor patio seating shall be placed between the building and the Primary Street zone lot line. Street Level activation standards shall still apply for portions of the facade behind permanent outdoor patio seating.

Figure 13.1-60

Not to Scale. Illustrative Only.



2. Private Open Space

Private Open Space shall comply with the following standards:

- a. Private Open Space used as a build-to alternative in any zone district:
 - i. Shall be open to the sky
 - ii. Shall not be covered by an Off-Street Parking Area or a Completely or Partially Enclosed Structure, but may include Open Structures excluding Exterior Balconies
 - iii. May include tables, chairs, benches, sculptures and similar elements
 - iv. May include the operation of any unenclosed primary, accessory, or temporary uses permitted in the zone district
 - v. Shall be fully visible from a primary street
 - vi. Shall not be permanently enclosed by railings, fences, gates, or walls that do not allow public access during business hours.
- b. Private Open Space used as a build-to alternative in a D-GT, D-CPV-T, D-CPV-R, D-CPV-C, or C-CCN zone district shall contain at least one Minimum Contiguous Area meeting the requirements of Section 13.1.6.1.B.3.b.vi

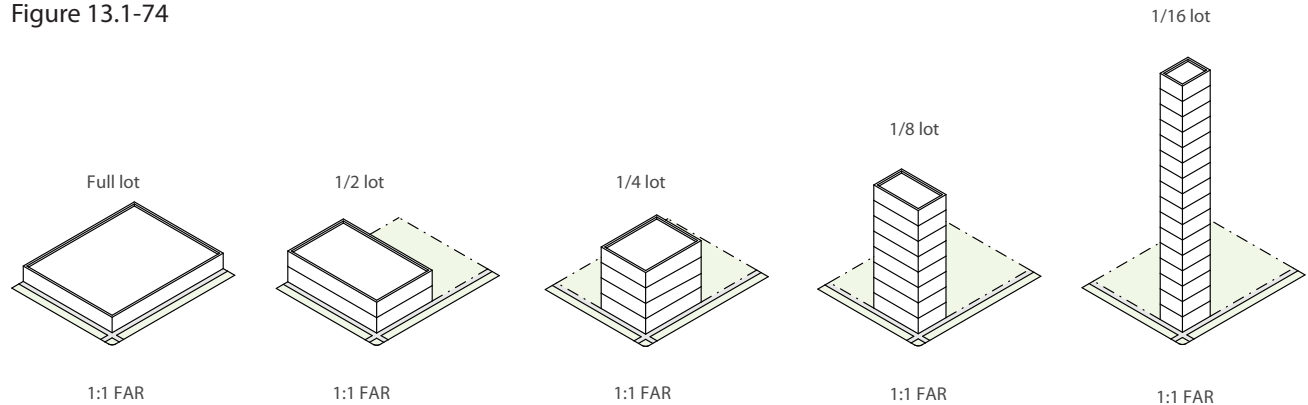
3. Garden Wall

A garden wall shall comply with all of the following standards:

- a. Garden Walls must be between 30 inches and 42 inches in height with the following exceptions:

3. Any floor area used exclusively as parking space for vehicles and/or bicycles. This exclusion shall not apply in the D-GT or D-CPV-C zone districts where any floor area used exclusively as parking space for vehicles and/or bicycles shall be included in the calculation of gross floor area.
4. Any floor area that serves as a pedestrian mall or public access way to shops and stores.
5. For purposes of calculating parking amounts, see rule provided in Article 10, Division 10.4 Parking and Loading.

Figure 13.1-74



SECTION 13.1.6 DESIGN ELEMENT FORM STANDARDS

The design element form standards of this Code are defined and measured as set forth below.

13.1.6.1 Building Configuration

A. Front or Side Wall Length / Overall Structure Length or Width

1. The length of the front or side wall of a structure, or the overall structure length, shall be measured parallel to the primary street, side street, or side interior zone lot line and includes the length of a Completely Enclosed structure plus the length of any portion of any attached Partially Enclosed structure(s), as shown in Figure 13.1-75 below.
2. The overall structure width includes the length of a Completely Enclosed structure plus the length of any portion of any attached Partially Enclosed structure(s) and shall be measured parallel to the primary street zone lot line or the side street/side interior zone lot line, whichever zone lot line is shorter.
3. The Zoning Administrator shall determine the zone lot line corresponding with the overall structure width in cases where the length of the primary street zone lot line and side street/side interior zone lot line are equal.

E. Tower Floor Plate

1. Intent

To preserve sky exposure and encourage architectural variety by reducing the horizontal scale and ensuring appropriate spacing of the tower portion(s) of Standard Tower and Point Tower building forms.

2. Applicability

Tower Floor Plate standards required by the building form table shall apply to all Structures built under the Standard Tower and Point Tower building forms.

3. Rules of Measurement

a. Tower Floor Plate Area

Tower Floor Plate Area shall be measured as the area of the Floor Plate of the largest Story located above the specified height in the building form table. Tower Floor Plate Area shall not exceed the maximum area specified in the building form table. See Figure 13.1-85

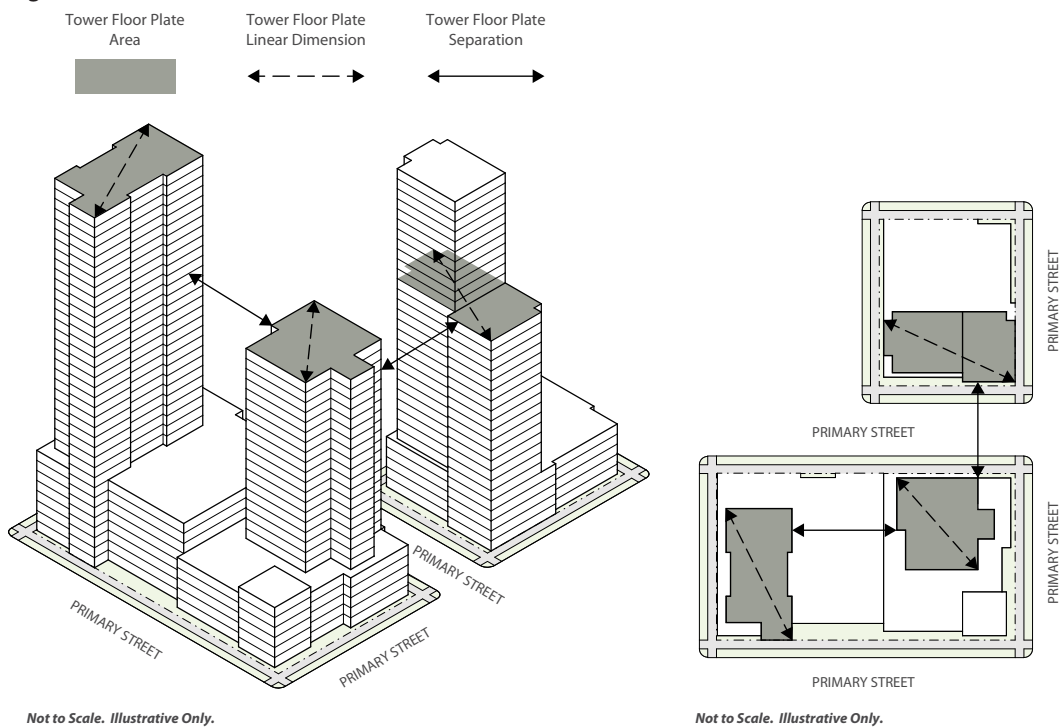
b. Tower Floor Plate Linear Dimension

Tower Floor Plate Linear Dimension shall be measured as the longest horizontal linear distance between two points on the exterior faces of exterior walls of any Story located above the specified height in the building form table. Tower Floor Plate Linear Dimension shall not exceed the maximum length specified in the building form table. See Figure 13.1-85.

c. Tower Floor Plate Separation

Tower Floor Plate Separation shall be measured as the shortest horizontal linear distance between two or more tower portions of a single Structure or separate Structures developed under the Standard Tower or Point Tower building forms regardless of Zone Lot, including Exterior Balconies, regardless of Zone Lot, located above the specified height in the building form table. Tower Floor Plate Separation shall not be less than the minimum length specified in the building form table. See Figure 13.1-85.

Figure 13.1-85



B

Backhaul or Backhaul Network: The lines that connect a provider’s tower/cell sites to one or more cellular telephone switching offices, and/or long distance providers, or the public switched telephone network.

Balcony, Exterior: A projecting cantilevered platform on a building that is not supported on the ground by posts, columns, or similar supporting structural members. Generally, an exterior balcony is intended to be used for outdoor living, gardening, or other actively used outdoor space. An exterior balcony shall not include a landing abutting an entry to habitable space, provided such landing does not exceed the minimum required dimensions for a landing as defined in the Building Code.

Base Floor Area Ratio: The maximum floor area ratio, including all Structures on a Zone Lot, established in the Underlying Zone District to which Structures can be constructed without meeting the additional requirements set forth in the Underlying Zone District.

Base Height: the maximum Building Height established in the Underlying Zone District, including any Building Height limits associated with proximity to a Protected District, to which Structures can be constructed without meeting the additional requirements set forth in the Underlying Zone District or an Incentive Overlay District.

Berm: A mound of earth, or the act of pushing earth into a mound, usually for the purpose of shielding or buffering uses, or to control the direction of water flow.

Billboard: See “Outdoor General Advertising Device”.

Block: A tract of land bounded by platted streets, public parks, cemeteries, railroad rights-of-way, shore lines, or corporate boundaries of the city.

Block, Square: A block with contiguous sides, where the difference in length between the sides of the block is no greater than 50 feet.

Block, Oblong: A block with contiguous long and short sides, where the long side of the block is 50 feet or more greater in length than the short side of the block.

Block Face: See definition of “Face Block.”

Breezeway: See definition of “Tunnel/Breezeway”

Build-to: An alignment at the primary street or side street setback line of a zone lot, or within a range of setback from the zone lot line abutting a street, along which a street-facing, primary building wall must be built.

Building: Any covered structure intended for the shelter, housing or enclosure of any person, animal or chattel.

Building, Principal or Primary: A building in which is conducted the principal or primary use of the zone lot on which it is situated.

Building Form Standards: Standards applicable to the development of buildings and structures in this Code which, taken together, regulate building height (Building Height Standards), building siting (Siting Standards), building design elements (Design Element Standards), and the permitted use of buildings (Use Building Form Standards).

G

GFA: Gross Floor Area. See definition of “Gross Floor Area” below.

Gable: The upper portion of a sidewall that comes to a triangular point at the ridge of a sloping roof.

Gallery: See definition of “Arcade.”

Garage: A building or part of a building wherein motor vehicles are housed or stored.

Garage, Private: A garage that is not operated for gain and in which no business is conducted.

Glare: The sensation produced when a source of light in excess of 1650 lumens is directly visible or light that is so bright that it causes annoyance, discomfort, or loss in visual performance.

Grade, Finished: The final elevation of the ground surface after development.

Grade, Original: The grade of the zone lot before development begins. If there was a structure on the zone lot that was demolished, the grade prior to demolition of the structure. If there is no structure on the property, the natural grade of the property prior to any modification, except that in new developments, original grade shall mean the approved and recorded grade.

Grading: The act of excavation or filling or combination thereof or any leveling to a smooth horizontal or sloping surface on a property, but not including normal cultivation associates with a permitted agricultural use or operation.

Gross Floor Area: The sum of the gross horizontal areas of the several floors of a Completely Enclosed Structure, including interior balconies and mezzanines, but excluding exterior balconies; all horizontal dimensions of each floor are measured from the exterior faces of the exterior walls of each such floor. In lieu of this definition, “Gross Floor Area” for purposes of calculating required parking and off-street loading amounts is set forth in Section 10.4.4, [Minimum and Maximum Vehicle Parking Required](#).

Ground Cover: Low plantings used instead of turf where space does not allow turf, where xeriscaping is desired, or where a more decorative affect is desirable. Ground covers are typically lower than 6 inches in height.

Guideline: An indication of policy or preferences; compliance is not mandatory like a standard, but rather compliance is encouraged to further the City’s land use goals and policies. A zoning application may not be denied solely for failure to comply with a guideline.



Impervious Material: A surface that has been compacted or covered with a layer of materials that is highly resistant to infiltration by water. Impervious materials include, but are not limited to, surfaces such as compacted sand, lime rock, or clay; asphalt concrete, driveways, retaining walls, stairwells, stairways, walkways, decks and patios at grade level, and other similar structures.

Incentive Floor Area Ratio: The maximum floor area ratio, including all Structures on a Zone Lot, established in the Underlying Zone District to which Structures can be constructed by meeting the additional requirements set forth in the Underlying Zone District

Incentive Height: Additional Building Height permitted above the Base Height for development meeting the additional requirements set forth in the Underlying Zone District or an Incentive Overlay District.

Industrial Zone District: The Industrial A (“I-A”) and the Industrial B (“I-B”) Zone Districts, but not including the Industrial Mixed Use (“I-X” or “M-IMX”) Zone Districts established by this Code.

Involuntary Demolition or Involuntarily Destruction: The destruction or demolition of a structure caused by natural forces (e.g., accidental fire; flood; tornado) and not by man-made forces.

A structure that meets this definition of “conforming structure”, but which does not comply with zoning standards that are inapplicable to structures (e.g., site design standards such as landscaping, parking amount, signage), are still “conforming structures” under this Code.

Structure, Compliant: A legally established structure that meets one of the following conditions:

1. The legally established structure does not comply with one or more of the following Building Form Standards in this Code:
 - a. Height Standards
 - i. Minimum, feet
 - ii. Maximum, feet and stories
 - iii. 3rd Avenue CCN bulk plane
 - b. Siting Standards
 - i. Building setback standards, including Block Sensitive Primary Street setback standards
 - ii. Required build-to
 - iii. Location of surface parking for vehicles
 - c. Design Element Standards
 - i. Street Level activation standards
 - ii. Upper-story setback standards
 - iii. Overall structure length
 - iv. Pedestrian access, primary structure
 - v. Private open space
 - vi. Mass reduction
 - vii. Limitation on Visible Parking Above the Street Level
 - viii. Street Level height
 - ix. Elevation of the Upper Surface of the Floor of the Street Level
 - x. Upper Story Stepback in the CO-6 Overlay District
 - xi. [Tower floor plate standards](#)
 - d. Use Building Form Standards
2. The legally established structure was conforming under Former Chapter 59 on June 24, 2010, but does not currently comply with Denver Zoning Code “building height standards,” “siting form standards,” or “design element form standards,” as those terms are defined in Article 13.

Structure, Nonconforming: A structure or building that was lawful prior to the adoption, revision, or amendment to this Code, but which fails by reason of such adoption, revision, or amendment, to conform to the present requirements for a conforming structure or a compliant structure in the zone district in which such structure or building is located.

Structure - Group C:

Structure, Accessory: A subordinate structure located on the same zone lot with the primary building, structure, or use, and which is incidental and customary to the primary building, structure, or use. Accessory structures include man-made structures with walls and roofs, along with man-made structures with no walls or no roofs, including, but not limited to detached garages, fences, walls, gazebos, decks and patios.

BY AUTHORITY

ORDINANCE NO.
SERIES OF 2021

COUNCIL BILL NO. CB21-xxxx
COMMITTEE OF REFERENCE:
[fill in]

A BILL

For an ordinance amending Article VI of Chapter 27 (Housing) of the Revised Municipal Code relating to incentives for affordable housing to implement incentive requirements for the Downtown-Golden Triangle zone district.

BE IT ENACTED BY THE COUNCIL OF THE CITY AND COUNTY OF DENVER:

Section 1. That Section 27-180(a), D.R.M.C. is amended by adding the language underlined in subsection (a) to read as follows:

Sec. 27-180. – Incentive fee fund.

(a) The affordable housing incentive fee fund is created for the exclusive purpose of receiving and accounting for all revenues derived from the incentive height fees and other incentive fees provided in this article VI.

Section 2. That section 27-182, D.R.M.C. is amended by deleting the language stricken and adding the language underlined to read as follows:

Sec. 27-182. – General definitions.

As used in this ~~division~~ article, terms in section 27-152 shall have the meanings given to them in that section, and the following terms as used in this article shall have the following meaning:

(a) *AMI* means the area median income, adjusted for household size, for the Denver metropolitan area as determined by the U.S. Department of Housing and Urban Development.

(b) *Mixed-use non-residential structure* means a structure containing both residential and non-residential uses, and the gross floor area of all residential uses are less than fifty (50) percent of the total gross floor area of the structure.

(c) *Mixed-use residential structure* means a structure containing both residential and non-residential uses, and the gross floor area of all residential uses are greater than or equal to fifty (50) percent of the total gross floor area of the structure.

1 (d) *Non-residential structure* means any structure where none of its gross floor
2 area contains any primary residential uses.

3 (e) *Residential structure* means any structure where all of its gross floor area
4 contains primary residential uses.

5 (f) *Total structure build alternative unit(s)* means the number of build
6 alternative units and associated affordability restrictions required for an entire structure
7 under section 27-155, D.R.M.C. Total structure build alternative units shall be approved
8 in accordance with the department of housing stability's affordable housing permanent
9 funds ordinance administrative rules and regulations.

10 (g) *Total structure linkage fee* means the amount of linkage fee required for an
11 entire structure under section 27-153, D.R.M.C.

12 **Section 3.** That the title to Division 2, chapter 27, D.R.M.C. is amended by adding the
13 language underlined to read as follows:

14 **DIVISION 2. – HEIGHT AND FLOOR AREA RATIO INCENTIVES**

15 **Section 4.** That section 27-183, D.R.M.C. is amended by deleting the language stricken
16 and adding the language underlined in subsection (a) to read as follows:

17 **Sec. 27-183. – Intent.**

18 (a) The Denver Zoning Code has established certain underlying zone districts
19 and incentive overlay districts to allow a structure to exceed its base height or base floor
20 area ratio in exchange for payment of increased incentive height fees, construction of
21 additional affordable units, or provision of other benefits to the city, in excess of standard
22 requirements, in compliance with the affordable housing requirements set forth below.

23 **Section 5.** That section 27-184, D.R.M.C. is amended by deleting the language stricken
24 and adding the language underlined as follows:

25 **Sec. 27-184. – Additional definitions.**

26 The following additional definitions shall apply to this division 2:

27 (a) Base floor area ratio (FAR) has the same meaning as the term is defined in

1 Article 13 of the Denver Zoning Code.

2 (b) *Base height* shall have the same meaning as the term is defined in Article
3 13 of the Denver Zoning Code.

4 (b c) *Community serving use agreement* means an agreement entered into
5 between an applicant and the city, and administered by the Denver economic
6 development & opportunity agency, that allows an applicant to provide community serving
7 uses for a portion of a proposed structure in place of payment of any applicable incentive
8 height fees. A community serving use agreement shall not substitute for payment of the
9 total structure linkage fee. The Denver economic development & opportunity agency, in
10 consultation with community planning and development and considering demonstrated
11 community needs and priorities in the surrounding neighborhood(s), and the value of
12 commensurate incentive height fee savings and benefits, shall determine applicable
13 community serving uses for each community serving use agreement. The community
14 serving use agreement shall be executed by the city and the applicant using the city's
15 standard contract process, and prior to approval of a site development plan or issuance
16 of building permits. The community serving use agreement shall include, but is not limited
17 to the following: benefitting tenant use; rent-reduction rate; time period; collateral; and
18 default remedies such as re-leasing or recapture of any obtained incentive height fee
19 savings.

20 (d) *Incentive floor area ratio (FAR)* has the same meaning as the term is
21 defined in Article 13 of the Denver Zoning Code.

22 (e e) *Incentive height* shall have the same meaning as the term is defined in
23 article 13 of the Denver Zoning Code.

24 (e f) *Incentive height build alternative unit(s)* means the number of build
25 alternative units required for the portion of a structure above the base height, which shall
26 equal the product of the amount of applicable build alternative units using the formulas in
27 section 27-155, D.R.M.C. for the incentive height area only, and the specific incentive
28 overlay multiplier in the table below. For example, if the formula in 27-155, D.R.M.C.
29 requires two (2) build alternative units based on the gross floor area located above the
30 base height, and the multiplier is ten (10), then the incentive height build alternative units
31 would equal twenty (20) units. ~~Unless and until any rules and regulations have been~~

1 ~~adopted specific to this article VI, incentive height build alternative units shall be approved~~
2 ~~in accordance with the department of housing stability's affordable housing permanent~~
3 ~~funds ordinance administrative rules and regulations; however, in In no event will the~~
4 approved number of incentive height build alternative units result in zero (0) units.
5 Incentive height build alternative units are provided in addition to total structure build
6 alternative units.

7 (e g) *Incentive height fee* means the amount of incentive fee required for the
8 portion of a structure above the base height, which shall equal the product of the amount
9 of applicable linkage fee using the formulas in section 27-153, D.R.M.C. for the incentive
10 height area only, and the specific incentive height multiplier in the table below. For
11 example, if the formula in 27-153, D.R.M.C. requires ten thousand dollars (\$10,000.00)
12 based on the gross floor area of the incentive height, and the multiplier for that specific
13 incentive overlay district is ten (10), then the incentive height fee for that structure in that
14 specific incentive overlay district would equal one hundred thousand dollars
15 (\$100,000.00). Incentive height fees are provided in addition to the total structure linkage
16 fee.

17 (f j) *Large or phased project* means any combination of residential, mixed-use
18 residential, non-residential, and mixed-use non-residential structures that are built as part
19 of a development with one (1) or more of the following features:

- 20 (1) The development will be built on five (5) or more acres;
- 21 (2) The development will include five hundred (500) or more residential units;
- 22 (3) The development will occur in more than one (1) phase; or
- 23 (4) The development will use one (1) or more city-approved financing tools,
24 such as tax increment financing or a metropolitan district.

25 (g h) *Underlying zone district* shall have the same meaning as the term is defined
26 in Article 13 of the Denver Zoning Code.

27 (i) Zone lot shall have the same meaning as the term is defined in Article 13 of
28 the Denver Zoning Code, and as administered in Division 1.2 of the Denver Zoning Code.

1 **Section 6.** That section 27-186, D.R.M.C. is amended by deleting the language stricken and
2 adding the language underlined to read as follows:

3 **Sec. 27-186. – Effect of repeal of build alternative and linkage fee provisions of article**
4 **V, chapter 27, D.R.M.C.**

5 The repeal of section 27-153 or 27-155, D.R.M.C. shall not affect the availability of the height
6 incentives or incentive FAR described in this division 2. In the event of such repeal, the project may
7 take advantage of incentive heights or incentive FAR by complying with the requirements of this
8 division, providing total structure build alternative units, incentive height build alternative units, total
9 structure linkage fees, incentive height fees, and execution of a community benefits agreement, as
10 applicable, calculated in accordance with the applicable multiplier set forth above and the provisions
11 of section 27-153 and 27-155, respectively, and adopted rules and regulations as such sections and
12 rules and regulations existed immediately prior to their repeal.

13 **Section 7.** That Article VI, Chapter 27, D.R.M.C. is amended by the addition of a new
14 subsection 27-188.5 to read as follows:

15 **Sec. 27-188.5. – Incentive FAR requirements for the Downtown Golden Triangle (D-**
16 **GT) district.**

17 (a) *Primarily residential zone lot.* A zone lot that will contain fifty percent or more
18 of its gross floor area from new construction as primary residential uses must comply with
19 the following requirements in order to build within the allowed incentive FAR:

20 (1) An applicant for a building permit on a zone lot must provide the following
21 quantities of affordable housing units:

22 a. Total structure build alternative units for all new structures and
23 additions on the zone lot; and

24 b. Except as specifically allowed in subsection (d) below, an incentive
25 amount of affordable housing units required for gross floor area within the
26 incentive FAR of the zone lot only using the formulas in Sec. 27-155,
27 D.R.M.C., multiplied by four.

1 c. In calculating the units above, the fractional amounts of the units will
2 be added together, and then rounded so that five-tenths or greater will result
3 in requiring that a whole unit must be produced.

4 (2) The affordable housing units required in this subsection (a) must meet all
5 the requirements for build alternative units set forth in Art. V, Ch. 27, D.R.M.C. and
6 adopted rules implementing Art. V, Ch. 27, D.R.M.C.; provided, however, that
7 affordable housing units required as part of a development providing rental housing
8 must be restricted to households earning sixty (60) percent or less of AMI.

9 (3) The units required in subsection (1) above may be located in a new
10 structure constructed on the zone lot, or in a new structure at an off-site location
11 anywhere with a zone district designation of D-GT, regardless of whether that
12 location is within a quarter-mile of the subject property. The executive director of
13 the department of housing stability may reject a proposal for off-site build
14 alternative units for any reason.

15 (4) A zone lot proposing to use incentive FAR under this subsection (a) must
16 provide the units in subsection (1); payment of fees described in subsection (b)
17 below is not allowed.

18 (b) *Primarily non-residential zone lot.* A zone lot that will contain less than fifty
19 percent of its gross floor area from new construction as primary residential uses may
20 comply with either subsection (a) above, or the following requirements in order to build
21 within the allowed incentive FAR:

22 (1) An applicant for a building permit on the zone lot must provide the following
23 amount of fees:

24 a. Payment of the required total structure linkage fee for all new
25 structures and additions on the zone lot; and

26 b. Except as specifically allowed in subsection (d) below, an incentive
27 payment based on the linkage fee required for the gross floor area within
28 the incentive FAR only using the formulas in section 27-153, D.R.M.C.,
29 multiplied by four.

1 (c) *Determination of incentive floor area ratio.* When development on a zone lot
2 proposes a single structure or single addition to an existing structure, the gross floor area
3 for the incentive FAR will be determined from the uppermost portion of the structure or
4 addition. When development on a zone lot proposes multiple new structures, multiple
5 new additions to existing structures, or a combination of new structures and new additions
6 to existing structures, the gross floor area for the incentive FAR will be determined using
7 a proportion of the gross floor area of the uppermost portion of the structures or additions.
8 This proportion is determined by the amount of overall FAR contributed by each new
9 structure or new addition to the total FAR of new structures or new additions on a zone
10 lot.

11 (d) *Alternative requirements.* A zone lot may choose to comply with alternative
12 requirements for the portion of a zone lot exceeding 12:1 floor area ratio instead of
13 providing the required number of affordable housing units required in subsection (a)(1)(b)
14 or the incentive payment required in subsection (b)(1)(b) for the portion of the zone lot
15 exceeding 12:1 floor area ratio; however, the zone lot must provide the required number
16 of affordable housing units or amount of incentive payment for the portion of the zone lot
17 that exceeds the base FAR up to and including 12:1 floor area ratio. The alternative
18 requirements are located in article 8 of the Denver Zoning Code for the Downtown-Golden
19 Triangle zone district.

20 **REMAINDER OF PAGE INTENTIONALLY LEFT BLANK**

1 COMMITTEE APPROVAL DATE: [insert]

2 MAYOR-COUNCIL DATE: [insert]

3 PASSED BY THE COUNCIL: _____,
4 _____ - PRESIDENT

5 APPROVED: _____ - MAYOR _____,

6 ATTEST: _____ - CLERK AND RECORDER,
7 EX-OFFICIO CLERK OF THE
8 CITY AND COUNTY OF DENVER

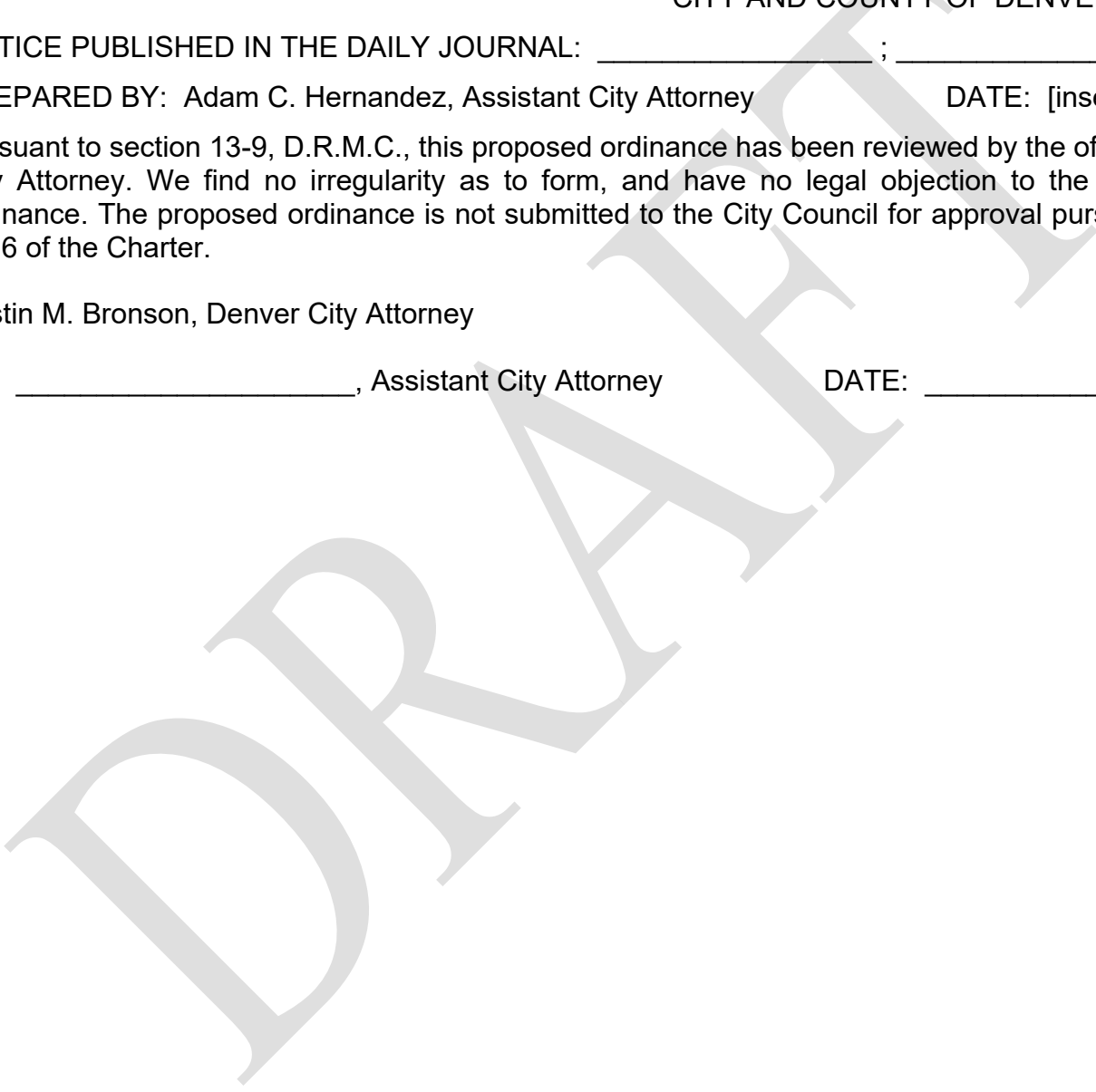
9 NOTICE PUBLISHED IN THE DAILY JOURNAL: _____ ; _____,

10 PREPARED BY: Adam C. Hernandez, Assistant City Attorney DATE: [insert], 2021

11 Pursuant to section 13-9, D.R.M.C., this proposed ordinance has been reviewed by the office of the
12 City Attorney. We find no irregularity as to form, and have no legal objection to the proposed
13 ordinance. The proposed ordinance is not submitted to the City Council for approval pursuant to §
14 3.2.6 of the Charter.

15
16 Kristin M. Bronson, Denver City Attorney

17
18 BY: _____, Assistant City Attorney DATE: _____,



Downtown Golden Triangle (D-GT)

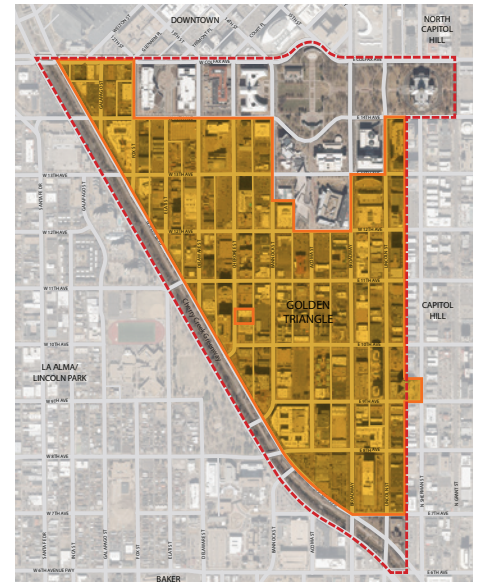
Proposed Affordable Housing Incentive System

May 2021 (updated May 14, 2021)

The Golden Triangle Neighborhood Plan, adopted by the Denver City Council in November 2014, recommends creation of zoning incentives that promote affordable housing and the protection of historic structures.

City Councilmember Chris Hinds, representing District 10, has proposed to implement this recommendation and many others from the Neighborhood Plan through a Denver Zoning Code (DZC) text amendment to update the rules that apply to the Downtown Golden Triangle (D-GT) zone district. Denver's Department of Housing Stability (HOST) and Community Planning and Development Department (CPD) are sponsoring proposed companion legislation to update existing affordable housing incentives in Chapter 27 of the Denver Revised Municipal Code (DRMC) to apply to D-GT.

This document provides a summary of the proposed incentives that would allow more floor area in the D-GT zone district for development that provides increased affordable housing and/or preserves a Landmark designated historic structure. To obtain the right to build to incentive floor area ratio (FAR) limits, developers would have to provide affordable units or pay fees depending on the uses within the project. An historic preservation alternative for FAR that exceeds 12.0 is also available.



Golden Triangle Neighborhood Plan Area
Area with D-GT Zoning and Design Standards and Guidelines

Background: Development with Typical Linkage Fee or Build Alternative

The Denver City Council adopted the Affordable Housing Fee in 2016 with the goal of building a fund for affordable housing. All new development projects citywide must either pay this fee or select an option to construct a certain number of units affordable to households earning 80% Area Median Income (AMI). Required fees and/or units are based on the gross square footage (GSF) of a development and requirements vary depending on the type of development (e.g. commercial, residential, industrial, etc.). They are calculated as follows, according to formulas established in the ordinance:

Fee: Use-specific fee coefficient x GSF = X Total Fee


Units: Use-specific "Build Alternative" coefficient x GSF/1,000 = X units
(note: unit fractions above 0.5 are rounded to the next whole unit)

As described in the following pages, the proposed incentive FAR system for the D-GT zone districts is based on multiples of the formulas above. The example scenarios below show how the citywide fee works for a typical development anywhere in the city. This same system would apply to any development in the D-GT zone districts that does not propose to use incentive FAR.

Implementation

The incentive system described in this document is proposed for implementation through a Denver Zoning Code text amendment, as well as a related amendment to the Denver Revised Municipal Code (DRMC) to establish affordable housing provisions for use of incentive floor area.

The Denver City Council must adopt all zoning code and DRMC amendments in public hearings.




Example Residential Development That Does Not Use Incentive FAR

8.0 FAR or less
Residential
Total Floor Area:
140,000 GSF
(not incl. parking)
Approx. 140 total units in structure

Fee: $\$1.61^1 \times 140,000$ square feet = **\$225,400**

Units: $0.0168^2 \times (140,000/1,000)$ = **2 affordable units @ 80% AMI**



Example Commercial Development That Does Not Use Incentive FAR

8.0 FAR or less
Commercial
Total Floor Area:
140,000 GSF
(not incl. parking)

Fee: $\$1.83^3 \times 140,000$ square feet = **\$256,200**

Units: $0.0228^4 \times (140,000/1,000)$ = **3 affordable units @ 80% AMI**

1. \$1.61 is the fee per square foot required of residential development per the Affordable Housing Fee Ordinance, adjusted for inflation as of July 2020
2. 0.0168 is the coefficient used to calculate Build Alternative unit requirements for residential development per the Affordable Housing Fee Ordinance
3. \$1.83 is the fee per square foot required of commercial development per the Affordable Housing Fee Ordinance, adjusted for inflation as of July 2020
4. 0.0228 is the coefficient used to calculate Build Alternative unit requirements for commercial development per the Affordable Housing Fee Ordinance

Proposed System for Incentive FAR in D-GT

To implement neighborhood and citywide plan objectives, the proposed new D-GT districts set a 8.0 FAR base threshold ('base FAR') beyond which special affordable housing provisions would apply. Note that area dedicated to parking is included in the base and incentive FAR calculation, but not included in the affordable housing fee or unit calculations.

Development at or below the base FAR would be assessed according to the citywide system described above. Development above the base FAR ('incentive FAR') would be subject to additional affordable housing provisions. Projects could access incentive FAR by meeting formula-based affordable unit or fee requirements with a **4x multiple** of citywide requirements applied to the gross square footage above the base FAR. In addition, rental units must be affordable to households earning **60% AMI** and for sale units must be affordable to households earning **80% AMI**. The requirements would apply up to the maximum incentive FAR proposed to be 15.0 FAR in the D-GT zone district. Options for meeting incentive requirements when developing a project would vary depending on whether the project includes primarily residential or nonresidential uses as summarized on the following pages.

Affordable Unit Requirements When Using the Proposed System for D-GT

Residential units provided to meet incentive FAR requirements must be:

- Affordable to households earning 60% Area Median Income (Rental Units) or affordable to households earning 80% Area Median Income (For Sale Units)
- Similar in size and configuration to the market rate units that generated the requirement.
- Located within the development, or in the D-GT Zone District (may partner with other developers to provide units)

Residential/Mixed-Use Residential Structures Using Incentive FAR

When a residential structure (a structure with more than 50% of floor area devoted to residential uses) utilizes incentive FAR, the project would be required to integrate affordable residential units on the subject property or within the surrounding D-GT zone district. Residential structures would not be allowed to pay fees in lieu of producing affordable units. The number of units required for a structure to obtain incentive FAR is proposed to be four times what would be required by the "Build Alternative" section of the Affordable Housing Fee ordinance for square footage above the base FAR, plus the number of units that would be required based on the square footage of the entire structure.

EXAMPLE SCENARIO: RESIDENTIAL STRUCTURE USING INCENTIVE FAR

This example scenario shows a 15.0 FAR residential structure on a 25,000 square foot lot with a total square footage (GSF) of 262,500 square feet (excluding parking), or approximately 262 rental residential units. In this scenario, the first 8.0 FAR (base FAR) comprises 87,500 residential square feet (excluding parking), while the 7.0 FAR above (incentive FAR) represents an additional 175,000 residential square feet.

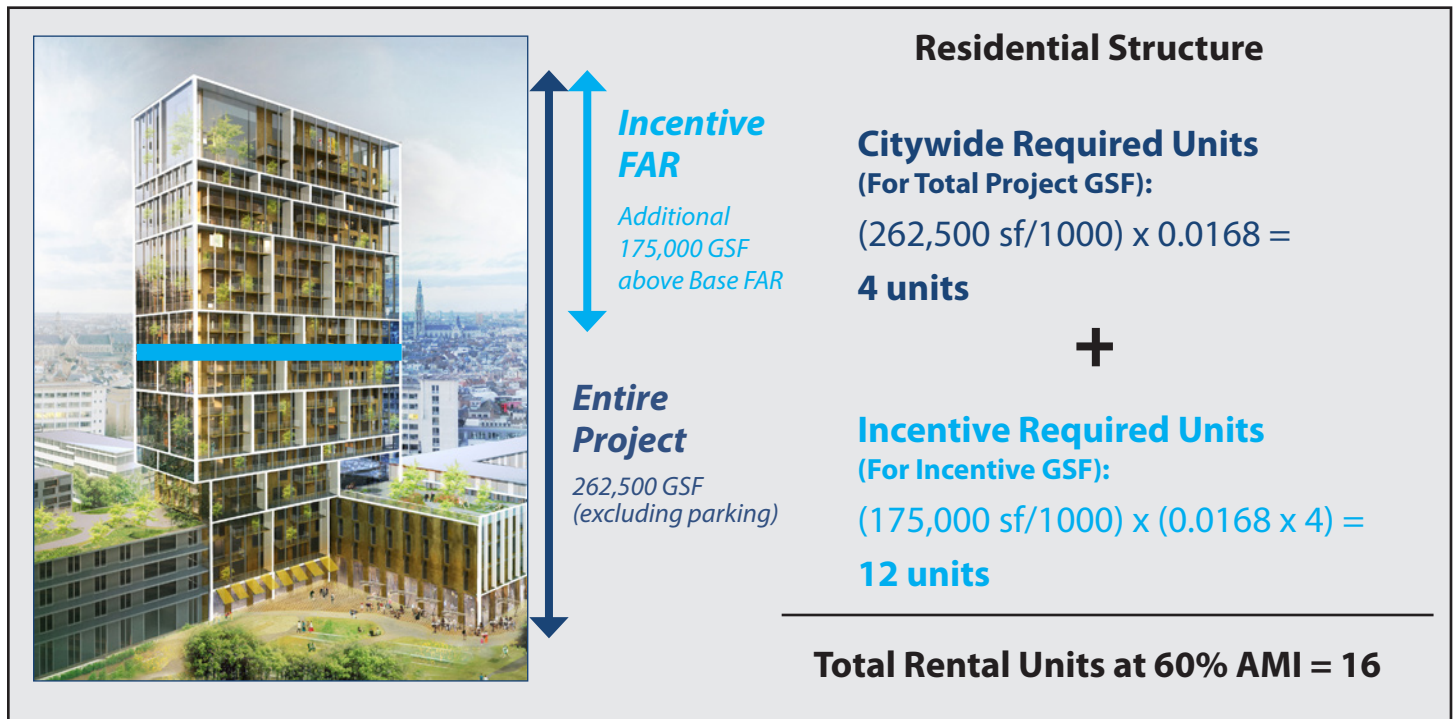
Using the proposed incentive system, the affordable unit requirement would be calculated in two steps using coefficients derived from the citywide Affordable Housing Fee Build Alternative. First, calculate the number of Build Alternative units required based on the total square footage of the structure. Next, calculate the additional number of units required above the base FAR, using the square footage that exceeds the base FAR and the standard Build Alternative coefficient (0.0168 for residential development) multiplied by four:

Citywide Required Units (Step 1): $GSF\ of\ total\ structure / 1,000 \times Citywide\ "Build\ Alternative"\ coefficient = X\ units$

Incentive Required Units (Step 2): $GSF\ above\ Base\ FAR / 1000 \times (Citywide\ "Build\ Alternative"\ coefficient \times 4) = Y\ units$

Total Units Required = X units + Y units (note: unit fractions above 0.5 are rounded to the next whole unit)

The unit requirement calculation for this example scenario is illustrated below.



Commercial/Mixed-Use Commercial Structures Using Incentive FAR

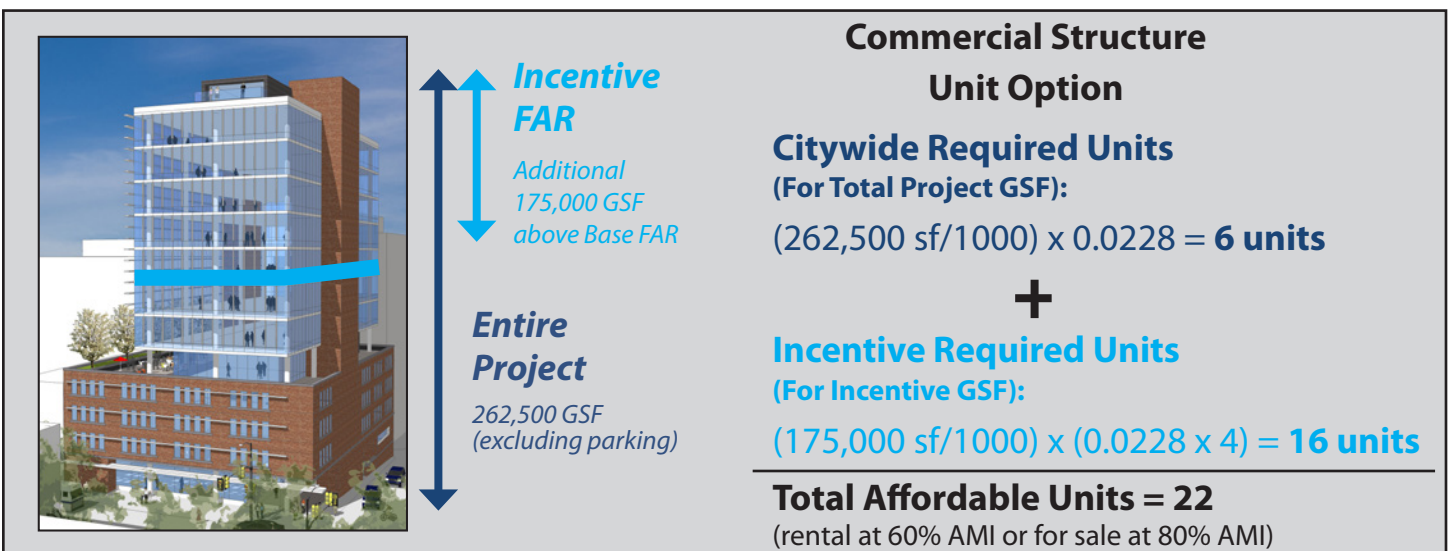
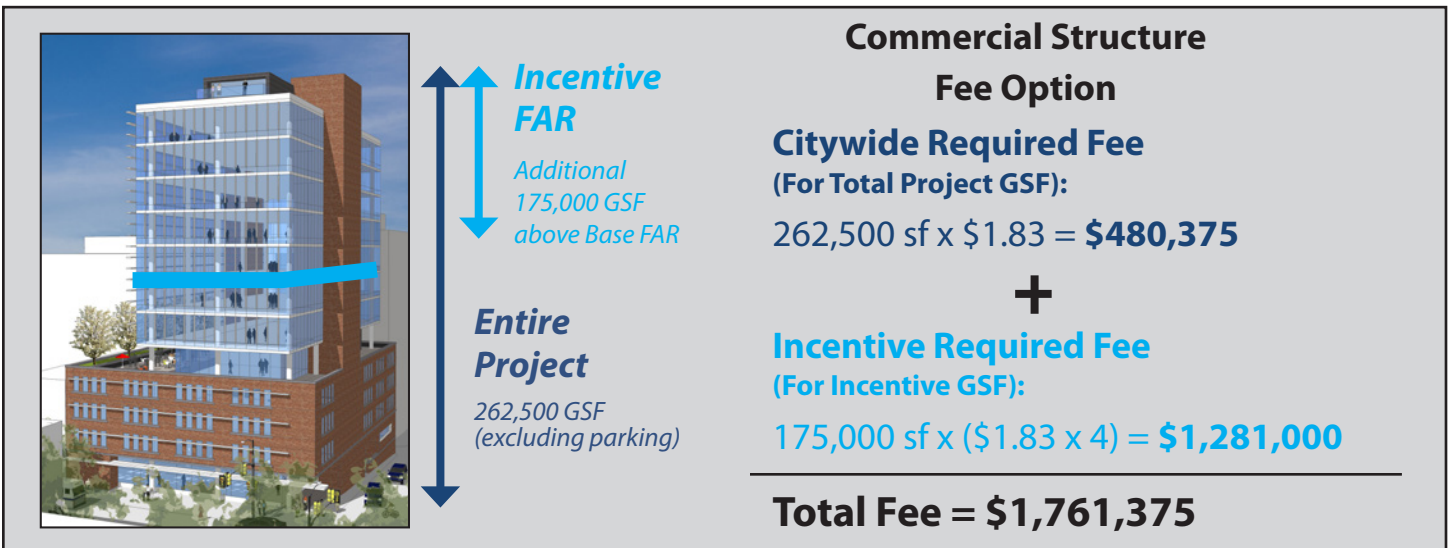
Commercial or mixed-use structures with less than 50% of their floor area devoted to residential uses would have two options to exceed the base FAR and build up to the maximum incentive FAR:

1. Payment of the citywide Affordable Housing Fee plus an additional incentive fee on square footage above the base FAR
2. Construction of affordable residential units (on- or off-site, but within the D-GT zone district)

EXAMPLE SCENARIO: COMMERCIAL STRUCTURE USING INCENTIVE FAR

This example scenario considers a 15.0 FAR commercial office building on a 25,000 square foot lot with a total square footage (GSF) of 262,500 square feet (excluding parking). In this scenario, the first 8.0 FAR (base FAR) comprises 87,500 square feet (excluding parking), while the 7.0 FAR above (incentive FAR) represents an additional 175,000 square feet of commercial floor area.


The fee and unit calculations applicable to this example commercial structure scenario are illustrated below.



EXAMPLE SCENARIO: MIXED-USE COMMERCIAL STRUCTURE USING INCENTIVE FAR

This example scenario considers a 15.0 FAR structure on a 50,000 square foot lot comprised of a hotel tower and a residential tower with for sale units. The total square footage (GSF) is 600,000 square feet (excluding parking) with 360,000 square feet of hotel and associated commercial uses and 240,000 feet of residential (about 240 for sale residential units). Because the structure contains more than 50% nonresidential square footage (the hotel) it would have the option to build units or pay an increased affordable housing fee. In this scenario, the first 8.0 FAR (base FAR) comprises 250,000 square feet (excluding parking) while the 7.0 FAR above (incentive FAR) represents an additional 350,000 square feet of commercial and residential floor area.

The fee and unit calculations applicable to this example mixed-use commercial structure are illustrated below.



Mixed-Use Commercial Structure Fee Option

Citywide Required Fee
(For Total Project GSF):

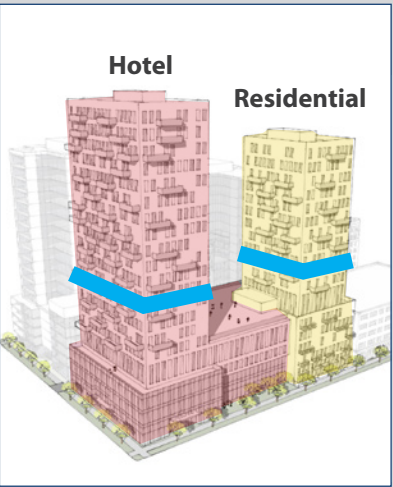
$$240,000 \text{ sf (Residential)} \times \$1.61 + 360,000 \text{ sf (Hotel)} \times \$1.83 = \mathbf{\$1,045,200}$$

+

Incentive Required Fee
(For Incentive GSF):

$$140,000 \text{ sf (Residential)} \times (\$1.61 \times 4) + 210,000 \text{ sf (Hotel)} \times (\$1.83 \times 4) = \mathbf{\$2,438,800}$$

Total Fee = \$3,484,000



Mixed-Use Commercial Structure Unit Option

Citywide Required Units
(For Total Project GSF):

$$(240,000 \text{ sf}/1000 \text{ (Residential)}) \times 0.0168 + (360,000 \text{ sf}/1000 \text{ (Hotel)}) \times 0.0228 = \mathbf{12 \text{ units}}$$

+

Incentive Required Units
(For Incentive GSF):

$$(140,000 \text{ sf}/1000 \text{ (Residential)}) \times (0.0168 \times 4) + (210,000 \text{ sf}/1000 \text{ (Hotel)}) \times (0.0228 \times 4) = \mathbf{29 \text{ units}}$$

Total For Sale Units at 80% AMI = 41

Historic Preservation Alternative for Incentive FAR above 12.0

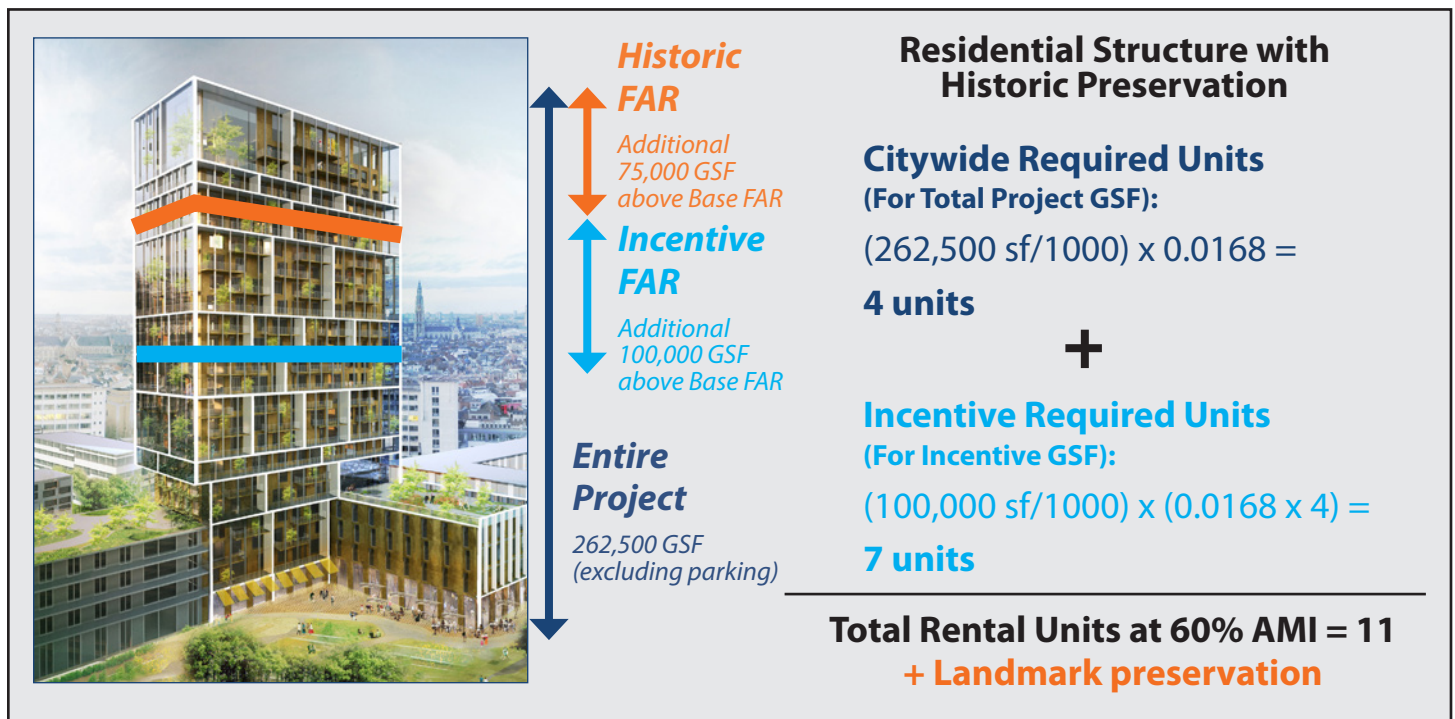
The historic character of the Golden Triangle is an important component of the vision for an eclectic, connected, creative, and livable community established by the Golden Triangle Neighborhood Plan. Accordingly, the proposed zoning update and incentive system includes an alternative to utilize floor area from historic preservation in lieu of affordable housing to qualify for incentive floor area above 12.0 and up to the maximum incentive FAR of 15.0.

Floor area for historic preservation may be undeveloped floor area from a designated Denver Landmark which is equal to the total amount of floor area allowed under the base FAR minus the amount of gross square footage in the structure. Additional historic floor area bonuses can also be generated by rehabilitating the exterior of a designated Denver Landmark. These two types of floor area for historic preservation can either be used on-site or transferred to another location within the D-GT zone district. The receiving site can accept up to 3.0 FAR in transfers from one or more historic properties in D-GT.

EXAMPLE SCENARIO: RESIDENTIAL STRUCTURE USING AFFORDABLE HOUSING AND HISTORIC PRESERVATION INCENTIVES

This example scenario shows a 15.0 FAR residential structure on a 25,000 square foot lot with a total square footage (GSF) of 262,500 square feet (excluding parking), or approximately 262 rental residential units. In this scenario, the first 8.0 FAR (base FAR) comprises 87,500 residential square feet (excluding parking), while the 7.0 FAR above (incentive FAR) represents an additional 175,000 residential square feet. The portion of the incentive FAR between 12.0 and 15.0 (75,000 square feet) has been enabled via historic preservation, so the affordable housing requirements only apply to the portion of incentive FAR between 8.0 and 12.0 (100,000 square feet).

The unit requirement calculation for this example scenario is illustrated below.



Next Steps

The proposed Denver Zoning Code and Denver Revised Municipal Code text amendments that would establish the D-GT incentive system described in this document must be adopted by the Denver City Council. Tentative adoption schedule:

- June 8, 2021: City Council Land Use & Transportation Committee
- July 19, 2021: City Council public adoption hearing

Members of the public are invited to speak at the public adoption hearing. Comments received prior to meetings and hearings will be conveyed to City Council.

Comments and Project Updates

Please email questions and comments to Principal City Planner Kristofer Johnson at kristofer.johnson@denvergov.org.

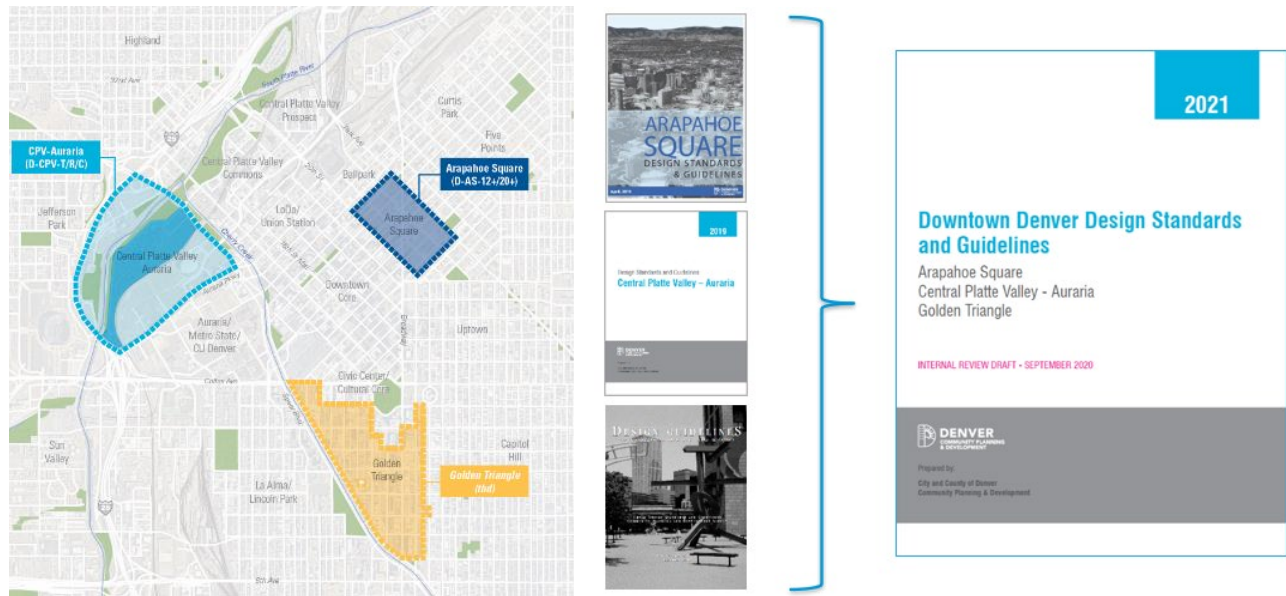
For more information and project updates, please visit the project web site, accessible from the Denver Zoning Code Text Amendments page at www.denvergov.org/textamendments

SUMMARY OF GOLDEN TRIANGLE DESIGN REVIEW UPDATES

GOLDEN TRIANGLE NEIGHBORHOOD PLAN – REGULATORY IMPLEMENTATION

June 3, 2021

To implement the recommendations of the Golden Triangle Neighborhood Plan and other adopted plans, the proposed updates the Downtown Golden Triangle (D-GT) zoning also include revisions to the existing ‘B-8-G Design Guidelines’ and design review process that apply to this area. A new ‘Downtown Urban Design Standards and Guidelines’ (DSG) will be prepared that consolidates the existing design standards and guidelines that apply to Arapahoe Square (D-AS-12+/20+), Central Platte Valley – Auraria (D-CPV-T/R/C), and D-GT zone districts.



The Downtown DSG and design review process will be administered by Community Planning and Development staff and the existing Downtown Design Advisory Board that currently reviews projects in the Arapahoe Square and CPV-Auraria areas. The proposed D-GT text amendment would expand the seven-member Downtown Design Advisory Board by two additional resident members. The board would be represented by at least four design professionals (one must be a landscape architect), one property owner, one development/construction industry representative, and three residents or representatives of downtown (preferably from the three neighborhood areas). These positions have staggered three-year terms are not mutually exclusive (ie, a member may be a resident and a design professional but may only fulfill one role).

Next Steps

Because DSG are created as department Rules and Regulations, they will not follow the specific public adoption process required for DZC text amendments. A separate public hearing will be scheduled prior to the adoption of the text amendment as the DSG are intended to become effective in coordination with the zoning.

For more information, including a current draft of the proposed Downtown Design Standards and Guidelines, visit: www.denvergov.org/goldentriangle.

Johnson, Kristofer - CPD City Planner Principal

From: Rezoning - CPD
Sent: Wednesday, April 7, 2021 2:52 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: FW: [EXTERNAL] RNO Position Statement - Proposed Denver Code Text Amendments

-----Original Message-----

From: PAB Stiefler <pstiefler@msn.com>
Sent: Wednesday, April 7, 2021 1:13 PM
To: Rezoning - CPD <Rezoning@denvergov.org>
Cc: St. Peter, Teresa A. - CC Senior City Council Aide District 10 <Teresa.St.Peter@denvergov.org>; Zukowski, Liz S. - CC Senior City Council Aide District 10 <liz.Zukowski@denvergov.org>
Subject: [EXTERNAL] RNO Position Statement - Proposed Denver Code Text Amendments

Morgan's Historic District RNO urges that this proposal be put on hold until COVID is more under control so there can be more traditional community engagement through meetings. With about 160 items to review we do not understand the rush to make these changes, even if most are minor in nature.

We do understand the impact of the Golden Triangle development. 38% of our group responded to my query about the new 325'-tall Point Towers and 80% of them opposed the new height limits. We strongly support protecting Cheeseman Park's View Plane.

PAB Stiefler
Morgan's Historic District RNO, Secretary
855 York Street
303-399-9814

Johnson, Kristofer - CPD City Planner Principal

From: Jeff Samet <jeffreysamet940@gmail.com>
Sent: Wednesday, May 19, 2021 2:37 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] Re: GT Support for Planning Board

Dear Kristofer,

I want to compliment you and the CPD staff for conducting a thorough, thoughtful rezoning process. The Golden Triangle is a unique cultural asset for Denver and the entire State of Colorado. Its art and history museums and State and local government offices bring people into this neighborhood of older and newer townhouses, apartments, and condominium buildings with a growing retail base. Neighborhood participants in your process were clear that they wanted the neighborhood to remain eclectic and have more active uses and public spaces. There did not seem to be objection to taller buildings, but residents wanted such buildings to have requisite setbacks and shaping to reduce the impact of scale.

Whereas the neighborhood wanted more affordable housing, developers struggled with the number of affordable units that might be required, the size and fit-out of such units, and loss of building revenue and value depending on whether the affordable unit was targeted to a renter at a 60 or 80% AMI level. That remained an intractable sticking point, especially in the absence of any off-set to the developer other than being able to increase FAR above a base threshold.

During all of this debate and discussion, the pandemic was changing how all of us were rethinking how and where we lived, worked, traveled, shopped, and played. Would such thinking change anything in this rezoning outcome or should we acknowledge that what may have been decided may have to be shaken and stirred again soon?

Don't know but you and your colleagues have proven your chops in this process.

Jeff

On Mon, May 17, 2021 at 8:55 AM Johnston, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org> wrote:

Good morning Jeff,

I hope you are doing well and looking forward to a fun summer ahead after a cool and rainy spring. I wanted to reach out and thank you once again for all of the time, effort, and guidance you have offered the zoning update project over the last two years. I don't think any of us expected this to last as long as it has, or to raise such challenging questions where compromise was difficult to find. I have personally appreciated your insights and hope that at the end of the day, you feel the proposed updates are seen as an overall positive step in the right direction.

I know there are still outstanding improvements desired on all sides, but if you would be willing to send a comment of support before noon tomorrow it would go a long way to show that the process was meaningful and the effort was worth it (you can send it to me or directly to the Planning Board). I would also encourage you to attend the Planning Board hearing on Wednesday and consider giving testimony in support of the updates ([more info here](#)). Planning Board makes a recommendation to City Council and this is an important first step along the way toward potential adoption in July.

Thank you again and best regards,

kj



DENVER
THE MILE HIGH CITY

Kristofer Johnson, AICP, PLA | Principal City Planner – Urban Design
Community Planning and Development | City and County of Denver

[Pronouns](#) | He/Him/His

phone: (720) 865-3091 | kristofer.johnson@denvergov.org

[311](#) | pocketgov.com | denvergov.org/CPD | [Take Our Survey](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

Community Planning and Development is doing our part to support social distancing recommendations. Please help us in this effort by doing business with us online instead of in person: www.denvergov.org/cpd.

May 18, 2021

Joel Noble
Chair, Denver Planning Board
Wellington E. Webb Municipal Building
201 W Colfax Avenue
Denver, CO 80202

Re: Official Text Amendment to Update the Downtown Golden Triangle (D-GT) Zone District

Dear Mr. Noble,

After a long and thorough process, the Official Text Amendment to Update the Downtown Golden Triangle (D-GT) Zone District is before you and the rest of the Planning Board. We are writing this letter to highlight our involvement in the process and the work done to date to create the current draft text amendment.

We are grateful for the continued dedication of City staff, especially Kristofer Johnson, and to the robust efforts of the Advisory Committee over the past two plus years in achieving the current draft. Overall, the draft amendment will be great for Golden Triangle and add to the character and supply of housing leading to a more livable and inclusive center city.

During this process, we have sent four formal letters to City staff documenting our comments that are based on our representation of Downtown through our membership, property owners, the development community, and through collaboration with the Golden Triangle Creative District. We have hosted three webinars with a broad stakeholder group, held a series of focus groups to facilitate small group discussions, and maintained a taskforce to dive deep into the development implications of the various proposals. I have attached our third letter that contains a more detailed discussion on our recommendations for the Golden Triangle Zoning update.

In all our previous letters, we reiterated the importance of the special and unique character of Golden Triangle. Golden Triangle is a major if not the cultural and civic hub of the city. The Neighborhood Plan completed in 2014 acknowledged this key fact and prioritized improving and enhancing connections to the rest of the city via all modes, bicycle, pedestrian, transit, and car (parking). The Plan called for an Arts & Cultural Trail and Neighborhood Greenway for pedestrians and bicycles that has today manifested in the 5280 Trail. It also contemplated a transit circulator to better connect to the rest of downtown. Future development in the area should focus on these broader intentions, and the current draft text does take some steps towards these goals.

Through this work, we have made a lot of progress from the original framework from over one year ago. That original framework did not provide for the densities as recommended by Blueprint Denver to achieve our city's housing and employment goals. The current draft brings the maximum FAR to 15:1 and is now in a range to accommodate the expected growth in Golden Triangle. However, our analysis has shown that it may be difficult to achieve the 15:1 FAR under the proposed height limits. A height limit of 300' for general form and 350' for point tower form would help make these projects more viable to deliver on the neighborhood goals and provide the needed and desired housing units. These heights

are important for the district as a downtown neighborhood to deliver on quality design and add to the vibrancy and energy called for in the 2014 Neighborhood Plan. Analysis has shown that these increased heights have limited to no impact on views from Cheeseman Park.

It is important for this draft to include an interim affordable housing solution to deliver affordable units until we can reach a city-wide solution. The solution provided in the current draft is vast improvement from the framework plan from a year ago as it utilizes an “off-the-shelf” and existing multiplier and build alternative approach rather than individually negotiated agreements. Providing affordable and attainable housing in our city is key for the future health of our city and it is imperative that housing requirements are consistent with other areas of the city and do not impede the development of housing units. However, departing from the 80% AMI requirement for rental units is counter to this off-the-shelf approach and is not consistent with affordable housing in other areas of the City. Providing consistent affordable housing requirements across the city provides a clear regulatory framework easing its utilization in providing more units.

It is a pleasure serving on the advisory committee and we look forward to a bright future in Golden Triangle.

Sincerely,



Tami Door, President and CEO

CC: Councilman Hinds, District 10
Kristofer Johnson, Principal City Planner



September 24, 2020

Laura Aldrete
Executive Director
Community Planning and Development Department
City and County of Denver
201 W Colfax Ave, Dept. 205
Denver, CO 80202

Re: Golden Triangle Zoning & Design Update - Partnership 3rd Letter

Dear Ms. Aldrete,

We are grateful for the engagement and open dialogue we have had with you and your staff over the course of the Golden Triangle Zoning and Design Update process. Thank you for adjusting the schedule to include more opportunity for community engagement, and for your willingness to account for the floor area devoted to parking in a new base Floor Area Ratio (FAR) that includes parking in the calculation. We specifically appreciate the adjustments to make each building form possible such as settling on a point-tower floor plate size that creates a viable project without impacting the neighborhood by still creating a slender tower.

Nevertheless, we continue to have serious concerns with the proposed changes. The initial draft Zoning Framework, that suggested a base FAR of 4:1 and included parking, would constitute a downzoning and would dramatically change the rules for development in a way that would stifle the positive energy growing in Golden Triangle. As you are aware, our first letter dated May 19, 2020 outlined this and more of our initial reactions to the proposed zoning framework and asked for further time for engagement and analysis. Our second letter dated July 2, 2020 offered backup and reasoning to our concerns through results of our initial analysis. It also pointed out some challenges presented by the FAR approach and offered some suggestions to the ground floor components.

In this third letter, our task force of Golden Triangle residents, business operators, property owners, real estate developers, architects, and designers have put together a list of guardrails to offer a structure and way of thinking for moving forward. These guardrails are meant to offer a structure to base the validity of future zoning framework proposals. Their creation was a result of continued discussion with the Golden Triangle community and was informed from the many established city and neighborhood plans. The guardrails are listed below and the thinking that went into each is included in an [attachment](#) at the end of this letter.

Guardrails

- 1. Implement the 2014 Neighborhood Plan Vision and Goals:** Provide more tools in support of an eclectic, connected, creative, and vibrant downtown district
- 2. Meet Blueprint Denver Growth Strategy:** Create an average FAR of at least 12:1 to meet the growing demand for housing

3. **Expand the FAR Box:** Provide a menu of incentive and height options to achieve a 50% density bonus with a maximum height limit of 350 feet.
4. **Don't Experiment with new Affordable Housing Requirements:** Create a simple interim solution to incentivise affordable housing while waiting for the Citywide package
5. **Incentivise Development for Economic Recovery:** Attract new investment for a robust economic recovery and to meet housing demand
6. **Set Clear and Flexible Zoning Rules:** A flexible code with a focus on neighborhood character

The information and guidance provided in this letter and its attachments is based on the community feedback from the engagement led by the City as well as from our engagement of over 100 stakeholders in Golden Triangle. It also is based on our discussions with the Golden Triangle Creative District and their board approved letter dated September 3, 2020.

Throughout the process, we have worked closely with our membership, property owners, the development community, and the Golden Triangle Creative District. We have heard a strong consensus among the community that the future zoning update should explicitly support the special character of the neighborhood in pursuit of the Downtown Area Plan Vision to cultivate a mosaic of urban districts in Downtown. The 2014 Neighborhood plan affirmed the key role Golden Triangle plays in downtown offering an eclectic, connected, creative, and vibrant downtown district. And we fully recognize the imperative to add significant affordable housing options to the center city neighborhood.

Subsequent to our second letter, we have held additional webinars with a broad stakeholder group and more recently have held a series of focus groups to facilitate small group discussions. We had over forty individuals participate in the focus groups in which the discussions led to the content for this letter. Throughout all of these conversations, it has been abundantly clear that the current proposal would lead to a decrease in overall number of housing units and would not be in keeping with approved plans, nor the community's expressed vision. Increasing residential density in the Golden Triangle is imperative to achieve that vision and meet city-wide housing goals. Decreasing the residential entitlements is counter to the city's goal of providing a greater supply of housing and affordable housing.

Based on the feedback we have received thus far and utilizing the guardrails, we have proposed an alternate zoning framework for incorporation into the revised framework that you plan to release early next month. This proposal is provided in the attachment at the end of this letter.

We are committed to continue testing market realities of any proposed changes to the zoning code to assist in creating a regulatory framework that will achieve the many exceptional neighborhood goals and visions. We hope Community Planning and Development takes these recommendations seriously, as we believe this input is critical toward establishing a zoning, design and incentive framework that is more equitable and in line with market realities.

Sincerely,

The Golden Triangle Taskforce of the Downtown Denver Partnership

Attachments below.

Attachments

Guardrails	Page 4
Zoning Framework Proposal	Page 9
Growth Scenarios	Page 11

Guardrails for Zoning Framework

As we continue the conversation and the process for developing a zoning and design update, we recommend that the future zoning update to Golden Triangle exist within the following guardrails based on the discussions with the community and the established goals of city plans. These guardrails recognize the need to create a tailored zoning strategy in order to meet the eclectic and varied goals for this key downtown district. Any future zoning framework should work towards fitting within the following guardrails:

1) Implement the 2014 Neighborhood Plan Vision and Goals

Provide more tools in support of an eclectic, connected, creative, and vibrant downtown district

Golden Triangle is a major if not the cultural and civic hub of the city. The Neighborhood Plan completed in 2014 acknowledged this key fact and prioritized improving and enhancing connections to the rest of the city via all modes, bicycle, pedestrian, transit, and car (parking). The Plan called for an Arts & Cultural Trail and Neighborhood Greenway for pedestrians and bicycles that has today manifested in the 5280 Trail. It also contemplated a transit circulator to better connect to the rest of downtown. The zoning code should focus on these broader intentions.

The 2014 plan was very specific in Strategy A.2.e on page 39 that states: “Consider transitioning existing floor area ratio premiums to updated form-based zoning incentives for affordable housing, public art, and/or arts, entertainment, and cultural facilities. The updated zoning should also consider tools to encourage the provision of privately-owned public spaces on private property.” It is clear that the neighborhood plan is directing us today to think through a variety of incentives to achieve a broad range of goals.

The plan was right in recommending a wider variety of floor area premiums to meet the many goals of the plan. The Golden Zoning and Design Update should have a broad range of strong incentives to make it very attractive to continue building in the neighborhood while adding to the vibrancy through their utilization.

2) Meet Blueprint Denver Growth Strategy

Create an average FAR of at least 12:1 to meet the growing demand for housing

To address the city’s housing shortages, each neighborhood must follow the guidance from Blueprint Denver to increase the supply of both market rate and affordable units. There is strong evidence that this zoning update should moderately increase density in Golden Triangle and the future city-wide affordable housing incentives must be strong enough to attract developers to build affordable housing in addition to the market rate units being supplied today.

The Blueprint Denver Plan expects Denver to grow by an additional 189,000 people and add 136,000 new jobs by 2040. The Plan offers a strategic and intentional approach to direct this growth to key

centers, corridors, and high-density areas. To create the housing for these new residents, each area must create the units as suggested by the plan. Without the additional units, housing demand will continue to outpace the supply, pricing people out of the city.

Golden Triangle is one such key area of growth. The area of Golden Triangle along Speer, Broadway, and Lincoln is designated as key Community Centers and Corridors that are expected to accommodate 25% of Denver's residential growth and 20% of office growth. The rest of Golden Triangle is a part of the city's High and High-Med Residential areas that contain both Downtown and Urban Center contexts. These areas are expected to accommodate 15% of Denver's residential growth and 5% of office growth.

As a "Downtown Context" Neighborhood, Golden Triangle should accommodate growth on the higher end of the growth expectations. The "Downtown Context" calls for the residential areas to be high-density, high-quality mixed-use residential areas and that is more dense than associated with the "Urban Center" contexts. The plan uses the existing "Confluence Building" on Confluence Park as an example project of the neighborhood character. The Confluence Building form is similar to the point tower concept that is contemplated for the Golden Triangle Zoning update.

We have attached a [Growth Scenario Worksheet](#) that models the amount of housing units generated under a variety of FAR scenarios. The model offers a baseline for discussion in understanding how Golden Triangle can deliver its fair share of housing for the city's growth. The model illustrates that an average of at least a 12:1 FAR inclusive of parking is needed in order to build the housing to accommodate the expected growth over the next 20 years. We specifically looked at vacant lots as the plan encourages maintaining the unique urban fabric without scraping existing buildings that add neighborhood character. As a downtown neighborhood, we should also expect and encourage increased office development.

The Golden Triangle neighborhood plan as well as the recent letter from the Golden Triangle Creative District support this modest and needed increase in density to meet the neighborhood goals of adding vibrancy while filling in the missing teeth.

It is clear that Blueprint Denver documents a need for increased densities in Golden Triangle. The Golden Triangle zoning needs strong incentives to increase the supply of both market rate and affordable units. Golden Triangle's zoning update should keep the base level housing density while equalizing the playing field with commercial projects and including very strong incentives to include affordable housing units. These should be in addition to current residential entitlements. The overall average FAR of new developments in the district should be at least a 12:1.

3) Expand the FAR Box

Provide a menu of incentive and height options to achieve a 50% density bonus with a maximum height limit of 350 feet

FAR and DSGs should provide the tools to accommodate the needed growth of Denver. The Golden Triangle Creative District has a clear desire to decrease building bulk while increasing density. The

overall box and heights should be increased to enable a diverse range of building types that meet the new design guidelines and standards.

The residential FAR for Golden Triangle was increased in 1994, 26 years ago. Over the past two and half decades, the market has adjusted to a residential base of FAR is 7:1 with design review, or about 10.5:1 including parking. Residential use involves no other requirements other than the use, and has not been considered an incentive. The only public benefit was producing housing. Today, 26 years later, the need for more housing has only increased. Now is not the time to eliminate the public benefit of housing.

The 2014 Neighborhood Plan, in strategy A2e (p. 39), mentioned earlier, recommended transitioning from an FAR approach to a form-based system and to include a broader range of incentives. Due to the desired flexibility gained from an FAR approach, we understand that the Zoning Update will keep the FAR system. In light of keeping the FAR approach, it needs to be reworked to achieve the many incentives the plan envisioned.

The Affordable Housing Zoning Incentive: Interim Alternatives Report, dated August 30, 2020, on page 22 states that “for purposes of evaluation, a 50% density bonus has been determined to be widely marketable, given existing entitlements (e.g. zoning height), construction costs, and market rents in Denver.” Given current entitlements, affordable housing incentives need a density bonus of 50% to attract their utilization. A 50% increase above current entitlements in Golden Triangle would create a new maximum FAR of 15:1

To achieve this increased density, heights should also be increased to limit the visual impact of the density. The Golden Triangle Creative District has expressed an interest in taller buildings so long as the bulk of buildings are decreased. To achieve the needed densities while still preserving access to views and natural light, overall height limitations should be increased and the FAR and Design Guidelines used to shape the buildings and their impact. A height limit of 350’ would create a step down from the downtown core heights of 400’. Use of multiple building forms as well as use of the design guidelines can limit the impact of height on neighborhoods to the east.

Key to the zoning as a tool to achieve neighborhood goals is through adding incentives. However, incentives ought to be just that, incentives and come on top of the current density to meet the housing goals discussed in the earlier section. Given the many neighborhood goals, the new zoning update should create a menu of options to achieve greater density.

We must understand that everything the community desires has an associated cost. Placing requirements on projects within the existing entitlements without increasing density, will only serve to increase housing costs. To achieve the many goals of Golden Triangle, densities should be increased to compensate for costs of providing the benefits. Without adding the appropriate level of density, housing prices will continue their rapid ascent.

4) Don't Experiment with new Affordable Housing Requirements.

Create a simple interim solution to incentivise affordable housing while waiting for the Citywide package

Denver needs more housing at affordable and attainable prices. The Partnership's place-based economic development strategy aims to build an economically healthy, growing, and vibrant center city, where all are welcome. This includes ensuring a robust residential community in our center city.

The decreasing affordability of housing in the center city threatens the economy and the quality of life of our residents and employees. It is imperative that we ask the development community to do more to address housing, not less; solutions require that we build more housing, not less housing. Affordability incentives must add to existing market-rate units and be designed to insure that it makes economic sense for developers to build more market-rate housing and the affordable housing units that our City needs.

The City just issued *The Affordable Housing Zoning Incentive: Interim Alternatives* report dated August 30, 2020, utilizing input from expert consultants and a broad array of community stakeholders. Considering the aligning timelines of the City-wide affordable housing plan, the Golden Triangle zoning should align with and be consistent with the results from the citywide effort. While waiting for the robust affordable housing package to be delivered across the city through the Citywide Incentive Plan, interim solutions can be created that are beneficial to the development encouraging their use.

Denver needs more affordable housing units to meet the growing housing demand, but experimenting with new requirements on a single neighborhood will not yield the desired outcomes. As a key equity goal of our city, affordable housing needs greater incentives. The citywide Affordable Housing Incentive Plan is studying in detail the feasibility of a variety of tools to increase the number of and rate of affordable housing units being created. As noted earlier, the feasibility analysis found that a 50% density bonus is needed to achieve the desired inclusion of affordable units. Additional market rate units are needed to offset the cost of providing affordable housing; otherwise the price of market-rate units will continue to rise to undesirable levels.

We have learned from 38th and Blake rezoning that it is difficult to make neighborhood level incentives for affordable housing work. The zoning in the Golden Triangle should focus on the Golden Triangle as we all continue to work together on the citywide affordable housing incentive plan.

In the short interim time between the Golden Triangle zoning update and the city-wide plan, a number of solutions can encourage affordable housing one of which we have discussed below in our proposal for a FAR formula and incentive mix. Our task force is ready and able to test any interim solutions to gauge their effectiveness in the current market.

5) Incentivise Development for Economic Recovery

Attract new investment for a robust economic recovery and to meet housing demand

Golden Triangle, as a core downtown neighborhood with easy walking and bicycle access to nearly 150,000 jobs, should continue its growth. The Zoning and Design Update is an opportunity to incentivise a fast economic recovery.

Golden Triangle, a very important district of Downtown Denver, has received a large amount of development in recent years. Coming out of the current economic recession, the new zoning should encourage, not curtail, Golden Triangle development. While the current zoning may not address all of the current neighborhood goals, it has resulted in strong investment and activation to the area. To continue this positive trend, the City should not use Golden Triangle as a test case for new zoning ideas. Testing out novel concepts to zoning that do not exist elsewhere in the city harms the many people and institutions who have created the gem that Golden Triangle is today. The zoning and design update for Golden Triangle should attract new investment for a robust economic recovery and the building of new and needed housing and office projects.

6) Set Clear and Flexible Zoning Rules

A flexible code with a focus on neighborhood character

Any proposed Zoning update should be clear and easy to follow while providing the flexibility for unique buildings and changing markets. Zoning is only one tool in the toolbox and cannot be used to solve all problems or to realize all neighborhood goals. A successful zoning code should provide both flexibility and certainty for the market. An overly prescriptive code, while providing certainty, lacks the flexibility needed to create an eclectic, diverse, and vibrant neighborhood. However, this is not to suggest that the zoning could be overly simple.

The zoning should provide incentives for enhancing the special character of Golden Triangle that support the cultural civic institutions and their future development. The proposal should include provisions for key corridors and neighborhood connections as well as special treatment for character defining buildings. Give special attention to incentivizing the development of small lots for quicker economic recovery.

Zoning Framework Proposal

A successful zoning framework is one that keeps the base level housing density while equalizing the playing field with commercial projects and includes very strong incentives for the inclusion of affordable housing units.

Base and Max FAR Formula

- Maintain a base FAR of 10.5:1
 - inclusive of Parking for both Commercial and Residential
 - This base keeps the current entitlements for the residential use and increases the base for commercial projects.
- Increase maximum FAR of 15:1
 - Create a range for incentives to reach a maximum FAR of 15:1 with incentives. See Incentive Mix below.
 - A minimum amount of affordable housing is required to unlock the density bonus.
 - *The Affordable Housing Zoning Incentive: Interim Alternatives Report*, dated August 30, 2020 found in its feasibility analysis that a density bonus of 50% is required to make a project attractive to develop. Creating a max of 15:1 is about 50% above current entitlements.
 - 15:1 brings the Golden Triangle more similar to its downtown context while still creating a step down from the central business district.
- Slightly increase the maximum height limit of 350 feet in certain circumstances
 - A higher height limit combined with the FAR will encourage slender buildings.
 - Create a tiered height approach based on lot size and building footprints to encourage a range of building types.
 - In general, as buildings get taller, they should also get slimmer.
 - In general, smaller lot sizes would have fewer bulk restrictions as they are already restricted by the lot size.
- Encourage innovative solutions to meet parking demand while limiting its impact
 - Reduce floor area calculation by 50% for convertible parking and/or stackable parking
 - Reduce floor area calculations by 50% on small lots due to their decreased parking efficiencies
- Open Transferable Development Rights (TDRs) to all parcels
 - Transferable Development Rights (TDRs) available for all conforming lots
 - This will create a more robust and viable market for TDRs helping to protect the neighborhood character
 - No parcel can go below 1:1 FAR

Affordable Housing

Specific affordable housing incentives for the Golden Triangle should wait for the Citywide plan. We are involved in the affordable housing planning process and are grateful for the expert approach the city is taking to achieve a successful citywide plan. We agree that including affordable housing in market-rate

development projects must come with attractive incentives with a 50% density bonus for the success of the program. The citywide process is analyzing the incentives needed to ensure the maximum utilization and build out of housing units. The Citywide update will provide a consistent approach across the city to incentivise the creation of affordable units. In the interim, the zoning update can create attractive options for affordable housing by including the following:

- Exclude the square feet affordable housing units from the FAR calculation.
- Increase in market rate units to compensate for the added cost.
- When Affordable housing is included, the project receives expedited review, and if feasible, tax abatement.
- Require a simple affordable housing formula to unlock a menu of neighborhood incentives.

Mix of Incentives

The zoning needs a menu of incentives to ensure flexibility and variety of building types and uses. To unlock the incentive package and access any incentives, the project would include a basic minimum of affordable housing units. A diverse menu of incentives, while still clear and simple, will encourage a wide range of buildings and uses. Additional study is required to calibrate the additional FAR for each incentive option for an overall maximum of 4.5 additional FAR. No single incentive should provide all of the incentive to reach the maximum FAR. Rather, FAR premiums should be calibrated so that projects would need to utilize at least two incentives to reach the maximum FAR of 15:1.

We propose the following package of incentives:

- Future affordable housing incentives provided through the Citywide Incentive Plan
- Funding for transportation improvements
 - Funding for 5280 Trail
 - Funding for downtown circulator
- Art and public spaces
- Purchase TDRs
- Inclusion of family oriented units (smaller incentive compared to others)

Growth Scenarios

Total Area of Surface Parking/Vacant Lots (sf)		687,591		
Golden Triangle Current Population	Year 2020:	3,389	Year 2025:	4753
Golden Triangle Current # of Households	Year 2020:	2,420	Year 2025:	3361

Blueprint Denver Growth Projections by 2040			
Denver New Residents		189,000	
Denver New Jobs		136,000	
Centers and Corridors share of population growth	25%	47,250	people
Centers and Corridors share of job growth	20%	27,200	jobs
High & Med-High Res share of population growth	15%	28,350	people
High & Med-High Res share of job growth	5%	6,800	jobs

Golden Triangle Growth Projections by 2040			
GT as a percentage of Centers and Corridors areas	2%	(1/50 of category)*	
GT as a percentage of High & Med High Res areas	12.5%	(1/8 of category)*	
GT new residents - share of city's growth	2.4%	4,489	people
GT new jobs - share of city's growth	0.7%	884	jobs
GT average household occupancy rate	1.4	persons/unit	
Functional office vacancy rate	10%		
Functional residential vacancy rate	5%		
GT share of Blueprint Denver Household Growth	3,563	units	
GT share of Blueprint Denver Employment Growth	884	jobs	

*these numbers should be calculated based on actual UrbanSim data - this calculation provides a good baseline for discussion

Assumptions			
20 year build out percentage of vacant land	80%	550,073	sf
average household unit size (sf)	850		
Residential load factor	1.2	1020	avg sf per unit
average sf per employee		200	
Office load factor	1.2	240	avg sf per employee
Residential parking percentage	30%		
Office Parking percentage	40%		

Avg FAR	GFA (sf)	Office (sf)	Res (sf)	New Jobs	New Housing Units	New Jobs as % of GT's Share	New Households as % of GT's Share	New Affordable units at 10%
	Offic/Res Mix:	15%	85%					
4	2,200,291	330,044	1,870,248	743	1,219	84%	34%	122
5	2,750,364	412,555	2,337,809	928	1,524	105%	43%	152
6	3,300,437	495,066	2,805,371	1,114	1,829	126%	51%	183
7	3,850,510	577,576	3,272,933	1,300	2,134	147%	60%	213
8	4,400,582	660,087	3,740,495	1,485	2,439	168%	68%	244
9	4,950,655	742,598	4,208,057	1,671	2,743	189%	77%	274
10	5,500,728	825,109	4,675,619	1,856	3,048	210%	86%	305
11	6,050,801	907,620	5,143,181	2,042	3,353	231%	94%	335
12	6,600,874	990,131	5,610,743	2,228	3,658	252%	103%	366
13	7,150,946	1,072,642	6,078,304	2,413	3,963	273%	111%	396
14	7,701,019	1,155,153	6,545,866	2,599	4,268	294%	120%	427
15	8,251,092	1,237,664	7,013,428	2,785	4,572	315%	128%	457

Johnson, Kristofer - CPD City Planner Principal

From: Rich ward <rcward@outlook.com>
Sent: Wednesday, April 7, 2021 2:00 PM
To: Zukowski, Liz S. - CC Senior City Council Aide District 10; Hinds, Chris - CC Member District 10
Denver City Council
Cc: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] Re: Feedback request: Golden Triangle Zoning changes

Thank you so very much for the updates with these most positive plans.

Most definitely, my wife and I will plan to participate and contribute to where ever we can. This year is 10x better than last year, by far. Thank you, leadership, for your perseverance through some of the most challenging times that most of us have ever been through.

No doubt our city landscape will be changing dramatically to make our right of ways, "camping proof". We are currently in communications with Urban and City Designers with our newly formed "Landscape Committee" to re deign the landscape around our property, in hopes to eliminate our beautiful orange fencing.

If anyone does have any insight, when and IF, the no camping law will be enforced? It is super discouraging to see tents as big as small apartments on our streets, which we would pay top dollar for owning or renting such real estate, yet these campers are allowed to live for free. Regardless of our exciting plans for walking our streets, or eating outside, supporting our AWESOME local businesses, it is all irrelevant when the dark side of crime is functioning freely in their comfortable tents.....patiently waiting for us to drop our guards as so they can steal our property, our real-estate, our safety and our freedoms.

I appreciate every single one of you and everything that you do!

A super grateful Resident of the Golden Triangle,

Rich Ward

Rich Ward
475 West 12th Ave 15F
Denver, Co 80204
303.941.1071

From: Zukowski, Liz S. - CC Senior City Council Aide District 10 <liz.Zukowski@denvergov.org>
Sent: Wednesday, April 7, 2021 1:40 PM
To: Hinds, Chris - CC Member District 10 Denver City Council <Chris.Hinds@denvergov.org>
Cc: Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org>
Subject: Feedback request: Golden Triangle Zoning changes

Good afternoon Golden Triangle neighbors and friends!

I hope you are all enjoying the warm weather and preparing for a semi-normal summer. Wouldn't it be great if we could visit the Golden Triangle Farmers' Market or grab a bite to eat at Civic Center Eats with friends and neighbors later this year?! I am hopeful we'll all be back together soon. Until then, **Councilman Hinds and CPD would love to hear your feedback on the proposed zoning changes for the neighborhood.**

For more than two years, city planners have worked closely with Golden Triangle stakeholders, our office, and members of the public to evaluate new zoning strategies to implement the 2014 Golden Triangle Neighborhood Plan and other adopted citywide policies. Many different opinions have been heard and incorporated into a balanced approach to achieve the vision of an eclectic, inclusive, and engaging community. **A full draft of the proposed update to the Denver Zoning Code is now available for public review until April 30.**

Visit the project website, denvergov.org/goldentriangle, to:

- See an overview of changes and the detailed background report
- Read the [proposed text amendment](#) to the Denver Zoning Code
- Read an [associated amendment to the Denver Revised Municipal Code](#) that allows incentives for affordable housing

The proposed changes provide flexibility for smaller projects and ensure larger projects contribute quality design and neighborhood benefits. Get to know the changes and share this email with friends, neighbors, and coworkers who might be interested. **If you are a property manager of an apartment or condo building in the Golden Triangle, please forward this email to your residents.** To provide a framework for your feedback, ask yourself these questions when reviewing the materials:

Does the proposed zoning include standards that will:

- *Allow for an eclectic mix of land uses, building sizes, and types of development?*
- *Enable a range of housing options?*
- *Reduce the negative impacts of new parking structures?*
- *Support the protection/reuse of historic buildings?*
- *Improve street level activity and the pedestrian experience?*

When you are ready, please share your comments on the public draft with Kristofer Johnson, Principal City Planner, at kristofer.johnson@denvergov.org, and cc our office, district10@denvergov.org.

Sincerely,
Liz

Liz Zukowski
Council District 10 Neighborhood Liaison
(Golden Triangle, Capitol Hill, Cheesman Park, Uptown, Alamo Placita & Governor's Park)
denverperfect10.com | denvergov.org/citycouncil
Newsletter: denverperfect10.com/signup

Johnson, Kristofer - CPD City Planner Principal

From: Churchill Bunn <churchill@alpineinvestmentsdenver.com>
Sent: Wednesday, April 21, 2021 6:55 AM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] New Zoning Code Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hi Kristofer,

I wanted to thank you again for working with us to massage the new zoning code language to help benefit the 11th & Cherokee project (and other small to medium sized projects in the future). I was blown away by the collaborative effort your whole team showed – thank you!

I've spent some time readying through the zoning code, and you've heard many of these comments from me before, so I will keep my suggestions short and sweet (and informal):

- Group all parcels under 150' wide in the lowest tier and all over 150 wide in the higher tier creating only 2 tiers. From a planning standpoint, anything under 150' wide is burdened more than its larger counterparts because parking becomes less efficient and that is where those projects suffer from an economics standpoint compared to their larger counterparts (and ultimately won't get built).
- If the above isn't possible, I would try reducing upper story setbacks to 5-10' (vs. 15'), remove requirement for active zones wrapping parking at level 2 (maybe there can be some other requirement for artful screening / lighting / etc which would create murals over the sidewalks throughout the neighborhood), and mass reductions for the zone lots from 75 to 150' wide (from 15% down to 5-10%).
- Allow for Planning-level administrative variances for on-site loading for projects on lots under 125' wide so long as there is a suitable loading area available at curbside / if no curbside loading area feasible, allow for administrative variances for turnaround spaces, height requirements, and loading space dimensions for on-site loading so that the imposed loading zone requirements don't have massive ripple effects like they did when we had our 955 Bannock project approved originally (I believe the City requirements have already been relaxed in these areas, but perhaps it is something that can be written into the code?)
- Allow for specific site hardships to be adjusted administratively if it meets the intent of the code (within Planning, not via Board of Adjustment) – I realize this is probably not feasible but I still believe giving you guys more flexibility would help everyone achieve success

I believe the new code is positioned to drastically improve design standards in the neighborhood, and really like most of what was accomplished. The only caveat is the medium-sized projects need a little more help as a compromise to ensure they can be built.

Thanks!

Churchill Bunn
Mobile (919) 815-0517
cb@alpineinv.com

Johnson, Kristofer - CPD City Planner Principal

From: Bobby Harvey <bobby.harvey@urban-villages.com>
Sent: Wednesday, April 28, 2021 1:47 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] Golden Triangle Zoning Come Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Kris,

Hope all is well. Please find below my comments on the GT Zoning Code text. We are very supportive of the overall direction and feel these comments are very minor and will improve the implementation of the code and result in a better product for developers and the city to use.

Best,

Bobby

-
- 8.6.3.3 - D- Parking and Service Access Locations - subpoint 2 and 3
 - I agree with the intent but if the city is trying to encourage all the uses stated in 8.6.2, which require heavy vehicle drop off and pick up, this is going to be hard to execute. It would be great to incorporate some leniency to this statement if it is supporting a key use.
- 8.6.3.4 - F Limitations on Visible Parking Above the Street -
 - Subsection 1 - Agree that underground parking is preferred but the high water table is going to limit the ability to put all parking below grade. I think that the city needs to recognize this as they draft this code amendment. Right now you can go down 2-3 stories max and then will hit the water table which will be cost-prohibitive.
- 8.6.4.4 - B - Need to hold the 325' height mark. If this goes down then the 15 FAR cannot be achieved and it puts the financials needed to support the affordable side in jeopardy.
- 8.6.6 - F - Alternative Requirements for Zone Lot with Structures that Exceed a Total FAR of 12
 - I think it's a mistake to limit the TDRs that each project can use to 3. The preservation of historic buildings is equally important to a city and its sense of place. Limiting the upside of preserving buildings in the zone district by limiting the FAR that can be used on other buildings will only lead to more buildings being torn down than preserved.
- 8.6.6.4 - Limitations on Visible Parking above Street Level
 - C - 2 - With the limitation of below-grade parking to 2 to 3 stories due to the water table, it would be great to see this requirement waved for point tower forms. In the point tower, getting your core to align to service this requirement but also serve the upper floors and meet the setback requirements is going to greatly limit the design of the projects. Most point towers will use the podiums up to 5' stories for parking then concentrate the active uses in the point tower. While I agree with the intent of this section and creating an active experience on the upper floors as seen from the ground plane, executing is going to be very hard.
- 8.6.7.6 - B - 3 & 8.6.7.7 - B Suggest the wording from 'public work of art' be modified to better define that a collection or multiple pieces can cant towards the total price. Have you explored creating a tiered structure that reduces the cost of the incentive but also reduces the benefit? Might help get more public art into the neighborhood which is a win for everyone.

•
Bobby Harvey

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Johnson, Kristofer - CPD City Planner Principal

From: masilae@icloud.com
Sent: Monday, May 17, 2021 12:32 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] RE: GT Support for Planning Board

Hi Kristofer,

I'm generally supportive of the final plan. My only concern is that if the developers cannot receive a greater FAR upgrade for doing affordable housing we will be missing an opportunity for more density and a greater opportunity for nurses, teachers, etc. to be able to live in the neighbor close to their work, but as you informed us, there is a greater city standard that restricts that. I hope that standard can be changed at some point.

I have a couple of things on my calendar late afternoon this Wednesday, however I will try to make it if my calendar changes.



Charlie Hunt
Co-Chair GTCD Improvement Committee
1050 Cherokee St, Unit 309
Denver, CO 80204
Mobile 720.822.1413

From: Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org>
Sent: Monday, May 17, 2021 8:55 AM
To: Charlie Hunt <masilae@icloud.com>
Subject: GT Support for Planning Board

Good morning Charlie,

I hope you are doing well and looking forward to a fun summer ahead after a cool and rainy spring. I wanted to reach out and thank you once again for all of the time, effort, and guidance you have offered the zoning update project over the last two years. I don't think any of us expected this to last as long as it has, or to raise such challenging questions where compromise was difficult to find. I have personally appreciated your insights and hope that at the end of the day, you feel the proposed updates are seen as an overall positive step in the right direction.

I know there are still outstanding improvements desired on all sides, but if you would be willing to send a comment of support before noon tomorrow it would go a long way to show that the process was meaningful and the effort was worth it (you can send it to me or directly to the Planning Board). I would also encourage you to attend the Planning Board hearing on Wednesday and consider giving testimony in support of the updates ([more info here](#)). Planning Board makes a recommendation to City Council and this is an important first step along the way toward potential adoption in July.

Thank you again and best regards,

kj



Kristofer Johnson, AICP, PLA | Principal City Planner – Urban Design
Community Planning and Development | City and County of Denver

[Pronouns](#) | He/Him/His

phone: (720) 865-3091 | kristofer.johnson@denvergov.org

[311](#) | pocketgov.com | denvergov.org/CPD | [Take Our Survey](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

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Johnson, Kristofer - CPD City Planner Principal

From: Byron Zick <Byron.Zick@davispartnership.com>
Sent: Tuesday, April 27, 2021 6:19 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] GT Zoning and DSG Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Evening Kristofer,

Please see below for my comments on both the Zoning and DSG revisions. Thanks and have a good one!

DSGs:

Page 12 – Is there no longer a requirement for projects to present to the GT Urban Design Committee any longer? As you know, the Urban Design Committee has been a committed group of stakeholders for decades and it would be a shame to see it slide into obsolescence. I would strongly suggest that a panel of select Committee members review projects instead of the proposed Design Review Board. This is a big deal for the GTCD. Please let me know what you think.

Page 109 and 147 – Where is the approved exterior light fixture specified? I've had confusion with this on past projects. Also, I'm not sure a Dark Sky Compliant Acorn or Globe fixture currently exists, but I could be wrong. Further clarity would be helpful.

Zoning:

Page 8.6-5 – Height – Suggest adding language about providing increased access to light and views.

Page 8.6-11

- Frontage Subject to a Residential Setback – please confirm that this only applies if a project chooses to provide residential uses at the ground floor.
- I'm confused about the "Primary Street" setbacks. Aren't those defined as the handful of streets (Broadway, Lincoln, Bannock, etc) shown in the DSG's?
- Street Level Activation – how would transparency % be treated for a mixed-use building?

Page 8.6-13

- Open Space – Is 5% a minimum? Suggest additional clarification be added.

Page 8.6-15 – Single Unit Dwelling Building Materials – why is "salvage doors" included here? Random question I know, but doesn't this seem kinda strange?

Page 8.6-21 – Street Level Active Uses – suggest adding "multi-family" to C.2.a.

Page 8.6-23 – Design Standard Alternatives – suggest graphics be added to this section for clarity. This is very dense information and difficult even for trained professionals.

Page 8.6-24

- Required Build-to Alternatives – suggest making the intent of this more clear. It's confusing as currently written.
- Limitation on Visible Parking Above Street Level Alternative – 8.6.7.4.B.2 - suggest "140' deep" is changed to "150' deep"

Page 12.2-6 – Downtown Design Advisory Board – It doesn't look like a requirement to include representatives from the GT has been included. Can you please explain why? Please see my comments above for further context.

Page 13.1-62 – It doesn't appear the increased point tower size has been updated for the larger floor plate size discussed.

Page 13.3-12 – Gross Floor Area – Suggest that interior balconies are excluded from this definition. It can be a disincentive to add interior balconies in favor of hung or cantilevered balconies.

Thanks,
Byron Zick

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Johnson, Kristofer - CPD City Planner Principal

From: Kelly Davis <kdavis@ozarch.com>
Sent: Wednesday, April 28, 2021 2:03 PM
To: Johnson, Kristofer - CPD City Planner Principal
Cc: Nathan Jenkins
Subject: [EXTERNAL] Golden Triangle Proposed Zoning changes

Follow Up Flag: Follow up
Flag Status: Flagged

Kristofer, I wanted to take this opportunity to provide some thoughts/suggestions regarding the City's effort to update the Golden Triangle zoning. Please see below:

General Building Form: Residential Setbacks from Primary Street – 7' or 14':

– clarify if this applies to the entire building that might include any residential use or just the residential components? How does this work in a mixed-use building that includes some, but not all, residential uses? In other words, does this apply to ground level non-dwelling unit spaces (amenity, retail, office, etc.) or only to ground level dwelling units and dwelling unit floors above? While appreciating some ground level setback for privacy from dwelling units, does this create unintended consequences for mixed-use buildings where retail or other uses are now pushed back in contradiction to the stated goal of 8.6.3.3.B.2 and 3?

8.6.4.4 - B – In order to effectively attain the FAR, the height should be at least 325' (or taller). Otherwise, there will be no incentive for the additional variety of building form desired.

8.6.7.4 - Limitation on Visible Parking Above Street Level Alternative in D-GT Zone District:

- F. There may be some site specific restrictions to underground parking in portions of the D-GT given the proximity to the creek and high water table. Realistically, a lot of new development will be parked above grade which leads to my next point.
- B. "... above 2 stories/30 feet" seems excessive as most street level floors are already overly tall (14-20' typically) and it creates complex circulation on the second floor when combined with other uses (parking). Seems that if the parking facades can be treated architecturally, then above the first floor/ 20' would be adequate. Don't believe those uses above the first floor will be perceived or enhance pedestrian experience. It can also create an awkward 50/50 proportion to the podium with 30 vertical feet of façade "A" stacked with another 30 vertical feet of parking façade "B" above.

Division 13.1 Rules of Measure:

-E.3.c. Tower Floor Plate Separation – Consider measuring separation from "wall to wall" not including decks or balconies (if decks or balconies are not "continuous"). This would allow for the separation of mass, while still encouraging the architectural interest that articulation and variety dis-continuous decks might provide.

Thanks for soliciting input! Let me know if you have questions.

KELLY DAVIS, AIA, LEED AP
Principal



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Johnson, Kristofer - CPD City Planner Principal

From: Pete Dikeou <Pete.Dikeou@livelmc.com>
Sent: Friday, April 30, 2021 5:37 PM
To: Johnson, Kristofer - CPD City Planner Principal
Cc: Hinds, Chris - CC Member District 10 Denver City Council; Adam Perkins
Subject: [EXTERNAL] FW: Draft of proposed zoning changes for Golden Triangle now available for public review
Attachments: RE: GT Zoning Advisory Committee - Last meeting March 18th, 4:00 - 5:30pm
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kristofer,

I wanted to thank you and your team again for your work throughout this zoning process. While we've had differing opinions at times, you have always been timely and diligent in responding to my questions and that has been much appreciated. Additionally, I think you were able to maintain a solid and interactive zoning process despite the transition to virtual meetings due to the pandemic.

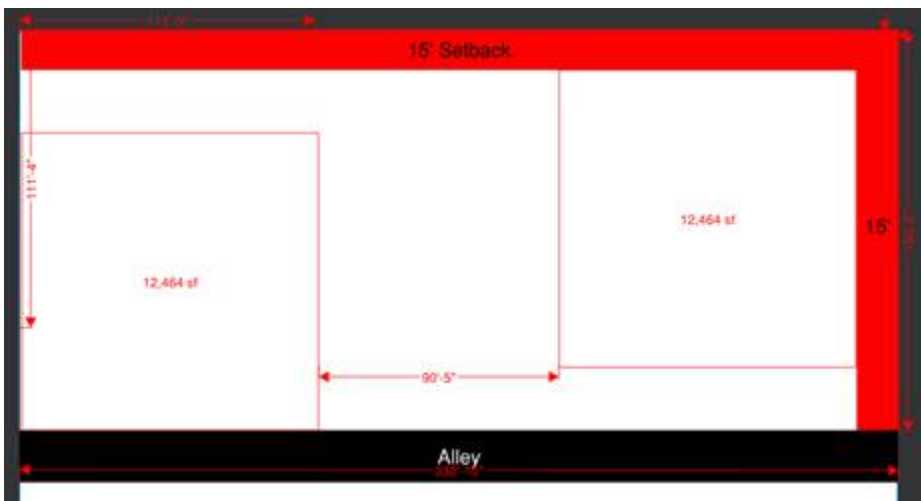
Prior to the last meeting, you all requested each committee member to submit one part of the current proposal that they would like to see changed. Can you send out a memo to the group to summarize the recommendations and explain what you all changed based on that feedback? I've attached my email response for reference.

As part of the code review, we setup meetings with our design consultants to better familiarize ourselves with the proposed zoning requirements. We discussed both the benefits and potential concerns as it relates to the new code and I have highlighted some of the key takeaways and recommendations from those meetings. As you will see below, there are various items that would have been worth discussing with the committee prior to publishing the code to the public. That being said, as long as the recommendations are taken seriously we should be able to get to the same place.

Conclusions:

1. Both DPA and SAR mentioned concerns with flexibility under the new requirements.
2. The layering of the code requirements (sum total) when practically applied result in eroded corners and problems with form.
3. The requirements that layer on each other are: setbacks, mass reduction, open space, limitation on visible parking, build-to percentages, non-residential use percentages.
 - a. The teams mentioned that these requirements will be particularly punitive on in-line lots.
4. Both design teams highlighted that many of the new requirements make the buildings less efficient.
 - a. These inefficiencies will add cost to the buildings and result in upward pressure on rents.
5. The consultants liked the flexibility on the new build-to requirements.
6. DPA & SAR: On all of their jobs the developers are maxing out the densities because it is the only way they can get deals to pencil.
 - a. Scott's feasibility analysis prepared during the small group discussions with the city reiterated this point.
7. The buildings you see today would need to get wider and bulkier in order to max out the 15 FAR zoning under the recommended height limits for the general form.
8. DPA found that the requirements will force the buildings into L-shapes with the "L" of the bar along the alley in order to meet the setback and mass reduction requirements.
9. The teams highlighted that upper story setbacks are too prescriptive and result in districts where all buildings setback at the same height.

10. The teams preferred the mass reduction requirements, especially allowing for the reduction between stories 3-8, because it provides flexibility on where the building shapes. They felt the combination of the mass reduction and setback requirements are punitive.
11. Limitation on Visibility of Garage
 - a. This requirement is killing deals in Arapahoe Square.
 - b. The visible parking alternative is great and satisfies both visual concerns and development feasibility concerns on the more restrictive lots.
12. The design teams felt that not allowing build-to alternatives to apply towards the nonresidential active use percentages will make meeting that percentage extremely challenging.
13. Point tower requirements are restrictive and make it very difficult to max out densities with this form.
 - a. Based on a FAR analysis using 990 Bannock's floorplate, it showed that lots cannot be bigger than 32,000 SF in order to max out densities using one point tower.
 - b. Once you get to two point towers, the analysis showed that the separation distance requirements are extremely restrictive: using a perfect square, it would require a minimum lot size of 360 feet or 54,000 square feet to achieve the 120' separation distance:



- c. Therefore, lots between 32,000 SF and 54,000 SF cannot max-out density with this form.
 - d. The limitations on density, as shown by the above restrictions, and the additional cost associated with point tower construction make it so the point tower form is not particularly practical.

Recommendations:

1. General Form Height:
 - a. The height limit should be changed to 300'.
 - i. To design the same buildings we have today, the architects said they would need a 300-foot height limit.
 - b. The height limit should be the same regardless of a building's density (8 FAR or less should be the same as more than 8 FAR).
 - i. To be consistent with the neighborhood's goal of reducing building mass, the zoning should encourage thinner buildings (think Vancouver).
2. Point Tower Height:
 - a. Heights should not be dependent on FAR limits – same comment as the general form.
3. Point Tower Separations
 - a. DPA recommended reducing the tower separation 60-80 feet, referencing downtown zoning separations.
4. Street Level Setbacks

- a. The consultants agreed that a 7' residential setback is nice at first floor, but they'd like to be able to cantilever the 2nd floor to limit the impact on parking.
 - i. The requirement combination of the 7' residential setback and a 15' limitation on visible parking will be impactful.
5. Eliminate Upper Story Setbacks
 - a. The mass reduction requirements satisfy the intent and it gives architects more flexibility in their design.
6. Percentage calculations (i.e. nonresidential active uses, transparency, etc.) on corner lots should be based on the sum of the primary street frontages versus calculating each street separately.
7. Inset balconies should not be included in the FAR calculation to encourage usable outdoor spaces in high rises.
8. Overall, the code needs to limit layering the zoning requirements to make sure the zoning gives architects design flexibility.

The above commentary reiterates the concerns I've had with the zoning with regards to adding costs at the same time as reducing base zoning. While little discussed, it is important to note that a building only needs to be 33% residential under the current zoning to get to a max 7 FAR (10 FAR including parking). This can be accomplished by using the 1:1 SF incentive for residential. Combine that with the fact that all new developments are currently maxing out the density, and it shows that the effective base FAR of the Golden Triangle is 10 FAR. In order to accomplish the additional design requirements without severely impacting development feasibility, the base FAR needs to stay where it currently is – 10 FAR.

Hopefully, we are able to use this intel from our design experts to improve the zoning and make sure we don't constrain architectural creativity by unintentionally over prescribing code requirements.

Best regards,
Pete

From: Planning Services - CPD <PlanningServices@denvergov.org>

Sent: Monday, April 5, 2021 1:17 PM

Cc: Foster, Alexandra O. - CPD Marketing Commun Splst <Alexandra.Foster@denvergov.org>; Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org>

Subject: Draft of proposed zoning changes for Golden Triangle now available for public review

** External email from: PlanningServices@denvergov.org. If suspicious, forward to: NotifySecurity@lennar.com **

Golden Triangle partners,

For more than two years, city planners have worked closely with Golden Triangle stakeholders, City Council District 10, and members of the public to evaluate new zoning strategies to implement the 2014 Golden Triangle Neighborhood Plan and other adopted citywide policies. Many different opinions have been heard and were incorporated into a balanced approach to achieve the plan vision for an eclectic, inclusive, and engaging community. A full draft of the proposed update to the Denver Zoning Code is now available for public review until April 30.

Visit www.DenverGov.org/goldentriangle to:

- Read the proposed text amendment to the Denver Zoning Code
- Read an associated amendment to the Denver Revised Municipal Code that enables incentives for affordable housing
- See an overview of changes and the detailed background report on the proposed strategy

Additionally, community members have raised concerns recently about how the proposed zoning changes could affect existing views, particularly the Cheesman Park view plane. The full view plane analysis is available on the project website, but here are key facts you should know:

- The city did complete a model and analysis of the potential impact on the Cheesman Park View Plane.
- The proposed zoning updates do not change height restrictions for buildings inside the view plane area.
- The analysis determined that additional height limits would have little to no impact on the park's view of the mountains.

The existing “one size fits all” approach applies the same zoning rules to all projects in the Golden Triangle regardless of size. The proposed changes would tailor the rules based on lot size to provide flexibility for smaller projects and ensure larger projects contribute quality design and neighborhood benefits. ***Get to know the changes and share this email with those who might be interested. Comments on the public draft can be emailed to Kristofer Johnson, Principal City Planner, at kristofer.johnson@denvergov.org.***



Johnson, Kristofer - CPD City Planner Principal

From: Sean Maley <smaley@crlassociates.com>
Sent: Friday, April 30, 2021 10:21 AM
To: Johnson, Kristofer - CPD City Planner Principal; Barge, Abe M. - CPD City Planner Principal
Subject: [EXTERNAL] Comments/questions on Golden Triangle zoning and design
Attachments: Golden Triangle Zoning and Design - Comments_Questions - 4-30-21.docx

Follow Up Flag: Follow up
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Hello Kristofer and Abe – attached, please find a comment/question document I put together from reviewing all of the documents and information.

I am interested to touch base with you following today's comment deadline to see how the next part of the process with proceed, if there will be additional time, meetings or subsequent drafts to review.

Thanks,
Sean

Sean Maley

Partner & Chief Business Development Officer
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Golden Triangle Zoning and Design

Comments/Questions re:

- 1st Draft D-GT Zoning Code Amendment
- Chapter 27 DRMC Amendment
- Downtown Design Standards and Guidelines

4/30/21

Division 8.6 Downtown Golden Triangle Zone District:

Comments/Questions:

- General building form - 8.6.4.4 (A)
 - Why is an 8.0 (or less) FAR building limited to 200' height and not 250'? Wouldn't taller and skinnier be okay and fitting with urban design goals as it is still the same FAR/density?
 - Why does Speer/Colfax/14th Ave have different primary street build to min/max ranges than all other primary streets?
 - Why do properties along Speer/Colfax/14th have a 10' min setback and no other streets have required setbacks? How does this compare to their current setbacks in zoning?
 - What is the difference between 'Setbacks' and 'Residential Setbacks'? Does this mean if a property is adjacent to residential, it has the 'Residential Setbacks'?
 - How does the Incremental Mass Reduction compare to other Downtown zone districts – i.e. D-C, D-AS or even Urban Center zone districts or DO-7?
 - Why no Incremental Mass Reduction Alternative for zone lots less than 75'?
 - Why is the max FAR listed as 15.0 for General form when massing studies and staff intent has shown the General form will not be able to achieve 15.0 FAR? More height than 250' would be needed to achieve 15.0 FAR, such as 275-300'. If we know mountain views from Cheesman are not an issue at 275-300', why not enable the General form to reach 15.0 FAR considering the loss of historical density and potentially cost difficulties with the Point Tower form? Does it make sense to only allow one building form (Point Tower form) to reach 15.0 FAR when Denver has historically not seen many (or any?) point towers? Should GT neighborhood be limited to just this form for the incentive max FAR?
- Point Tower building form – 8.6.4.4 (B)
 - Is the 12,500 sf floor plate sufficient to encourage this form to be built, considering the challenges developers and designers have had with point towers?
 - Has this been modeled and studied by the private sector with the City?
 - What is the resistance toward allowing a larger, i.e. 15,000 sf floor plate, for the point tower form and would this help development with the skin to floor plate ratio issue?
 - Why is there a 10% Incremental Mass Reduction for stories 3-5 when General form doesn't have mass reduction for lower floors? Has this been tested since we are putting a lot of stock in the Point Tower form in this one neighborhood?
- How do height limitations apply to accessory and mechanical equipment on rooftops? Is GT treated similarly to other Downtown or Urban Center zone districts?
- How was the 'Undeveloped floor area from a historic structure' or 'floor area for the rehabilitation of a historic structure' determined and tested?
 - How valuable is this given the very limited number of historic structures in the GT zone district?
- Zone lots with more than 150' frontage are required to have 5% open space. Is this consistent with other zone districts in the Urban Center or Downtown Context (where density is encouraged)? Not sure if other

zones have open space as an alternative vs. a requirement as it is here. Not that open space is a bad thing, but considering the loss of historical density and additional costs of affordable housing, want to make sure we aren't putting GT are a disadvantage.

- Upper story setbacks along Speer Blvd, 20' above 8-stories/110' – curious about the exclusive requirements for properties along Speer Blvd and if consistent with previous D-GT zoning requirements.
- 8.6.6.1 (F) - Alternative Requirements for Zone Lots with Structures that Exceed a Total Floor Area Ratio of 12.0
 - Types of undeveloped floor area / transfer for floor area
- 8.6.6.2 – Street Level Active Uses
 - 70% - how does this compare with other areas with this requirement?
 - 15' min. depth – potentially issue with projects/designs
 - Allows residential units? Residential windows without door?
- 8.6.6.3 – Street Level Nonresidential Active Uses
 - This could be a very problematic requirement given the changing market for retail/commercial and it would be highly unfortunate for these selected streets to be lined with vacant retail. Alternatives that work are VERY important here.
 - 50% - only for lots more than 150' width, what is the basis?
 - Applies to primary street zone lots along Broadway, Lincoln, Bannock, Acoma b/t 10th and 12th Ave, or 11th Ave.
 - Don't understand 'or' before 11th Ave. Why 11th Avenue?
 - Why wouldn't Build-to alternatives (in 8.6.7.1 – for open space) apply to Street Level Nonresidential Use requirement? Isn't open space a good thing and a good alternative? Especially if retail is hard to provide, why wouldn't we allow for open space here?
- 8.6.6.4 – Limitation on Visible Parking Above Street Level
 - Needs to be tested with architectural comments/input
- 8.6.7.1 – Required Build-To Alternatives
 - Why only one alternative, private open space? Can there be more alternatives than one, or if just one, need to be very certain that it works well for development.
- 8.6.7.2. – Street Level Transparency Alternatives
 - Why limit public art to only 30% of transparency requirement? Especially if this is an arts district?
- 8.6.7.3 – Tower Floor Plate Linear Dimension Alternate
 - Z.A. can permit what? Allows up to maximum, so not sure what alternatives are provided here?
 - Could Z.A. permit a floor plate dimension up to say 15,000 sf floor plate to allow some flexibility?
- 8.6.7.5 – Incremental Mass Reduction Alternative
 - Says 15-20% private open space alternative for mass reduction
 - What about an affordable/incremental housing alternative to Mass Reduction?
- 8.6.7.6 – Street Level Nonresidential Active Use Alternative
 - Private open space – 100% seems very high / how achievable?
 - Public art – 50%

- Really think alternatives will be important here, don't want vacant storefronts
 - 8.6.7.7 – Private Open Space Alternatives
 - *Same chart as above 8.6.7.6?
-

Article VI of Chapter 27 (Housing) Amendment

- Are the non-residential project (mixed-use, commercial) requirements the same as for other incentive overlay areas/zones (38th and Blake, CPV)?
 - Community serving use agreement – it would be helpful if there were an easier (non-code cross-referencing) explanation for how the incentive FAR works for office/commercial projects.
 - With 38th and Blake, there was a PDF handout that was helpful? Same for GT?
-

Projects already underway:

- How and where is the City proposing to handle projects that have already submitted for site development plan (SDP)? Based on the length of the D-GT rezoning process and level of uncertainty created, there needs to be an appropriate protection for projects that have been proceeding, designing and submitting under the current zoning code.
 - Need clear, understandable and stakeholder vetted language.
-

Downtown Design Standards and Guidelines:

- Given the large change in design standards and guidelines for GT, changing from the existing zoning/set to the Downtown version, which has (a) generally applicable standards for GT/ASq/CPV; and (b) GT specific standards, it is important that these standards and guidelines are thoroughly tested and reviewed by the design and development community.
 - It is unfortunate the GT Advisory Committee was disbanded before the draft zoning and design standards/guidelines came out.
 - What is the process if during development review/design folks find issues with the design standards? Does CPD regularly revisit those, can administrative changes be made as necessary or is a public hearing required?
 - Can CPD thoroughly notify the Advisory Committee and stakeholder groups of the design guidelines public hearing?
-

Conclusion:

This has been a long and involved process. However, with so many items being released after the ending of the Advisory Committee, 30-days is not a sufficient enough amount of time for property owners, developers, neighbors and stakeholders to review these highly complicated documents. Additional time to review, ask questions, and hold meetings (as necessary) would be appreciated and helpful to have a better conclusion to this process. (1) Rezoning; (2) adding affordable housing requirements; and (3) adopting new design standards and guidelines is a lot of change for one neighborhood and it is important that stakeholders have time to review, understand and ask questions / CPD staff to make changes to necessary provisions.

Thank you for the opportunity to provide comments.



April 30, 2021

BRIAN J. CONNOLLY
303 575 7589
BCONNOLLY@OTTENJOHNSON.COM

VIA E-MAIL – KRISTOFER.JOHNSON@DENVERGOV.ORG

Kristofer Johnson
Denver Community Planning and Development
201 W Colfax Ave
Denver, CO 80202

Re: Comments on Golden Triangle Proposed Text Amendment

Dear Kristofer:

Our firm represents owners of real properties in the Golden Triangle neighborhood of the City and County of Denver (the “City”). We understand that the City is presently in the process of updating portions of its Zoning Code (the “DZC”) and has invited the public to provide comments on proposed amendments, released on April 1, 2021, to Article 8 of the DZC, primarily concerning the Downtown Golden Triangle (“D-GT”) zone district (collectively, the “Proposed Text Amendment”). The Proposed Text Amendment also contemplates amendments to the Chapter 27 of the Denver Revised Municipal Code and the extension of the Downtown Design Standards and Guidelines to the Golden Triangle neighborhood. Our comments below address both overarching planning considerations and some of the technical specifics of the proposed revisions.

As an initial matter, the complexity and length of the Proposed Text Amendment warrants additional time for the community to review, understand, and comment on the revisions. The Proposed Text Amendment dramatically alters the zoning, development, and design constraints for an entire neighborhood. Thirty days is insufficient for the community to thoroughly understand, examine, comment on, and test the Proposed Text Amendment. More time is also needed to review the Proposed Text Amendment in conjunction with the Downtown Design Standards and Guidelines. Community members are presently endeavoring to understand how different properties are impacted and exchange ideas with the City. The City’s release of the Proposed Text Amendment following the termination of the community advisory committee on these matters has undermined the public process for dialogue and policy development. At a minimum, we respectfully request that the City extend the time period for the community to understand and provide feedback on the Proposed Text Amendment.

Similarly important, and consistent with prior practice of the City, site development plans that are currently in process should be permitted to be completed under the existing DZC. Regulatory changes such as the Proposed Text Amendments introduce uncertainty into the development process, discouraging investment in new housing and commercial spaces in the Golden Triangle. The City should apply a transparent approach to communicating the timeframe for any regulatory amendments. We ask the City to process any site development plans submitted prior to the effective date of the Proposed Text Amendment under the existing

Kristofer Johnson
April 30, 2021
Page 2

DZC, and to further clarify how it intends to address the validity of in-process site development plan applications.

Planning Considerations:

- Complexity. The Proposed Text Amendment amends the existing D-GT zoning provisions, which total four pages in the DZC, into a much more complex set of regulations totaling more than 20 pages long, not including the proposed amendments to Chapter 27 and the addition of the Downtown Design Standards and Guidelines. The sheer complexity of these regulations will make it difficult for property owners, potential purchasers, developers, business owners, residents, and the general public to easily discern development constraints and alternatives in the D-GT zone district. While the Proposed Text Amendment appears similar to other recently-revised provisions within the DZC, the City should consider applying a more user-friendly approach to the Proposed Text Amendment. Our experience is that complex zoning regulations add administrative burdens to both code users and the City, and result in more opportunities for evolving interpretations, disputes, and ongoing confusion. Further, complex zoning regulations often require landowners, potential purchasers, and businesses to engage planners and attorneys to determine what the regulations permit, which creates additional barriers to business formation and real estate development.
- Affordable Housing Zoning Overlay Project. We understand that the City is presently in the process of creating a citywide zoning overlay for affordable housing. This overlay will presumably impact the Golden Triangle and surrounding neighborhoods, and will create regulations that may duplicate, supersede, or at a minimum, complicate, the Proposed Text Amendment. We question why the Proposed Text Amendment is being prioritized and processed prior to the citywide zoning overlay. Additionally, we are concerned that this bifurcated approach may further complicate the regulatory scheme. To the extent the overlay does not include the Golden Triangle, different regulations between the Golden Triangle and the rest of the City will cause confusion.
- Floor Area Ratio (“FAR”). The existing DZC allows a base FAR of 4.0, but includes easily-achievable incentives that allow an FAR of 7.0. The existing DZC does not include the square footage of above-ground parking in the calculation of FAR. The Proposed Text Amendment allows a base FAR of 8.0, but includes above-ground parking structures in the FAR. Although the Proposed Text Amendment includes a variety of mechanisms to reach an FAR up to 15.0, the requirements to exceed the base FAR are onerous and, in part as a result of high construction costs for tall buildings, likely will result in few properties utilizing the available incentive height. By contrast, it is far more realistic for a property in the D-GT zone district to develop to the existing DZC incentive height. For example, under the existing DZC, a 75,000 square foot property could develop up to 525,000 square feet, *not including* above-ground parking, if it avails itself of the existing, relatively easily-achieved incentives. Under the Proposed Text Amendment, the same property could develop up to 600,000 square feet, *including* above-ground parking. Assuming parking accounts for approximately one-third of the square footage of any building in the Golden Triangle, that 75,000 square-foot property is only realistically permitted roughly 400,000 square feet of buildable, non-parking area.

From a planning perspective, the Proposed Text Amendment’s incorporation of parking into FAR appears intended to discourage the construction of parking in the D-GT district. The Proposed Text Amendment also eliminates required parking in the D-GT district. Although reducing automobile usage is a laudable goal, the D-GT district is not located along any rail transit line and the Proposed

Kristofer Johnson
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Text Amendment does not account for the fact that the financing of many projects is contingent upon providing sufficient parking for the uses included in the project. Thus, while the elimination of parking requirements is a welcome advancement of the City's goal to reduce vehicle trips, the disincentive for construction of parking will ultimately undercut the City's goal of creating more housing and commercial space, as FAR that might otherwise be residential or commercial will be consumed with parking.

- Street Level Active Uses. The Proposed Text Amendment's requirement for street-level, nonresidential uses is not realistic in the current climate and may actually undermine the City's planning goal of creating active, vibrant street frontages. The COVID-19 pandemic has accelerated previously-evident declines in demand for brick-and-mortar retail and has created additional economic hardships and uncertainty for the office market. Requiring strict adherence to street level nonresidential uses may ultimately cause many street level spaces to remain vacant, whereas allowing the market to determine the best use of ground-floor space—in combination with improved design standards—will ensure vibrancy in the Golden Triangle neighborhood. In light of current and reasonably foreseeable economic conditions, we encourage the City to consider offering more flexibility, such as the opportunity to develop residential amenity space that could be converted to nonresidential uses in the future.

Specific Comments:

- Intent Statement. The intent statement included within the Proposed Text Amendment has no regulatory force, yet includes substantive information and design objectives. If these substantive provisions and design objectives are necessary, they should be included in the regulatory provisions of the DZC. If they are unnecessary, they should be removed from the Proposed Text Amendment.
- Vehicle Access. The Proposed Text Amendment states vehicle access will be determined as part of Site Development Plan Review. This provision is one example of a provision that leaves discretion to staff and reduces predictability for property owners.
- Public Art. The Proposed Text Amendment refers to the City Revised Municipal Code's definition of "works of public art." The definition is content-based and potentially violates the U.S. Supreme Court's decision in *Reed v. Town of Gilbert*, 135 S. Ct. 2218 (2015), as it differentiates between noncommercial speech based on its content. The definition is improper in the zoning context and violates the First Amendment.
- Historic Structure. The Proposed Text Amendment allows a property within the D-GT zone district to transfer floor area from an undeveloped historic structure located within the D-GT zone district or for the rehabilitation of a historic structure located within the D-GT zone district. The limited number of historic structures located within the D-GT zone district makes this option impractical and unrealistic.
- Point Tower. The Point Tower building form includes a 12,500 square foot floor plate and incremental mass reduction for stories three through five. We question whether these dimensional standards will be sufficient to encourage the development of this building form.

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- Open Space. The Proposed Text Amendment only requires zone lots with a width of more than 150 feet to provide 5% private open space. This requirement is not equitable and will discourage density in an area that should be encouraging density.

We respectfully request that City staff carefully consider these comments in its continued work on the Proposed Text Amendment. If we can be of assistance in evaluating potential changes to the DZC, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian J. Connolly".

Brian J. Connolly
For the Firm

BJC/LKL

Johnson, Kristofer - CPD City Planner Principal

From: Adam Perkins <aperkins@downtowndenver.com>
Sent: Monday, May 3, 2021 3:07 PM
To: Johnson, Kristofer - CPD City Planner Principal
Cc: Hinds, Chris - CC Member District 10 Denver City Council
Subject: [EXTERNAL] RE: Draft of proposed zoning changes for Golden Triangle now available for public review
Attachments: golden_triangle_text_amendment_public_review_draft_acp.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Kristofer,

Per our earlier email exchange, please accept our final comments of the Draft Zoning Code Text Amendment for D-GT via this email.

First, we are grateful for the continued dedication of City staff including yourself and the robust efforts of the Advisory Committee over the past two years in achieving the current draft. Overall, the draft amendment will be great for Golden Triangle and add to the character and supply of housing leading to a more livable and inclusive center city.

I have attached some detailed comments and questions for your consideration. Many of the comments have to do with tone regarding Golden Triangle as a downtown and pedestrian focused neighborhood. We have suggested a few areas of rewording to emphasize these points and to encourage a livable and eclectic mixed-used downtown neighborhood.

In addition to the attached comments, we want to highlight three areas of concern and recommended points for further refinement:

Height.

- Analysis has shown that the increased heights have limited to no impact on views from Cheeseman Park.
- The increased height is needed for creative building forms that limit impact to the Golden Triangle Neighborhood.
- Our analysis has shown that a 325' height limit is the absolute minimum for a point tower to work. Increasing this limit to 350' would create a more sustainable maximum to ensure that point towers are a useful option.
- With the layering of mass reductions and other design requirements, the height limit on general form is also not necessary and should be increased to 300' in order to incentivize greater supply of housing.
- This new zoning, and in combination with the design guidelines, creates more safeguards for design. Increasing the height will allow FAR to be the limiting factor and lead to a more diverse set of building types.

TDRs and historic buildings

- We continue to believe that these incentives need to be bolstered to protect the neighborhood character.
- Will there be a future process to also protect character buildings in addition?

Flexibility

- A key improvement of the current draft is the increased level of flexibility regarding the build-to requirement.
- However, the additional layers of mass reductions, setbacks, and height limitations limits flexibility.
- The combination of requirements limits the flexibility, and we believe will lead to a very prescriptive form a development.

- We recommend to either limit the prescriptive design elements or increase the height limits to allow building designer to “shape the clay” in a variety of forms adding the character of the neighborhood.

It is a pleasure serving on the advisory committee and we look forward to a bright future in Golden Triangle.

Sincerely,
Adam Perkins

Adam Perkins, AICP | Urban Planning Director
Office: 303.571.8207 | Mobile: 303.596.3556
1515 Arapahoe St. Tower 3, Suite 100, Denver, CO 80202

From: Planning Services - CPD <PlanningServices@denvergov.org>
Sent: Monday, April 5, 2021 13:17
Cc: Foster, Alexandra O. - CPD Marketing Commun Splst <Alexandra.Foster@denvergov.org>; Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org>
Subject: Draft of proposed zoning changes for Golden Triangle now available for public review

Golden Triangle partners,

For more than two years, city planners have worked closely with Golden Triangle stakeholders, City Council District 10, and members of the public to evaluate new zoning strategies to implement the 2014 Golden Triangle Neighborhood Plan and other adopted citywide policies. Many different opinions have been heard and were incorporated into a balanced approach to achieve the plan vision for an eclectic, inclusive, and engaging community. A full draft of the proposed update to the Denver Zoning Code is now available for public review until April 30.

Visit www.DenverGov.org/goldentriangle to:

- Read the proposed text amendment to the Denver Zoning Code
- Read an associated amendment to the Denver Revised Municipal Code that enables incentives for affordable housing
- See an overview of changes and the detailed background report on the proposed strategy

Additionally, community members have raised concerns recently about how the proposed zoning changes could affect existing views, particularly the Cheesman Park view plane. The full view plane analysis is available on the project website, but here are key facts you should know:

- The city did complete a model and analysis of the potential impact on the Cheesman Park View Plane.
- The proposed zoning updates do not change height restrictions for buildings inside the view plane area.
- The analysis determined that additional height limits would have little to no impact on the park’s view of the mountains.

The existing “one size fits all” approach applies the same zoning rules to all projects in the Golden Triangle regardless of size. The proposed changes would tailor the rules based on lot size to provide flexibility for smaller projects and ensure larger projects contribute quality design and neighborhood benefits. ***Get to know the changes and share this email with those who might be interested. Comments on the public draft can be emailed to Kristofer Johnson, Principal City Planner, at kristofer.johnson@denvergov.org.***



Johnson, Kristofer - CPD City Planner Principal

From: Mickey Zeppelin <mzeppelin@zeppelinplaces.com>
Sent: Thursday, April 29, 2021 4:36 PM
To: Johnson, Kristofer - CPD City Planner Principal
Cc: Zukowski, Liz S. - CC Senior City Council Aide District 10; Laura Aldrete
Subject: Re: [EXTERNAL] Golden Triangle

Dear Kristofer,

Thanks for your response. I acknowledge that somewhere in the recesses of my mind, that the City Administration has the thought (and belief) that Denver is a special place, and that somehow, someday, all those big ideas about what Denver ought be, will be eventually be implemented.

My concern is that all of these grand plans for Denver only reside in the fantasy world of “Never, Never Land.” It’s long been my hope that at some point, all of those BIG ideas for what Denver could be, will eventually escape from the crevices where they’ve been hiding. We agree that Denver has the potential to be a great city, however, in order to realize that bigger than life future, both city leaders and those that serve the city, must lead the way – to innovate and implement – and create a place for people – not just deliver roads, pipes and wires. I realize that this kind of future doesn’t happen overnight, but instead, requires that we gradually cultivate and sow the seeds of the future.

The worst kind of excuses (such as using “it isn’t in the zoning guidelines”) is merely an abandonment of a duty that’s been granted to us – why even kick that proverbial can down the road? Do we really need a reason not to act NOW? Why not get those grand ideas out of hiding? How hard is it to demonstrate to the public that the City of Denver has the ability to create a cohesive vision about what the future holds, and show them the path to get there? The vision must be believable and see-able – what would it take to create a rendering, a big vision plan, or even a series of presentations by city planners about what is possible? Denver isn’t just another mediocre city – we are one of the places in the world that people want to be, and the citizens of Denver are hungry to be part bringing a grand plan to life.

The last thing we need is another excuse for being “less.” Sure, there’s always a risk, and a cost, associated with action, but a great city will never reach its potential by sitting in the backseat, right?

I’ll leave you with one of my favorite quotes, and challenge you, to go big:

“Until one is committed, there is hesitancy, the chance to draw back, always ineffectiveness. Concerning all acts of initiative and creation, there is one elementary truth the ignorance of which kills countless ideas and splendid plans: that the moment one definitely commits oneself, then providence moves too.

All sorts of things occur to help one that would never otherwise have occurred. A whole stream of events issues from the decision, raising in one’s favour all manner of unforeseen incidents, meetings and material assistance which no man could have dreamed would have come his way.

Whatever you can do or dream you can, begin it. Boldness has genius, power and magic in it. Begin it now.”

Warm regards,

Mickey Zeppelin

On Wed, Apr 28, 2021 at 1:16 PM Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org> wrote:

Hi Mickey,

Thanks for your email and links to the article and National Mall plan. We entirely agree with the idea of returning streets to be a realm for people and not cars, and the tremendous opportunities that approach brings for Denver.

As you know, CPD doesn't have oversight of our streets (that falls to DOTI), but we are charged with integrated planning that spans disciplines and departments. Over the last year, CPD actually led a Public Realm Study Programs Assessment in partnership with DOTI, Parks, Excise and Licensing, and CU-Denver to evaluate the performance of the various transformations of the City's right-of-way that have occurred in response to the pandemic. The goal was to learn more about how these spaces (restaurant expansions, recreational streets, vehicle restrictions in parks, etc.) performed and document the findings to help inform future planning and decision making by the City regarding these types of alternative activities in the right-of-way.

The National Mall plan is a good comparable to the existing Golden Triangle Neighborhood Plan and Civic Center District Plan in that it establishes an overall vision for the area. To be clear, the zoning and design guidelines update is not intended to create a vision for the area, but to write regulations for private development that contribute to the vision. Efforts like the 5280 Trail, Civic Center Next 100, Denver Moves Downtown Signature Projects, and other aspirational plans are the other side of the coin that ultimately lead to the public realm improvements you speak of.

It's an exciting time in Denver for certain! We have our challenges to work through, but there is a lot of movement in the direction of better urban design, quality public spaces, and cultivating a truly great city.

Best,

kj



Kristofer Johnson, AICP, PLA | Principal City Planner – Urban Design
Community Planning and Development | City and County of Denver

[Pronouns](#) | He/Him/His

phone: (720) 865-3091 | kristofer.johnson@denvergov.org

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From: Mickey Zeppelin <mzeppelin@zeppelinplaces.com>
Sent: Monday, April 26, 2021 1:58 PM
To: Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org>; Laura Aldrete <Laura.Aldrete@denvergov.org>
Subject: Re: [EXTERNAL] Golden Triangle

Kristofer,

I really appreciate your response to my letter, but my thoughts about what I'm seeing, both in the rezoning of Golden Triangle and the draft of the newly released "Design Standards" by CPD, leaves me to wonder: Where is the innovation and plan to implement any of this, especially in a progressive city like Denver?

I'm sharing this article from last month's Architectural Record about Smart Streets, which would be useful for you and I to discuss. <https://www.architecturalrecord.com/articles/15004-continuing-education-urban-future>

Additionally, I'm attaching the 2010 National Mall Plan (for Washington DC), which is nothing short of inspirational about the "PLACE" that they continue to refine in the nation's capitol. Could be a guide for what we should be considering for a cohesive look at what a Civic and Cultural District could, and should look like in Denver. https://www.nps.gov/nationalmallplan/Documents/FEIS/NAMA_Summary2010.pdf

Warm regards,

Mickey

On Fri, Apr 2, 2021 at 4:46 PM Johnson, Kristofer - CPD City Planner Principal <Kristofer.Johnson@denvergov.org> wrote:

Good afternoon Mr. Zeppelin,

Thank you for the email and letter regarding the Golden Triangle update. We will review your comments along with others received. I also wanted to offer a few thoughts for your consideration:

- Your desire to reinforce the special nature of the Golden Triangle is shared by CPD and District 10 as documented in the Golden Triangle Neighborhood Plan adopted by City Council in 2014. This is currently reflected in the proposed zoning as it contains several custom elements that are unique to the D-GT zone district and do not apply anywhere else in the city, including the use of Public Art as an alternative to meet a portion of active use and open space requirements.
- People are at the forefront of the zoning update through new standards that require setbacks, open space, ground floor active uses, comfortable building scale near the sidewalk, and reduced effects from vehicles and large parking garages.
- The intent of the zoning update is not to create more housing. In fact, it removes the existing housing bonus that artificially subsidizes residential construction in the area. We have proposed a system that is neutral to the type of use, so all projects have equal opportunity to be realized.
- The existing zoning does not contain any allowances that would yield significantly more civic or cultural uses than the proposed zoning update. The existing bonus for arts and cultural uses is not utilized and most of the civic/cultural institutions lie outside the D-GT zone district. The Kirkland Museum is a recent exception and was developed without use of any incentives. The proposed zoning allows all uses and enables more “by-right” floor area than the current zoning.
- The Denver Zoning Code is limited in its authority and only has influence over private property. The 5280 Trail, Bannock Street closure, Civic Center Park improvements, etc. are all noble and exciting projects that various City departments, including CPD, are involved with making a reality. However, any public parks or right-of-way improvements are outside CPD’s role and the scope of this project which is focused on updating the Denver Zoning Code and design guidelines.

I can safely speak for our entire team that we share the vision of an eclectic and vibrant Golden Triangle as part of greater Downtown. We have attempted to balance a chorus of different viewpoints in a proposed zoning strategy that complements existing uses in the neighborhood and allows the area to evolve organically over time. On-going efforts and shared responsibility by other City departments, the Golden Triangle Creative District, Downtown Denver Partnership, Civic Center Conservancy, and many more will continue to implement the goals of the Neighborhood Plan over time. This is but one step in the process.

Best regards,

kj



Kristofer Johnson, AICP, PLA | Principal City Planner – Urban Design
Community Planning and Development | City and County of Denver

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phone: (720) 865-3091 | kristofer.johnson@denvergov.org

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From: Mickey Zeppelin <mzeppelin@zeppelinplaces.com>
Sent: Thursday, April 1, 2021 11:34 AM
To: Laura Aldrete <Laura.Aldrete@denvergov.org>
Subject: [EXTERNAL] Golden Triangle

Dear, Laura,

I am attaching a letter that I have sent to Denver City Council members and am writing to you to engage you in a deeper conversation about the Golden Triangle plan to rezone this area.

I realize that a significant effort has been made to amend the existing golden triangle zoning. I have attended several meetings and have been privy to various plans and correspondents about the proposed modifications. I have also been involved in the existing golden triangle neighborhood plan.

In reviewing the multi pages of documentation created by the planning department, clearly the intent of the plan is to create more housing in the GT with the emphasis on creating a mechanism for more affordable housing to be produced. Unfortunately, other critical community desires and benefits appear to be overlooked in the rush to create affordable housing.

I understand the community has expressed a similar set of concerns and have needs that are not being addressed. My principal concern is that there is failure to acknowledge the very special nature of the Golden Triangle. This includes being the repository to a significant number of civic institutions as well as the critical historic and value of this area. It is already recognized by the Golden Triangle community but should be treated as an attraction for the entire city, the state and the nation. It is the story of our past, and our future and should be the source of pride for everyone.

The area should be an educational and cultural resource that is celebrated and elevated. The entirety of the area should be treated as a civic district of the city, so it becomes more of an attraction. The overall experience should be considered of the entirety of this area's history, government and judicial system, along with a great variety of artist and cultural experiences. Golden Triangle should be a destination for citizens and visitors alike, and needs to define who we are and what we will become as a city.

With the vacation of bannock street by the city's building a direct connection to this trail has could be combined with the 5280 Trail project, which could provide a unique opportunity to showcase the value of the Golden Triangle individually, and how it is such a vital place for our city.

Again, there is very little acknowledgment in the proposed new plans that fully recognizes the great potential and opportunity to showcase what already exists in the GT. I urge you to look beyond the affordable housing crisis and address this need.

Additionally, the importance of creating an overall plan, which uses thoughtful urban design (including transportation and environmental design), as well as quality architectural elements, should be at the forefront of any changes that are considered for this area, to both encourage it and protect that which already exists.

The last zoning plan existed for nearly 20 years. For the future, the plan should be a more deliberate plan that includes the street network, parking and safe pedestrian and bike spaces. The idea of creating a people-based Golden Triangle Cultural Complex, is something we should all be aspiring to.

Best,

Mickey

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Mickey Zeppelin

Zeppelin Development

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Amanda Sandoval
Denver City Council
City and County of Denver Building
1437 Bannock Street, Room 451
Denver, CO 80202

March 29, 2021

RE: Golden Triangle Rezone

Dear Councilperson Sandoval,

Over the past year, the City of Denver's Planning Department (CPD) has convened a framework group to review and propose a revised zoning plan for the Golden Triangle area. When the City's proposed plan was submitted to the Denver Partnership (DDP) for review, the Partnership's conclusion was that more had to be done realize the intended vision for Golden Triangle to realize its full potential. Both the Golden Triangle Association, and the Partnership raised serious concerns about the proposed timing, as well as the substance of Preferred Zoning Framework.

The Partnership's response acknowledges that the "*Golden Triangle indeed has a mix of urbanity, vitality and setting like no other neighborhood in Denver - has yet to achieve its full potential.*"

The framework plan expressed three priorities:

1. Affordable Housing
2. Neighborhood Character
3. Public Art

I am in agreement that all three of these items are crucial to achieve the neighborhood's goals and priorities, and so far, as I see it, CPD has run roughshod over these priorities and only has a single eye for allowing increased heights in the plan as a way to address Denver's affordable housing crisis. The original intent of this framework plane was that these goals would be reached through developer incentives, and collaboration with the city and the community. Through this "affordable housing crisis" lens, it appears that the City's major emphasis on the incentives, is to only provide affordable housing through increased density and height. Unquestionably, affordable housing is a critical need for the Triangle and the City, but any zoning update must include strong incentives to encourage good urban design, walkability and recognizing the special nature and cultural focus of the Golden Triangle.

The zoning that ultimately passes must require a stronger emphasis on promoting this area as the civic and cultural center of the city, and not just be singularly focused on affordable housing. Whatever plan is ultimately adopted should absolutely consider and encourage land use patterns, not only inside the Triangle, but include the surrounding areas, to influence future growth, events and community values. The Golden Triangle, with a concentration of museums, parks, governmental and judicial buildings, requires that we showcase this part of our city as the jewel that it is. Additionally, the area surrounding Civic Center Park portrays the history and evolution of Denver's "City Beautiful" movement into the flowering of Denver as a top-tier city.

Unfortunately, the zoning update as it is today, only inferentially considering the Golden Triangle as the cultural center for the entire city. Any new zoning must recognize our "jewel," and the connectivity of the whole area and emphasize and stimulate it as the precious place that it is. The incentive zoning must emphasize urban design and create a walkable environment with its many parks, art areas and a concentration of creating a valuable urban place.

Not to be forgotten, Denver's core cultural district is continuing to expand into a greater destination for citizens and visitors alike. The Denver Art Museum is nearing completion on its \$150 million expansion and renovation of the Art Museum complex. The Denver Public Library recently commenced a \$65 million remodel. In addition, the Elevation GO Bond will provide \$4 million to Civic Center Conservancy (CCC) for improvements to the Greek Theatre. DDP is also in the process of developing a walking path through the District, known as the 5280 Trail. A significant recent development is the City of Denver has closed Bannock Street between 14th & Colfax. Combined the entirety of these massive investments in our city's cultural core will expand the need for a stronger connection between the Civic Center Complex and the Golden Triangle. It will also provide a walkable access to the Civic Center Park and the newly created Bannock connection. A possible partnership with the CCC and Denver to create a greater facility and attraction could enhance connectivity not only for Civic Center, but flow into the Golden Triangle.

It is absolutely critical that the Denver City Council and the City's Planning Department delay implementation of the proposed plan until more has been done to create a cohesive and plan, that incorporates what the community has been clamoring for. These issues have continually been raised by both DDP and the GT Community, and their needs and desires for this to be a comprehensive plan, has not been incorporated into the current version of what's now being proposed. Also included with this letter is Downtown Denver's Partnership stated position about what should be included, which the community's position on the following issues need to be addressed before the Denver City Council approves any rezoning of the Golden Triangle:

1. Definition of what the actual floor area ratio should the incentives be activated;
2. Minimum parcel size;
3. Final approved heights;
4. Consideration for what kind of parking should be required;

5. Greater detail about how many affordable housing units c/would actually be built;
6. Significant requirements for ground-floor retail;
7. Agree what the appropriate heights of future “point towers;”
8. Generous open space requirements.

Ultimately, we need to create a more wholistic plan for the Golden Triangle, and this kind of comprehensive thinking must be considered before approving a half-baked final re-zoning of the Golden Triangle.

To date, there has been little mention of the value of creating and developing a civic and cultural center for the region, and this zoning could help move this forward. Were the Planning Department willing to consider what the community has already stated it wanted since this zoning processes was first announced, we would be in an entirely different place. Any rezone of this area should not be solely focused on the height and affordable housing as its primary outcome, but instead should include at the top of the list, a set of incentives that would provide significant improvements to create an accessible walking system like what’s being proposed by the 5280 Trail, which includes a well thought out plan for signage and guide system.

Any changes to the zoning in the Golden Triangle should also be part of a system that encourages developers to provide ground floor amenities and public open space. The walkability experience could take cues from places like the Washington DC Mall, where civic and cultural facilities unite under one umbrella, and this is completely missing from what the Planning Department scheme is to create some short term wins for what may never actually create a single unit of affordable housing, and in the meantime completely lose the potential to turn the Golden Triangle into a cohesive cultural district for all, which would ultimately create a showcase that connects this great amenity, and would stimulate new activity and economic stimulus for the Triangle.

I urge you to reject the zoning proposal as proposed and send a clear message back to the City’s Planning Department that they must focus on a wholistic plan for this vital area of the city. Please help create a plan, that is ultimately approved, to include a funding mechanism to provide for the development of a cohesive plan for the Golden Triangle and the adjacent Civic Cultural Complex.

Grateful for your kind consideration,

Mickey Zeppelin
Zeppelin Development
3455 Ringsby Court, Suite 100
Denver, CO 80216
303.881.5932

Johnson, Kristofer - CPD City Planner Principal

From: Lisa Craig <llcraig@comcast.net>
Sent: Wednesday, April 28, 2021 8:05 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: [EXTERNAL] Enough!

My husband and I have lived in the Triangle since 1997 and have watched it change and not for the better. No more high rises are needed!!!! Greed for more tax dollars has taken over common sense for the Triangle. More traffic, more accidents, etc....If there is building to be done keep it at 3-4 stories. The Triangle is not NY City!!!! Rents are out of control, no one can really afford to live here. We have lost our view of the mountains which is why we bought our ¾ of a million unit in the first place. We did not buy it to resell in a few years, we bought it because we loved the view and planned to be here until we die. No more views ☹ we love the neighborhood but not now. Drug addicts, crime have taken over as it has in many areas. The mayor is useless as is the City Council. What a joke they are, thankfully I did not vote for any of them so I can criticize , what a mess we have.

The mayor and city council and planning commission are not thinking of the neighborhood. As I stated before, I think \$\$\$\$ are the moving force. These high-rises will end up being ghetto's.

Lisa C-D

Johnson, Kristofer - CPD City Planner Principal

From: Djaniants, Lilly M. - CPD City Planner Senior
Sent: Tuesday, May 4, 2021 3:38 PM
To: Johnson, Kristofer - CPD City Planner Principal
Subject: FW: [EXTERNAL] Golden Triangle zoning

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FYI

From: janzerllc@gmail.com <janzerllc@gmail.com>
Sent: Monday, May 3, 2021 8:03 AM
To: Djaniants, Lilly M. - CPD City Planner Senior <Lilly.Djaniants@denvergov.org>
Cc: JanzerLLC@gmail.com
Subject: [EXTERNAL] Golden Triangle zoning

AS part owner of a property in the Golden Triangle District I would like to state that the property tax is so high that the property only broke even before COVID. After COVID it is now losing 2k a month. Please do not make the property more expensive, more difficult to sell or more improvements required. We are already strained and at risk.

Regards,
Jan Scoville
Janzer LLC