

# DENVER ZONING CODE

Text Amendment for Attached Garages:  
January 5, 2012 Summary

# Summary of Text Amendment for Attached Garages

This document contains:

- Summary of the process for a text amendment
- Explanation of current standards
- Purpose of this text amendment
- Summary of the proposed changes
- Questions?

# Text Amendment Process

- Courtesy summary posted to website: 1/5/12
- Planning Board Public Hearing: 2/1/12
  - ▣ Notification to Registered Neighborhood Organizations and City Council 15-days prior to public hearing (1/17/12)
  - ▣ Posting of “redline” of the text amendment and CPD staff report
  - ▣ Public hearing and Planning Board recommendation
- City Council Land Use, Transportation and Infrastructure Committee meeting
- City Council First Reading
- City Council Public Hearing
  - ▣ Notification to Registered Neighborhood Organizations 21-days prior to public hearing
  - ▣ Public Hearing and decision by City Council

# Current Standards

- Design Standard: An attached garage facing a primary street cannot project forward of any part of the home's primary street-facing façade (summarized)
  - ▣ Carried forward from Former Chapter 59 to new code (adopted June 2010)
- This design standard applies to many of the lower-scale building forms allowed in the residential zone districts for all the Neighborhood Contexts
  - ▣ Essentially Single Family and Two-Family Homes

# Street-Facing Attached Garages



# Purpose of Text Amendment

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- Utilize the current code's context-based approach and other tools to provide more flexibility for the design of attached garages

# Proposed Changes

1. **Refinement** of the current Attached Garage design standard
2. **Design Standard Alternative** for Attached Garages to project forward of the home
3. **Administrative Adjustment** where existing blocks have predominant pattern of projecting Attached Garages
4. **Rules of Measurement** for Attached Garages

# Change 1: Refinement of Current Standard

- **Change 1: Refinement** of the current Attached Garage design standard
- Current Code: “Attached Garage shall not project forward of any part of a Primary Street facing façade of a primary structure”
  - Found in the Building Form Tables in Suburban, Urban Edge, Urban, General Urban Neighborhood Contexts, and Master Planned Contexts, Residential Zone Districts
  - Lower-scale building forms (Suburban House, Duplex, etc)



## SUBURBAN HOUSE

<b>HEIGHT</b>		S-SU-A	S-SU-D	S-SU-Fx S-SU-F S-SU-F1	S-SU-lx S-SU-I	S-TH-2.5	S-MU-3, -5, -8, -12, -20
A	Stories (max)	2.5	2.5	2.5	3	2.5	3
A	Feet (max)	30'	30'	30'	30'	30'	32'
	Feet, allowable height increase (max)	1' for every 5' increase in lot width over 50' up to a maximum height of 35'					
B	Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Line	10'	10'	10'	10'	10'	na
	Bulk Plane Slope from Side Interior and Side Street Zone Lot Line	45°	45°	45°	45°	45°	na
<b>SITING</b>		S-SU-A	S-SU-D	S-SU-Fx S-SU-F S-SU-F1	S-SU-lx S-SU-I S-SU-I1	S-TH-2.5	S-MU-3, -5, -8, -12, -20
<b>ZONE LOT</b>							
	Zone Lot Size (min)	3,000 ft <sup>2</sup>	6,000 ft <sup>2</sup>	8,500 ft <sup>2</sup>	12,000 ft <sup>2</sup>	6,000 ft <sup>2</sup>	6,000 ft <sup>2</sup>
C	Zone Lot Width (min)	25'	50'	62.5'	62.5'	50'	50'
	Dwelling Units per Primary Residential Structure (max)	1	1	1	1	na	na
<b>SETBACKS AND BUILDING COVERAGE BY ZONE LOT WIDTH</b>		<b>All S-SU, -TH, -MU Districts</b>					
		25' or Less	26' to 61'	62' or Greater			
D	Primary Street, block sensitive setback required	na	yes	yes			
D	Primary Street, where block sensitive setback does not apply (min)	15'	20'	20'			
E	Side Street (min)	3'	5'	5'			
F	Side Interior (min)	3'	5'	7.5'			
G	Rear, alley/no alley (min)	12'/20'	12'/20'	12'/20'			
	Building Coverage per Zone Lot, including all accessory structures (max)	50%	50%	50%			
<b>PARKING BY ZONE LOT WIDTH</b>							
	Parking and Drive Lot Coverage in Primary Street Setback (max)	2 Spaces and 320 ft <sup>2</sup>	2 Spaces and 320 ft <sup>2</sup>	33%			
	Vehicle Access	From alley; or Street access allowed when no alley present (See Sec 3.3.7.6)					
<b>ACCESSORY STRUCTURES</b>							
H	Detached Accessory Structures Allowed	see Sec. 3.3.4					
<b>DESIGN ELEMENTS</b>		S-SU-A	S-SU-D	S-SU-Fx S-SU-F S-SU-F1	S-SU-lx S-SU-I	S-TH-2.5	S-MU-3, -5, -8, -12, -20
<b>BUILDING CONFIGURATION</b>							
	Attached Garage Allowed	(1) Shall not project forward of any part of a Primary Street facing facade of a primary structure (2) May follow the Detached Garage Building Form for Side Street, Side Interior and Rear setbacks.					
I	Primary Street-Facing Attached Garage Door Width in first 50% of lot Depth (max)	35% of the entire width of the Primary Street facing facade of the primary structure or 16', whichever is greater					
<b>GROUND STORY ACTIVATION</b>							
J	Pedestrian Access, Primary Street	Entry Feature					
	See Sections 3.3.5 - 3.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions						

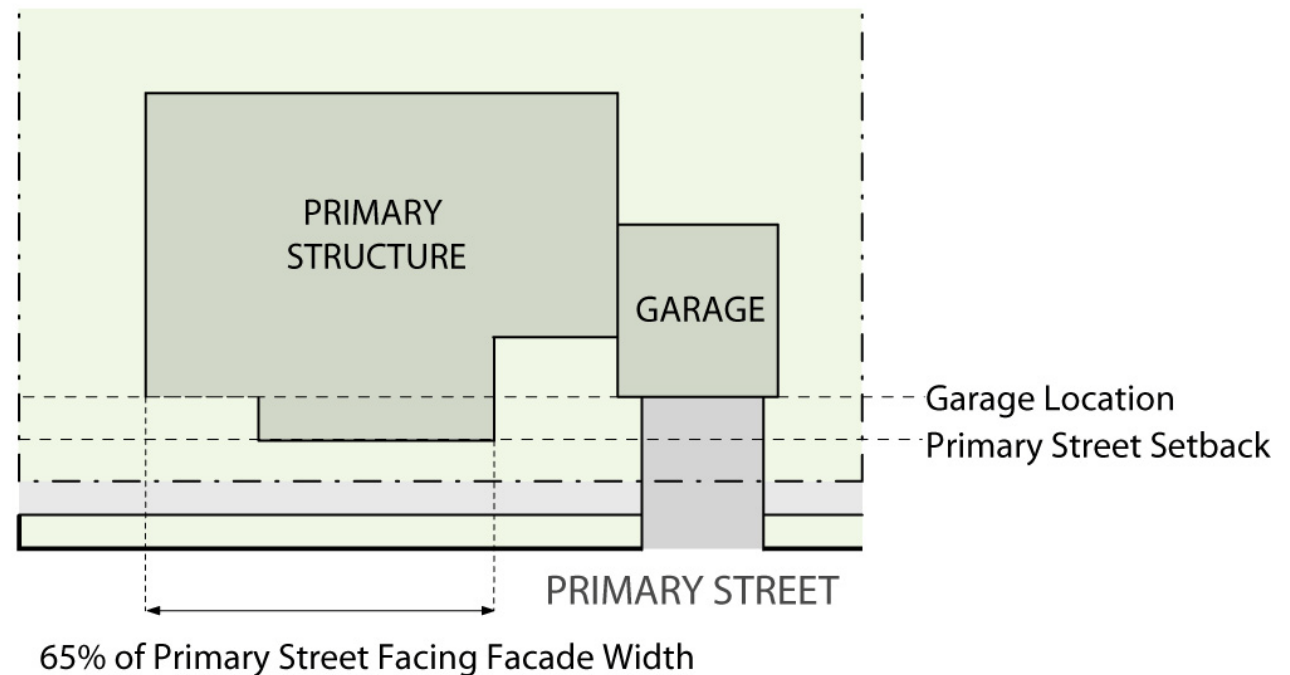
Example page from  
the Denver Zoning  
Code

# Change 1: Refinement of Current Standard

- Proposed Change:
  - ▣ Intent: Accommodate articulated facades and later additions while maintaining intent of the design standard
  - ▣ Change:
    - Current: “Attached Garage shall not project forward of any part of a Primary Street facing façade of a primary structure”
    - Refine: Change “any part” to “65%” of the home’s street-facing façade
  - ▣ Change applies to: All zone districts and building forms that are currently subject to the design standard (e.g., lower-scale residential building forms)

# Change 1: Refinement of Current Standard

- Proposed change allows for an attached garage to be forward of a portion of the home, but the majority of the home (at least 65%) must be even or forward of the attached garage



# Change 2: Design Standard Alternative

- **Change 2: Design Alternative** for *Attached Garages* to project forward of the home
- **Current Code: Design Standard Alternatives**, by Neighborhood Context, for things such as Build-To and Transparency

Article 3. Suburban Neighborhood Context  
Division 3.3 Design Standards

1. Fully paved and maintained surface not less than 5' in width.
2. Unit pavers or concrete distinct from the surrounding parking and drive lane surface.
3. Located either within a raised median or between wheel stops to protect pedestrians from vehicle overhangs where parking is adjacent.
4. The portions of pedestrian connection that cross drive lanes within parking areas shall not exceed 25' in length.

## SECTION 3.3.6 DESIGN STANDARD ALTERNATIVES

### 3.3.6.1 Required Build-To Alternative

Garden Wall and Pergola alternatives may be used singularly or in combination as alternatives to a required build-to minimum percentage standard. If used in combination, the alternatives may count toward no more than 25% of the requirement.

#### A. Outdoor Patio Seating

In all S-MX Zone Districts, the Required Build-To Range may be increased from 80' to 90' when Outdoor Patio Seating is provided between the building and the Primary Street. Ground Story Activation requirements shall still apply.

#### B. Garden Walls

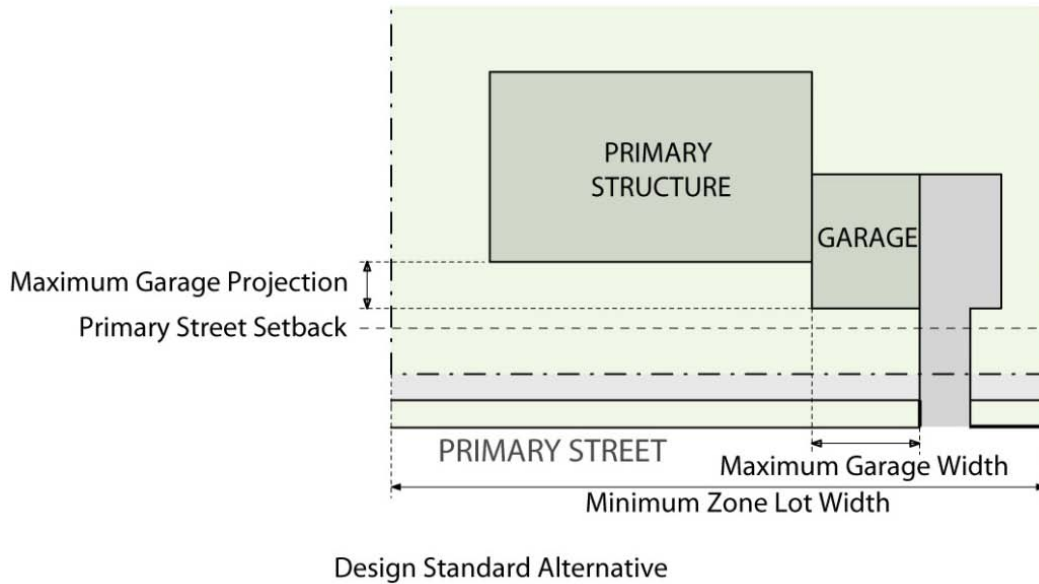
In all Suburban Neighborhood Context Zone Districts, Garden Walls may count toward 25% of the Required Build-To minimum percentage and 30% when covered seating for pedestrians is incorporated, provided the garden wall meets the following standards:

*Example from the  
Denver Zoning Code*

# Change 2: Design Standard Alternative

- Proposed Change:
  - ▣ Intent: Context-based design alternative that maintains intent of current standard
  - ▣ Alternative would be available in the Suburban Neighborhood Context, S-SU, S-TH, S-MU Zone Districts, for Zone Lots with minimum of 100' width along Primary Street
  - ▣ Change: Allow an attached garage to project forward of the home's façade, provided:
    - Garage doors do not face street
    - Portion of projecting attached garage have 30' maximum width and 12' maximum depth
    - Similar architectural and material treatment as rest of home

# Change 2: Design Alternative



- Suburban Neighborhood Context Zone Districts
- 100' minimum zone lot width
- Projecting attached garage: 30' maximum width and 12' maximum projection
- Garage doors do not face street
- Façade facing street has similar architectural and material treatment as rest of home

# Change 3: Administrative Adjustment

- **Change 3: Administrative Adjustment** where blocks have an existing predominant pattern of projecting Attached Garages
- **Current Code:** In Article 12, administrative adjustment process for certain standards within the code, such as setbacks and height
  - Administrative Adjustment is special process with review criteria that allows minor deviations from certain standards if proposal is compatible with the surrounding neighborhood

# Change 3: Administrative Adjustment

## □ Proposed Change:

- Intent: Provide process for context-sensitive development at a finer-scale (e.g. street block) for projecting attached garages
- Change: Make the existing administrative adjustment process available for minor deviation from the attached garage design standard to match an existing predominant pattern
- Available to: All zone districts and building forms subject to the attached garage design standard



# Change 4: Rules of Measurement

- Add Rules of Measurement for the attached garage design standards, to describe how to measure to demonstrate compliance with the standard
  - ▣ Currently exist in Article 13 of the code for other design standards

# Questions?

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