



**PUBLIC HEARING AND REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION,
Vineyard Town Hall, 240 East Gammon Road, Vineyard, Utah
Wednesday, June 01, 2016 at 7:00 p.m.**

PUBLIC NOTICE is hereby given that the Planning Commission of the Town of Vineyard, Utah, will hold a Public Hearing and Regular Planning Commission Meeting, on Wednesday, June 01, 2016 at 7:00 p.m. The meeting will be held at the Vineyard Town Hall, 240 East Gammon Road, Vineyard, Utah. The Public is invited to participate in all Town Planning Commission meetings. The agenda will consist of the following:

- 1. CALL TO ORDER**
- 2. INVOCATION** – Individuals are invited to volunteer.
- 3. OPEN SESSION** – This is a Public Comment period (see definition below).
- 4. MINUTES REVIEW AND APPROVAL** – Minutes from the 03.16.2016 Meeting will be reviewed. The Planning Commission will take appropriate action.
- 5. BUSINESS ITEMS:**
 - 5.1 The Forge Preliminary and Final Subdivision Plat.**

Applicants Cottonwood Geneva LLC; John West and Jeff Gochnour are requesting preliminary and final subdivision approval for The Forge, located on the Southwest corner of the Vineyard Connector and Geneva Road. The Planning Commission will take appropriate action.
 - 5.2 Continued Public Hearing from 12.16.2015** - The Vineyard Town Planning Commission shall hold a Public Hearing to consider amendments to the Town Zoning Ordinance and Town Zoning Map. Topics may include, but are not limited to: signs, procedures, definitions, and land use tables. Citizens, property owners, and all other members of the public are encouraged to attend and participate
 - 5.3 Planning Commission Training Session**- The Planning Commission will have a standard training session and will cover Planning Ethics VS. Land Use Law. No action will be taken.
- 6. PLANNING COMMISSION MEMBERS' REPORTS**
- 7. STAFF REPORTS**
 - Aric Jensen, Town Planner
 - Don Overson, Town Engineer

8. ITEMS REQUESTED FOR NEXT AGENDA

9. ADJOURNMENT

- **OPEN SESSION** – Open Session is defined as time set aside for the public to express their views. Each speaker is limited to three (3) minutes. If action is necessary, the item will be listed on a following agenda. However, the Planning Commission may elect to discuss the item if it is an immediate matter of concern.
- **SPECIAL ACCOMMODATION** – In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this public meeting should notify Kinsli McDermott, Deputy Recorder, at least 24 hours prior to the meeting by calling (801) 226-0210.
- **ELECTRONIC OR TELEPHONE PARTICIPATION** – One or more members of the Vineyard Planning Commission may participate electronically or by phone.

The foregoing notice and agenda was posted on the Utah Public Notice Website, posted on the Vineyard Town Website and at the Vineyard Town Office, delivered to each member of the Vineyard Town Planning Commission, and emailed to the Daily Herald and surrounding entities.

AGENDA NOTICING COMPLETED ON: May 31, 2016

CERTIFIED (NOTICED) BY: /s/ Kinsli McDermott
Kinsli McDermott, Deputy Recorder/Planning Coordinator



COMMUNITY DEVELOPMENT

DATE: June 01, 2016
FROM: Aric Jensen; Town Planner
TO: Planning Commission
ITEM: "The Forge" Preliminary and Final Subdivision Plat
ADDRESS: Southwest corner Vineyard Connector and Geneva Road
APPLICANT: Cottonwood Geneva LLC; John West and Jeff Gochnour

BACKGROUND:

Jeff Gochnour, representing Cottonwood Geneva LLC, requests preliminary and final subdivision plat approval for "The Forge", an urban style mixed use development located on approximately 46 acres on the southwest corner of Vineyard Connector and Geneva Road. The property is located within The Forge Special Purpose District Zone, which includes several conceptual development illustrations. The matter before the Commission at this time is to determine whether the proposal is consistent with the conceptual plans and other standards within the Zone.

ANALYSIS AND PROCEDURE:

The submitted plans are effectively two documents in one – a preliminary and final subdivision plat for all 46.113 acres, and full construction plans for approximately the southern half of the development. The key items for the Commission to review are the roadway/block configurations, and the street design, which are found in the following sections of The Forge Special District:

- E.4. Block Structure
- E.9. Lighting
- E.10. Streets
- E.11. Interior Block Connections (Alleys)
- E.12. Parking
- Figure 1.3 Urban Design Framework
- Figure 2.1 Typical Block Structure
- Figure 2.2 Pedestrian Circulation

The following is a comparison between the adopted The Forge Special Purpose District Zone and proposed The Forge Plat A:

- 8 Lots/blocks are anticipated; 8 lots/blocks are proposed
- Typical block size is 500 feet square; proposed block size is approximately 430 feet square. This is reasonably consistent with the conceptual plan and meets the intent to create walkable/pedestrian oriented blocks. Also, some blocks are irregular in shape due to existing lot configuration, this is also anticipated in the approved conceptual plan.

- A grid-like street pattern is anticipated; A grid-like street pattern is proposed.
- 600 North is anticipated to be a public road linking The Forge with the Megaplex site; 600 North is shown as a public road with access to the Megaplex via a 4-way intersection with Furnace Rd.
- Alleyways dividing the blocks into smaller spaces are anticipated; Alleyways are proposed. It should be noted that the conceptual plan anticipates alleyways feeding a parking structure in the middle of each block while the text simply says that alleyways are “encouraged”. The proposed design appears to meet the intent of breaking larger blocks into a more pedestrian friendly scale, and clearly meets the provisions of the text which doesn’t require a specific alleyway configuration.
- Bulb-outs and other pedestrian friendly design elements are anticipated; bulb-outs and textured walkways are proposed at every intersection.
- On-street parking is anticipated; On-street parking is provided.

The one issue that staff would like further clarified is the location and design of street lighting; in particular pedestrian oriented street lighting. Section E.9. specifically states that: *“Consistent street light fixtures will be used throughout The Forge MU District for both automobile and pedestrian safety.”* The current construction plans do not show a regular pattern of street lights, either for vehicle or pedestrian safety. Staff recommends that a condition of approval be the submittal of a street/pedestrian lighting plan that meets the generally accepted standards for urban style developments and that demonstrate “automobile and pedestrian safety”. For further clarification, attached to this report are standards adopted by Denver, Colorado, and Richmond, Virginia, that are examples of typical urban street lighting designs

RECOMMENDATION:

Staff recommends approval of the proposed preliminary and final The Forge Plat A subdivision plat with the conditions included in the motion below.

PROPOSED MOTION:

I move that the Planning Commission recommend approval of the proposed The Forge Plat A preliminary and final subdivision plat with the following findings and conditions:

Findings

1. With the conditions below, the proposed plat conforms to the Vineyard Town Zoning Ordinance:

Conditions

1. Any outstanding fees are paid.
2. Any outstanding redline corrections are made.
3. The applicant provides an urban-style street and pedestrian lighting plan to the satisfaction of the Planning Commission.

ATTACHMENTS:

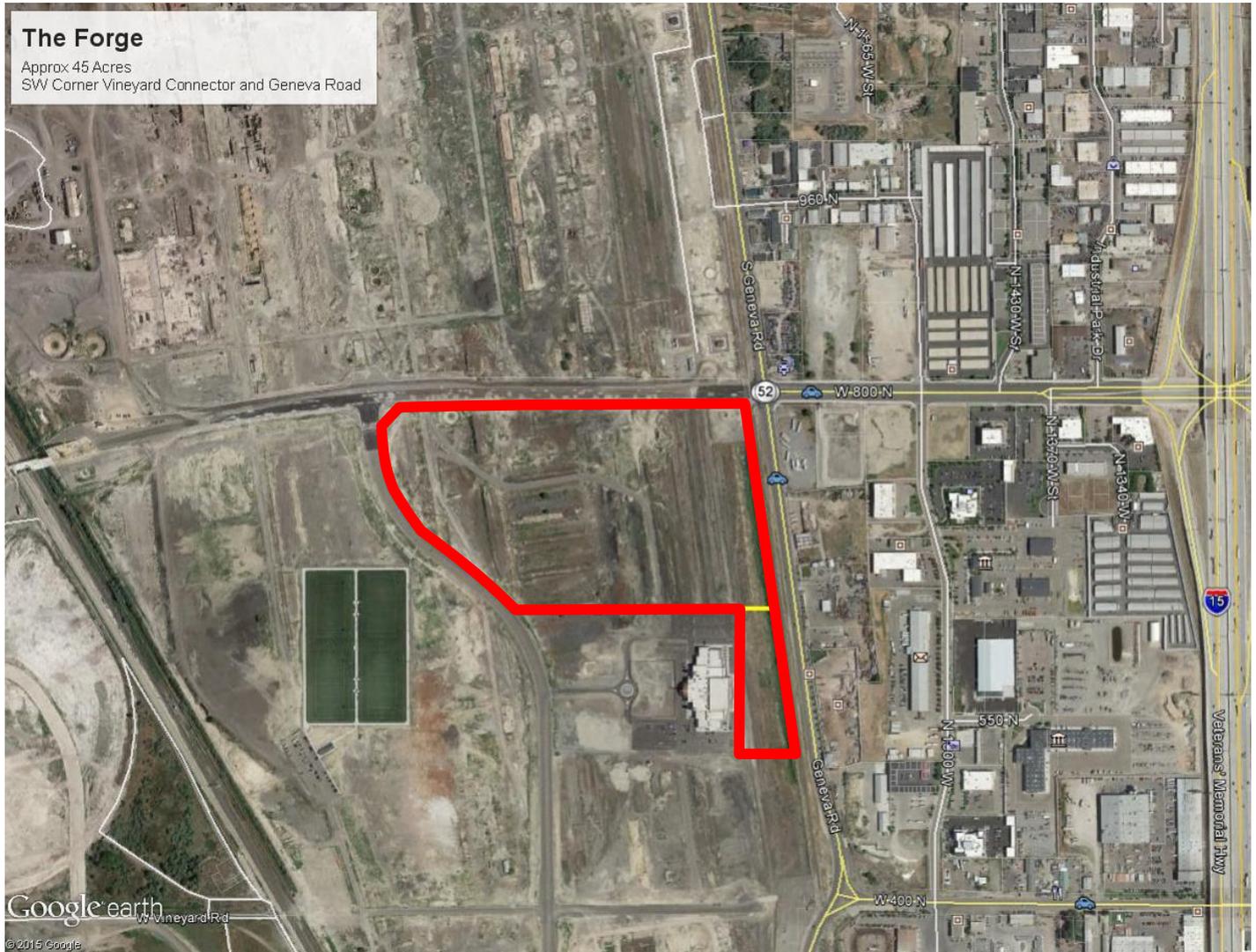
Aerial Photo

The Forge Special Purpose Zone Text

Urban Design Standards and Guidelines for 9th and Colorado

City of Richmond Urban Design Guidelines

Aerial Photo and Map



Urban Design Standards & Guidelines for 9th & Colorado



Acknowledgements

COLORADO BOULEVARD HEALTHCARE DISTRICT

Mary Nell Wolf, Chair

COMMUNITY PLANNING AND DEVELOPMENT (CPD)

Tina Axelrad, Principal City Planner

Todd Wenskoski, Principal City Planner

Steve Gordon, Planning Services Manager

CITY COUNCIL

Jeanne Robb, District 10

Mary Beth Susman, District 5

SEM ARCHITECTS

Todd Decker, AIA, Principal

DESIGN WORKSHOP (Graphics Support)

Eliot Hoyt, LEED® Green Associate, Principal

Table of Contents

1.0 INTRODUCTION	1
1.0 OVERVIEW & GENERAL PURPOSE	1
1.1 THE SITE	1
1.2 THE GENERAL DEVELOPMENT PLAN	2
1.3 GDP VISION & CORE URBAN DESIGN GUIDELINES	2
2.0 INTENT, STANDARDS AND GUIDELINES	4
2.0.1 Organization	5
2.0.2 Applicability	5
2.0.3 Amendments	6
2.0.4 Relation to other Development Regulations	6
2.1 Site Design	7
2.1.1 Block Configuration	8
2.1.2 Streets	9
2.1.3 Vehicle Access and Circulation	14
2.1.4 Terminating Vistas	17
2.1.5 Pedestrian Access and Circulation	18
2.1.6 Parking	23
2.1.7 Publicly Accessible Open Space and Plazas	28
2.1.8 Sustainable Site Design	31
2.2 Building Design	34
2.2.1 Appearance and Compatibility	35
2.2.2 Build-to-Lines & Setbacks	36
2.2.3 Mass & Scale	45
2.2.4 Pedestrian Oriented Design	47
2.2.5 Building Materials	53
2.2.6 Sustainable Building Design	54
2.3 Streetscape	55
2.3.1 Streetscape Standards	56
2.3.2 Streetscape Furnishings	57
2.4 Outdoor Lighting	58
2.4.1 Street Lighting	60
2.4.2 Pedestrian Lighting	61
2.4.3 Parking Area Lighting	62
2.4.4 Open Space and Plaza Lighting	63
2.4.5 Accent Lighting	64
2.5 Signs	65
2.5.1 Projecting & Blade Signs	68
2.5.2 Signage Location	69
2.5.3 Signage Materials, Quality & Design	70
2.5.4 Signage Lighting	72
3.0 COMPLIANCE	73
3.1 Review Process	74
4.0 GLOSSARY OF TERMS	75

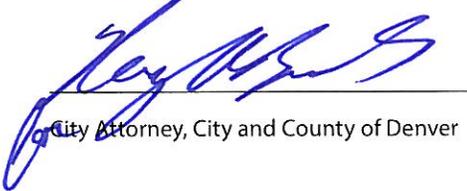
Signature Page

RULES AND REGULATIONS

RULES AND REGULATIONS ADOPTED PURSUANT TO DENVER REVISED MUNICIPAL
CODE SECTION 12.18.

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

APPROVED FOR LEGALITY



City Attorney, City and County of Denver

APPROVED AND ADOPTED

DATE: 11.20.2012



Molly Urbina

Interim Manager, Community Planning and Development

1.0 INTRODUCTION



Figure 1: 9th and Colorado Development with Surrounding Context

1.0 OVERVIEW & GENERAL PURPOSE

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

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

1.1 THE SITE

The subject property, totaling approximately 30 acres, is the former campus of the University of Colorado Health Sciences Center, later renamed the 9th Avenue Campus of the University of Colorado Denver ("the Site"). The original medical school and hospital campus is located in a highly visible and well-traveled location within central Denver on Colorado Boulevard, a major

arterial street and public transit corridor. The Site is close to Downtown, National Jewish Hospital, the Cherry Creek shopping district, and Colfax Avenue. The latter street is a main street corridor through the Cities of Aurora, Denver and Lakewood. The Site is generally bounded by East 8th Avenue to East 9th Avenue from Colorado Boulevard to Clermont Street, and from East 9th Avenue to East 11th Avenue from Colorado Boulevard to approximately Ash Street. See Figure No. 1.

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

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



Historical Photo 1



Historical Photo 2



Historical Photo 3

1.2 THE GENERAL DEVELOPMENT PLAN

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

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

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

existing urban neighborhood context and adjacent residential neighborhood, taking into consideration the strategic retention and reuse of some of the campus' existing structures.

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

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

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

1.3 GDP VISION & CORE URBAN DESIGN VALUES

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

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

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

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

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

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

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

the Site. There will be plenty of choices for vehicles, pedestrians and bicyclists to access the Site and penetrate what once had been a veritable “fortress” of uninterrupted campus building walls and parking.

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

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

Regardless of scale, first and subsequent development phases will provide a mix of commercial and residential uses, and buildings will be placed close to the street and designed to provide a pedestrian-friendly environment on abutting sidewalks and walkways. Buildings will be constructed of durable and high-quality materials. Long or large building walls will be articulated and

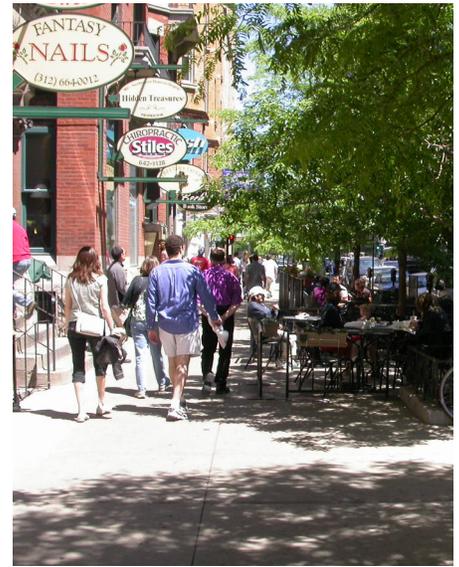
detailed to create a more human scale. Building fronts will feature highly visible entrances and ground-story activation elements (e.g., windows, display cases, outdoor patios) that attract pedestrians and other visitors.

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

2.0 STANDARDS & GUIDELINES

The Standards and Guidelines are organized into five categories:

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



INTRODUCTION

2.0.1 ORGANIZATION

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

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

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

The overall goal of these Standards and Guidelines is to ensure an objective level of site and building design quality without eliminating creativity or flexibility. The Standards and Guidelines

are not intended to be inflexible; in fact, the city may grant modifications to specific design standards if an alternative solution or approach works to the same or better extent to satisfy the stated guiding principles and intent statements.

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

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

INTENT STATEMENTS - Intent statements establish more specific design goals or objectives for each sub-category topic addressed within the five subject categories. In circumstances where the appropriateness or applicability of a design standard or design guideline

is in question, the Intent Statement will provide additional direction and guidance to city decision-makers.

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

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

2.0.2 APPLICABILITY

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



to compliance with these Standards and Guidelines.

2.0.3 AMENDMENTS

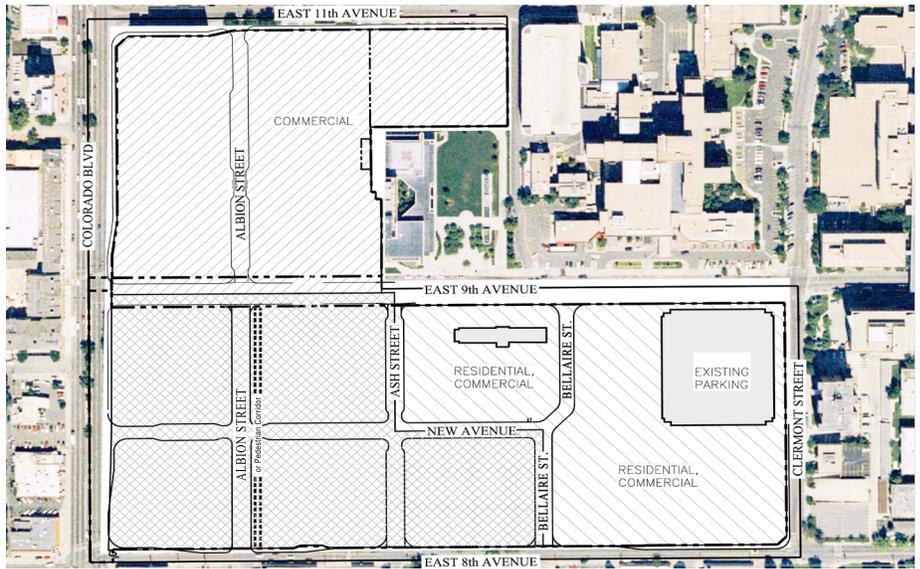
Amendments to these Urban Design Standards and Guidelines shall be according to the process and criteria stated in Chapter 12 of the Denver Revised Municipal Code. All amendments shall be reviewed and decided upon according to the same process followed to adopt the original Standards and Guidelines.

2.0.4 RELATION TO OTHER DEVELOPMENT REGULATIONS

These Design Standards and Guidelines, as Rules and Regulations adopted by the Community Planning and Development Department, are supplementary to other regulations that may apply to the Site, including without limitation subdivision, zoning and building regulations codified in the Denver Revised Municipal Code. If any standard or guideline in these Design Standards and Guidelines

conflicts with a subdivision, zoning, or building regulation applicable to the Site, the more restrictive provision shall apply unless these Design Standards and Guidelines expressly state otherwise

2.1 Site Design

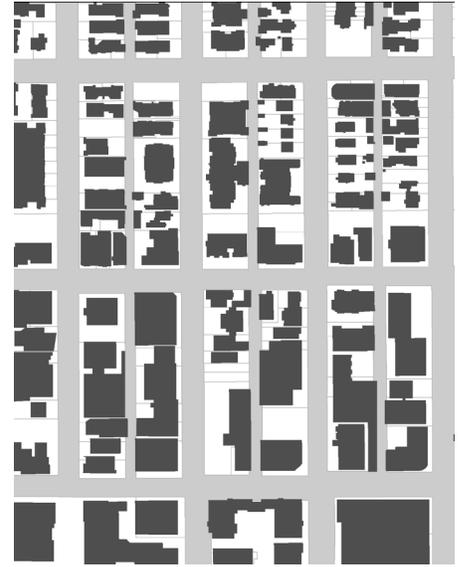


Site Design standards and guidelines addresses issues related to block configuration, new and perimeter street design, vehicle and pedestrian access and circulation, service areas, parking, open spaces and plazas, and sustainable site design.

GUIDING PRINCIPLES

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

2.1.1 Block Configuration



INTENT STATEMENTS

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

DESIGN STANDARDS

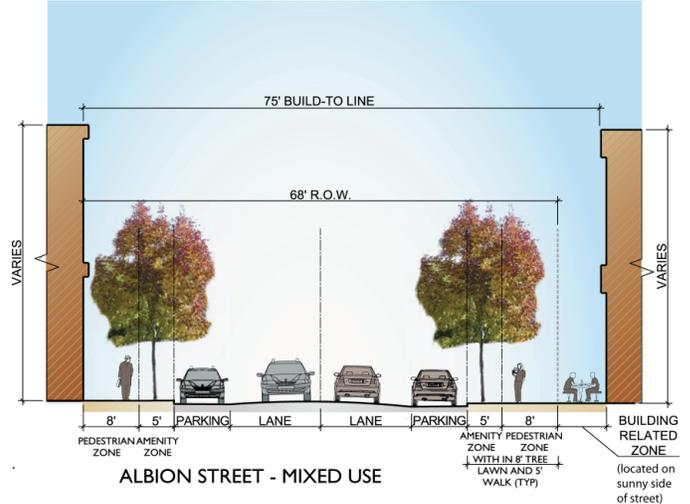
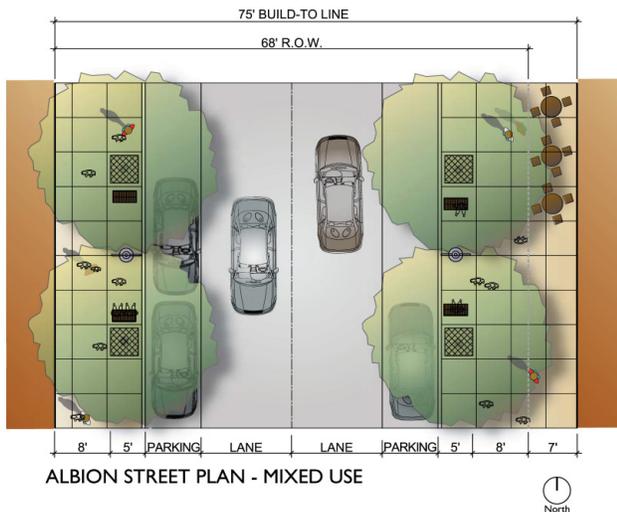
- New streets and connections into and through the Site shall result in blocks that are compatible with the existing size, scale and orientation of blocks in the adjacent urban neighborhood contexts.
- Where the extension of the adjacent local city street grid is not possible due to specific Site conditions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

DESIGN GUIDELINES

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

2.1.2 Streets

Internal Streets & Private Drive Design



INTENT STATEMENTS

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

INTENT STATEMENTS

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

APPLICABILITY

- These design standards and guidelines shall apply to all public streets, private streets, private drives and pedestrian-only corridors constructed internal to the site consistent with the GDP. Specifically, at a minimum, the following streets shall comply with this section’s standards and guidelines:
 - a. Albion Street
 - b. Ash Street
 - c. Bellaire Street
 - d. Birch Street
 - e. New Avenue

2.1.2 Streets

Internal Streets & Private Drive Design



DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

2.1.2 Streets

Internal Streets & Private Drive Design



DESIGN GUIDELINES

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

DESIGN GUIDELINES

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

2.1.2 Streets

Perimeter Street Design



INTENT STATEMENTS

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

DESIGN STANDARDS

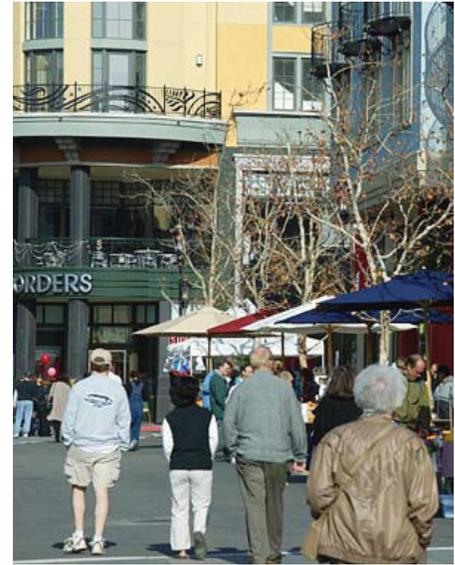
- The frontage along perimeter streets adjacent to this Site shall be landscaped to meet the minimum requirements of the Denver Streetscape Manual and shall generally include a public sidewalk and landscaped tree lawn.
- Physical constraints that adversely affect the ability to meet city streetscape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

DESIGN STANDARDS

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

2.1.3 Vehicle Access & Circulation

General



INTENT STATEMENTS

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

DESIGN STANDARDS

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

- Drive-through lanes related to a drive-up facility shall not be permitted between a primary building's front or side façade and Colorado Boulevard.

DESIGN GUIDELINES

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

2.1.3 Vehicle Access & Circulation

Service Areas



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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



DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.1.4 Terminating Vistas



INTENT STATEMENTS

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

APPLICABILITY

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

DESIGN STANDARDS

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



2.1.5 Pedestrian Access & Circulation

General



INTENT STATEMENTS

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

DESIGN STANDARDS

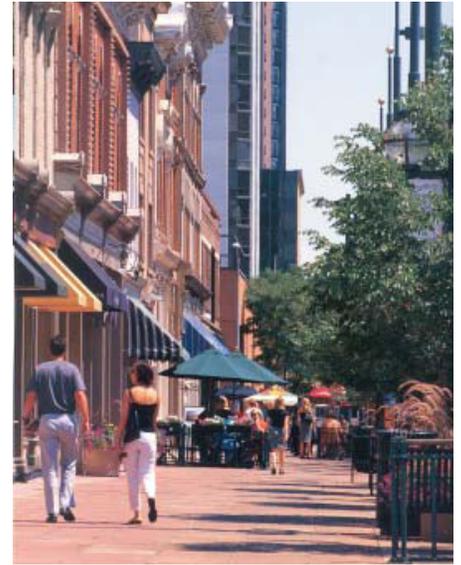
- An on-site system of pedestrian sidewalks and walkways shall be provided and designed to provide direct access and convenient connections to and between the following:
 - Primary entrances to each primary building, including pad site buildings;
 - All surface parking areas or parking structures;
 -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

DESIGN STANDARDS

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

2.1.5 Pedestrian Access & Circulation

General



DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only



DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

2.1.5 Pedestrian Access & Circulation

Albion Street as Pedestrian-Only



DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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



INTENT STATEMENTS

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

DESIGN STANDARDS

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

- New parking structure facades facing 8th Avenue, 9th Avenue, 11th Avenue, New Avenue, or Colorado Boulevard shall include sufficient ground-floor space and ceiling height to support pedestrian-active uses (not including parking) or shall be “wrapped” with pedestrian active uses (including residential uses). For purposes of this standard, “ground-floor” shall mean the first interior floor of a parking structure with 6 feet or more of ceiling height above finished grade.
- Facades of a parking structure shall be subject to the Ground Story Transparency standards applicable to nonresidential building facades in Section 2.2.4.
- Parking structure facade openings that face any public right-of-way or publicly accessible open space or plaza shall be vertically and horizontally aligned and all floors

fronting on such facades shall be level.

- Parking structures shall be designed to conceal the view of all parked cars and angled ramps from adjacent public rights-of-way, private streets, and publicly accessible open space and plazas.
- Facades of a parking structure shall be masked in such a way as to maintain a high level of architectural design and finish. Expanses of blank walls shall not be allowed.
- Facade openings that face any public right-of-way, private street or publicly accessible open space or plaza shall utilize architectural features consistent with adjacent building forms and details.
- When the roof-top of a parking structure is 4 feet or less above finished grade, the roof-top parking area shall be treated as a surface parking lot for purposes of required perimeter and interior landscaping. See Section 2.1.6 below for applicable parking area landscaping design standards and guidelines.

2.1.6 Parking

Structured Parking



DESIGN STANDARDS

- Parking structures shall minimize the impact on adjacent streets and publicly accessible open space and plazas of vehicle noise and odors from within the parking structure.
- Parking areas shall be clearly signed, in a manner that is consistent with applicable sign code standards.
- The following design standards shall apply to the reuse of existing parking structures on the Site (e.g., the parking structure at 9th and Clermont Street):
 - To the maximum extent feasible, existing parking structures retained on the Site shall be wrapped with pedestrian-active uses, including residential uses, on all sides of the structure facing a public or private street or publicly accessible open space or plaza. Where wrapping with other uses is not feasible, façade modifications shall be used to minimize visual impacts from public view. Façade modifications shall include, but are not limited to: Resurfacing with enhanced building materials;

DESIGN STANDARDS

using walls, metal or metal mesh screens or other devices to screen the façade openings and views of parking cars; live landscape cover; installation of public art or specialized exterior lighting to enhance the exterior facades; or other similar methods acceptable to the city. All façade modifications shall be compatible with adjacent buildings and uses.

DESIGN GUIDELINES

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

DESIGN GUIDELINES

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

2.1.6 Parking

Surface Parking



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.1.6 Parking

Parking Area Landscape and Screening



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

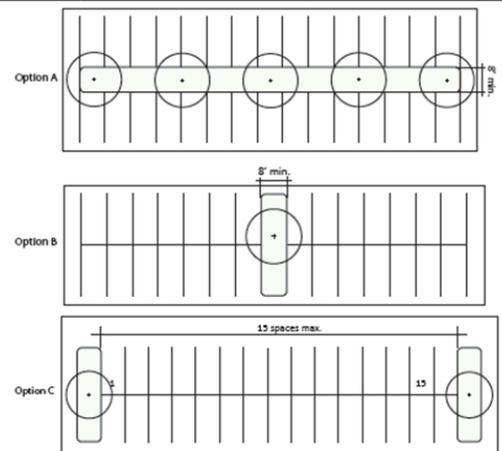
2.1.6 Parking

Parking Area Landscape and Screening

DESIGN STANDARDS

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

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



2.1.7 Publicly Accessible Open Space & Plazas



INTENT STATEMENTS

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

INTENT STATEMENTS

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

DESIGN STANDARDS

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

2.1.7 Publicly Accessible Open Space & Plazas



DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.1.7 Publicly Accessible Open Space & Plazas

DESIGN GUIDELINES

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



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

WATER

INTENT STATEMENTS

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

DESIGN GUIDELINES

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

SITE PREPARATION

INTENT STATEMENTS

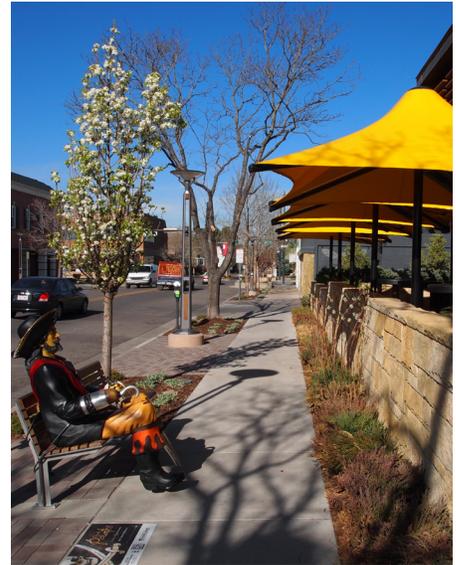
- Minimize disturbance and erosion and maximize the success of improvements.

DESIGN GUIDELINES

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

2.1.8 Sustainable Site Design

General



PERMEABLE PAVING

INTENT STATEMENTS

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

DESIGN GUIDELINES

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

BUILDING ORIENTATION

INTENT STATEMENTS

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

DESIGN GUIDELINES

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



INTENT STATEMENTS

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

DESIGN STANDARDS

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

2.2 Building Design



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

GUIDING PRINCIPLES

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

2.2.1 Appearance and Compatibility

INTENT STATEMENTS

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

DESIGN GUIDELINES

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

DESIGN GUIDELINES

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

2.2.2 Build-to-Lines & Setbacks



INTENT STATEMENTS

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

DESIGN STANDARDS

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

2.2.2 Build-to-Lines & Setbacks

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

2.2.2 Build-to-Lines & Setbacks

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

2.2.2 Build-to-Lines & Setbacks

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

2.2.2 Build-to-Lines & Setbacks

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

2.2.2 Build-to-Lines & Setbacks

TABLE 2.0			
Street Frontage	Build-To Line and Setback Required	Allowed Build-to Alternatives	
		Type	Allowance
<p>Note 1: “Service Screening Wall” shall be a masonry wall that includes a planted landscaping strip between the wall and the public sidewalk. The Service Screening Wall shall be tall enough to block service areas and the back of primary building from the view of pedestrians walking on 9th Avenue. Such Service Screening Wall shall comply with all other applicable design standards and guidelines in Section 2.1.3., Service Areas. After January 1, 2020, the Service Screening Wall alternative will not be an allowed build-to alternative for future development or redevelopment. The CPD manager may delay the sunset of this allowance if the manager finds that an unnecessary hardship would result from the sunset of this allowance, and there is reasonable justification to extend the allowance for a time certain.</p>			

2.2.2 Build-to-Lines & Setbacks

TABLE 2.1	
Allowed Build-to Alternative	Minimum Design Standards
Garden Wall	Garden Walls shall be a minimum 30" and a maximum of 42" in height with the following exceptions: <ul style="list-style-type: none"> A. Decorative and/or structural piers may exceed the allowable height range. B. Seating incorporated into the wall may be a minimum of 18" in height and may be accessed from both sides of the wall without an intervening division. C. Pergola, awning and trellis structures must maintain clear visual sight lines between the public right of way and the property between the heights of 42" and 84".
	Allowed Materials are limited to Masonry or an Ornamental Metal Fence with Masonry Piers spaced at not more than 25' with landscaping
	Garden Walls used as an alternative may also be used to count toward Perimeter Surface Parking Area Landscaping standards in Section 2.1.6 of this document.
Pergola	A pergola shall consist of an arbor or passageway of columns.
	Pergola structure shall be no less than 24" deep as measured perpendicular to the property line.
	Pergola structure shall maintain at least 8' clearance between the structure and grade where erected over any public right-of-way or pedestrian walkway.
	Pergola structure shall be made of metal or other durable materials suitable for an urban environment and shall have a minimum 6" vertical dimension.
	Pergola structure shall be supported by vertical columns, posts, or piers not less than 15' on center.
	Pergola structures and plant materials shall maintain at least 75% open area for clear visual sight lines between the public rights-of-way and the interior of the property between the heights of 42" and 84" above grade.
	Garden walls, seating and/or landscaping may be incorporated between the pergola's vertical supports.
Arcade	Arcade shall extend no more than two stories in height.
	The exterior face of the arcade column line shall be located within the build-to zone (e.g., 0-10').
	The arcade column line shall generally continue the wall plane of the building above.
	The average depth of the arcade shall be no less than 6 feet clear as measured from the interior face of the columns.
	The average depth of the arcade shall be no more than 2/3 of its average clear height as measured from the front face of the columns.
	The interior wall of the arcade shall comply with any required Pedestrian Oriented Design Standards (e.g., Transparency or Entrances) or allowed alternatives to such standards.

2.2.2 Build-to-Lines & Setbacks



DESIGN STANDARDS

General Requirements:

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

DESIGN STANDARDS

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

Rules of Measurement:

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

DESIGN STANDARDS

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

2.2.2 Build-to-Lines & Setbacks

DESIGN GUIDELINES

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



INTENT STATEMENTS

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

INTENT STATEMENTS

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

DESIGN STANDARDS

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

2.2.3 Mass & Scale

General



DESIGN STANDARDS

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

DESIGN GUIDELINES

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

DESIGN GUIDELINES

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

2.2.4 Pedestrian Oriented Design

Ground Floor Transparency



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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



DESIGN STANDARDS

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

DESIGN GUIDELINES

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

DESIGN GUIDELINES

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

TABLE 2.2		
Allowed Transparency Alternative	Allowance	Minimum Design Standards
Windows Outside the Zone of Transparency	Window area may count up to 40% of transparency requirement	Windows shall be located on the ground floor, and shall comply with minimum window design standards stated in this section.
Display Cases and Automated Teller/Ticket Machines	Wall area of such features may count up to 40% of transparency requirement	<ul style="list-style-type: none"> • Shall be located in Zone of Transparency. • Recessed or wall-mounted display cases shall be at least 4 feet in height. • Automated teller/ticket machines shall be walk-up (not drive-up or drive-thru)
Enhanced Wall Design	Wall area containing the enhanced design may count up to 50% of transparency requirement	Wall designs must provide a minimum of 3 of the following elements occurring at intervals no greater than 25' horizontally and 10' vertically:
		1. Expression of structural system and infill panels through change in plane not less than 3"
		2. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters
		3. System of horizontal and vertical reveals not less than 1" in width/depth
		4. Variations in material module, pattern and/or color
		5. System of integrated architectural ornamentation
		6. Green screen or planter walls
7. Translucent, fritted, patterned or colored glazing		
Outdoor Eating/Serving Areas	Land area containing an outdoor eating/serving area may count up to 60% of transparency requirement	Shall be located between the subject building façade and the abutting property line or publicly accessible open space or plaza.
Permanent Art	Wall area containing the permanent art may count up to 40% of transparency requirement	<p>Shall be non-commercial art or graphic design that complies with all of the following standards:</p> <ul style="list-style-type: none"> • Of sufficient scale and orientation to be perceived from the street, drive, or open space/plaza; and • Rendered in materials or media appropriate to an exterior, urban environment; and • Permanently integrated into the building wall.



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

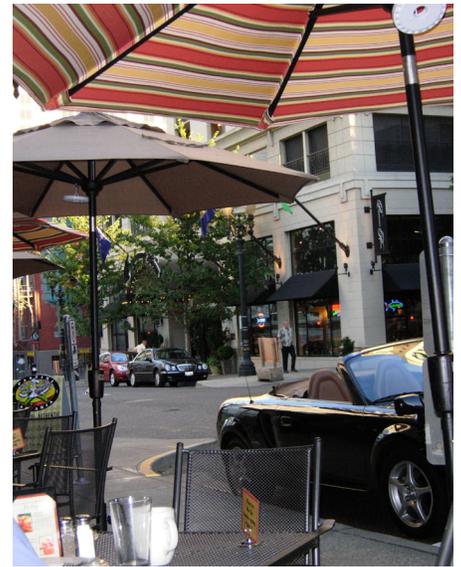
- An entrance shall be one of the following three types:
 - Door: An entrance on the same plane as the subject building facade.
 - Recessed Entrance: An entrance inset behind the plane of the subject building facade by no more than 15 feet.
 - Corner Entrance: An angled street-facing entrance located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

DESIGN STANDARDS

- Maximum dimension shall not exceed 3 times the minimum dimension.
- The courtyard or plaza shall not be a distance from the street or drive right-of-way more than 3 times the width of the space measured at the street or drive facing facade.
- The required public access shall be visible from the street, drive, or corridor.
- Perimeter walls of court or plaza shall meet ground floor transparency standards, as applicable.
- (2) Covered Walkway, Arcade or Pergola/Trellis that meet the following:
 - Shall be accessible to public during business hours.
 - Shall provide continuous covered access to required public access from the subject street, drive, or corridor.
 - The required public access shall be visible from the street, drive, or corridor.

2.2.4 Pedestrian Oriented Design

Awnings



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.2.4 Pedestrian Oriented Design

Outdoor Use Areas



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.2.5 Building Materials



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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



INTENT STATEMENTS

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

DESIGN GUIDELINES

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

2.3 Streetscape



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

GUIDING PRINCIPLES

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

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

2.3.1 Streetscape Standards

General



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.3.2 Streetscape Furnishings

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

GUIDING PRINCIPLES

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

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.4.1 Street Lighting

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.4.2 Pedestrian Lighting

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.4.3 Parking Area Lighting

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.4.4 Open Space and Plaza Lighting

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.4.5 Accent Lighting

INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

GUIDING PRINCIPLES

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

2.5 Signs

General



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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



DESIGN GUIDELINES

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

2.5.1 Projecting & Blade Signs



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.5.2 Signage Location



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.5.3 Signage Materials, Quality & Design



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

2.5.3 Signage Materials, Quality & Design

DESIGN GUIDELINES

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

2.5.4 Signage Lighting



INTENT STATEMENTS

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

DESIGN STANDARDS

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

DESIGN GUIDELINES

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

3.0 COMPLIANCE

3.1 Review Process



3.1 COMPLIANCE DURING SITE PLAN REVIEW

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

The site plan review process may be initiated by scheduling a pre-submittal or pre-application meeting with the city's Development Services staff. This pre-application meeting provides an opportunity for informal discussion of the specific circumstances of a project and how the Standards and Guidelines might affect its development. Submittal

requirements to show compliance with the Standards and Guidelines should also be discussed at the pre-application meeting. In addition to other required submittal materials, applicants shall submit a map of the GDP area showing the location of the subject building project or site improvement in relation to the entire GDP area.

3.2 MODIFICATIONS

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

- The modification is consistent with the stated intent of the design standard at issue;
- The modification achieves or implements the stated intent to the same degree or better than strict compliance with the standard would achieve;
- The modification will not adversely effect implementation of the GDP; and

- The modification will not result in adverse impacts on properties abutting the Site.

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

4.0 GLOSSARY OF TERMS

A. Glossary of Terms

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

Amenity Zone

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

Applicant

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

Articulation

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

Block

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

Block Face

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

Build-to Line

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

Building Related Zone

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

Court or Courtyard

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

A. Glossary of Terms

D.R.M.C.

Denver Revised Municipal Code.

Detached Sidewalk

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

Developer

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

Entrance

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

Façade

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

Fenestration

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

Floor Area Ratio (FAR)

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

Former Chapter 59

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

Furnishings

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

General Development Plan

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

A. Glossary of Terms

LEED® Certification, Leadership in Energy and Environmental Design.

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

Maximum Extent Feasible

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

Mixed Use Buildings

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

Modification

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

Non-Residential Uses

All uses of property other than residential use.

Open Space, Publicly Accessible

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

Parking Structure

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

Parkway

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

A. Glossary of Terms

Pedestrian Active Uses.

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

Pedestrian Walking Zone

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

Plaza

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

Quality

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

Retail

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

Right-of-Way

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

Scale

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

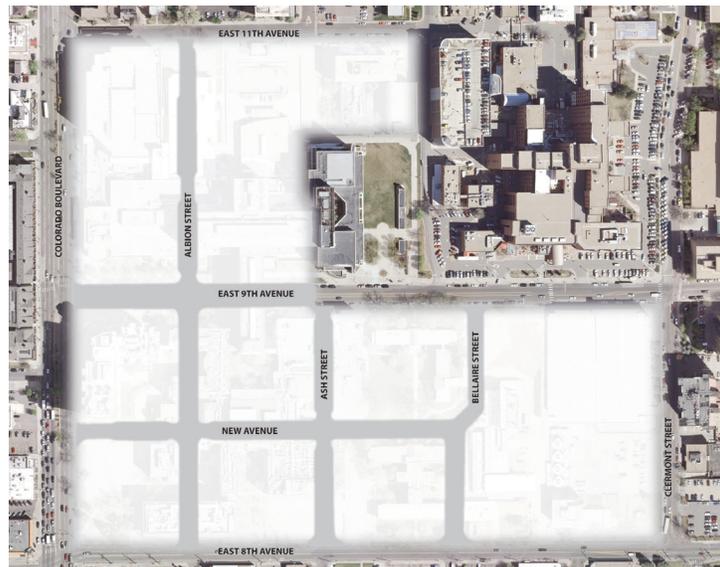
A. Glossary of Terms

Sign, Projecting (or Blade Sign)

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

Site, The (The Site)

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



Street Trees

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

Streetscape

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

Terminating Vistas

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

Tree Lawn

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

City of Richmond Urban Design Guidelines



Prepared by:

Department of Community Development,
Division of Comprehensive Planning

Adopted by the Richmond Urban Design Committee on December 11, 2006.

This document is an ongoing effort of the Richmond Urban Design Committee and is subject to change. For additional information or copies, please contact the Department of Community Development's Division of Comprehensive Planning at 646-6335.

Table of Contents

Introduction	1	Community Character	20
General “Location, Character, and Extent”	2	Streetscapes	20
Transportation	3	Lighting	21
Paving and Surface Materials	3	Signs	23
Parking	4	Site Furnishings	24
Multimodal Transportation	5	Walls, Fencing and Screening	25
Street Design	6	Encroachments	27
Traffic Management	7	Signs	27
Handicap Accessible Curb Cuts	8	Lighting	28
Environment	9	Door Swings	28
Public Parks	9	Pedestrian Bridges	28
Landscaping	10	Outdoor Dining	28
Storm Water Management and Low Impact Development	11	Newspaper Boxes	29
Public Facilities	13	Planters	29
<i>General Site Design:</i>		Security Gates	29
Building Orientation	13	Awnings and Canopies	29
Building Setback	14	Banners	30
Site Features	14	Overhead Wires and Cables	32
<i>Building Design:</i>		Appendix 1: Crime Prevention Through Environmental Design (CPTED)	
Building Proportion	15	Appendix 2: Resolution of the City Planning Commission Approving a Landscape Maintenance Policy for City Capital Projects	
Building Mass	15	Appendix 3: Resolution of the City Planning Commission Approving a Policy Statement For Security Gate and Door Encroachments	
Building Height	16	Appendix 4: Resolution of the City Planning Commission Amending a Policy Statement For Overhead Wire and Cable Encroachments	
Roof Form	16	Appendix 5: Recommended Plant Species	
Modular Units	16	Appendix 6: City of Richmond Selected Plans Containing Urban Design Components	
Telecommunication Devices	16		
<i>Building Detail Design:</i>			
Building Materials	17		
Building Colors	17		
Architectural Details	18		
Windows	18		
Facade Design	18		
Handicap Ramps	19		

Introduction

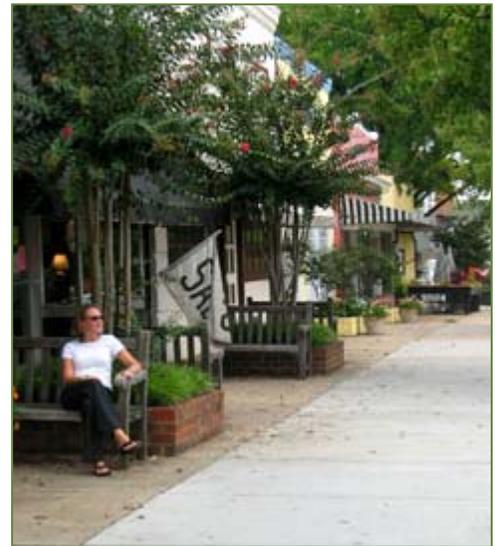
The Richmond Urban Design Committee (UDC) is a ten member advisory committee created by City Council in 1968. Its purpose is to advise the City Planning Commission on the design of City projects and private encroachments in the public right-of-way and large-scale private development projects approved through a Community Unit Plan. The UDC reviews projects for appropriateness in "location, character and extent" and for consistency with the City's Master Plan. Following review, the UDC forwards recommendations to the City Planning Commission.

The following design guidelines are used by the UDC and its staff in reviewing applications. These guidelines may also assist the applicant in understanding the Committee's design expectations. In a sense, these guidelines are an articulation of the Committee's design goals for the City.

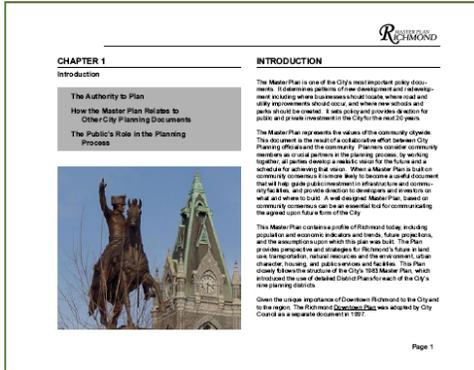
The intent of these guidelines is not to be overly specific or to dictate certain designs or styles. Not all guidelines will apply, given the infinite number of possible design situations. These guidelines are intended to provide a general design framework for the various types of applications reviewed by the Urban Design Committee to ensure high quality, well designed projects for the City of Richmond.

These guidelines do not attempt to address historic preservation goals. For properties located in City Old and Historic Districts, National Historic Districts, or which are historic in character, the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings should be consulted. The City's Commission of Architectural Review has additional helpful publications that offer design assistance.

It is important to note that these guidelines are recommendations only and should not be interpreted as regulations. The guidelines are supplementary to the requirements of the City's zoning ordinance, its building codes, and all other city, state and federal regulations. If in any instance a guideline is contrary to a regulation, the regulation prevails.

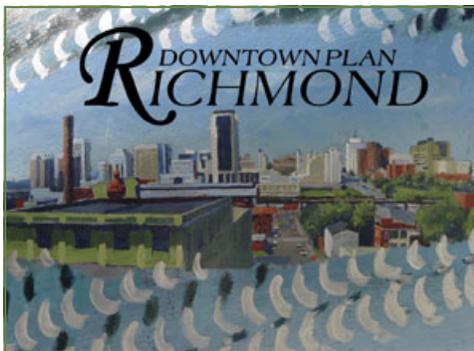


General "Location, Character, and Extent"



Each proposed project should be reviewed for consistency with the City's Master Plan in "location, character, and extent." (Richmond City Charter, Section 17.07) If the project is not consistent or if the project is not addressed in the Master Plan, the sponsoring City agency should explain in detail the need for the project and its relationship to an overall plan.

The "extent" of the project should be reviewed for appropriateness. This includes all project details, the proposed end result, and the impact of the project on other urban design elements. It should be clear that the project will meet the needs of the user agency. Are there any more reasonable alternatives to achieving the end result? Can the timing of the end result be coordinated with any other projects for cost savings and other benefits? Once these and any other questions are answered, the design details of the proposal should be examined for appropriateness in "location and character."



Transportation

The City's Master Plan states that the long-range transportation policies and strategies for the City of Richmond are designed to enable the City to: function as an integral element of a safe and efficient regional multi-modal public transportation network; maintain a safe, effective and comprehensive roadway network; and develop appropriate alternative modes of transportation. The urban design guidelines that relate to transportation elements should further these long-range transportation strategies set forth in the City's Master Plan, ensuring that the City maintains a safe and efficient transportation network.

Guidelines in this document relating to transportation include paving and surface materials, parking, street design, multimodal transportation, traffic management, and handicap accessible curb cuts.

PAVING AND SURFACE MATERIALS

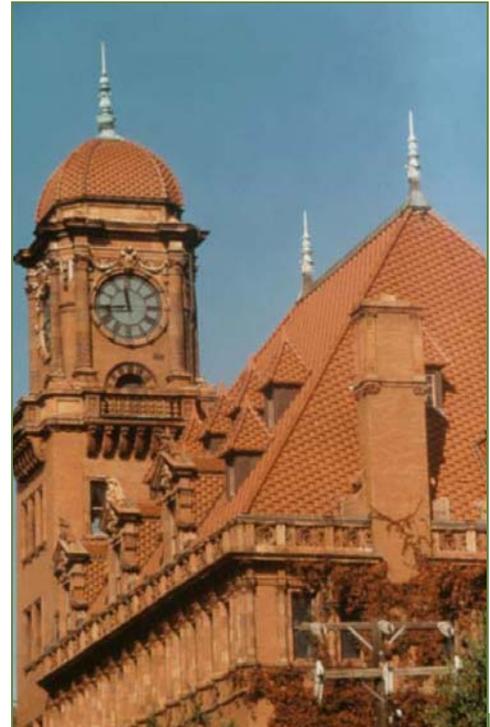
Selection. The selection of appropriate paving materials should be based upon the following: desired visual image, compatibility with adjacent paving materials, performance, durability, maintenance requirements, and cost. Consideration should be given to the massing of impervious material, the heat impact of paving material, and the stormwater runoff caused by paving material. Landscaping should be used to break up large expanses of impervious paving material.

Impervious material on a site should be minimized to limit stormwater runoff and heat gain. Preference should be given to pervious pavement materials that allow for stormwater recharge, especially in minimally used parking areas, such as park and sport facility parking areas. Pervious pavement materials that allow for stormwater recharge should also be considered for the areas used for parking in parking lots, as opposed to the travel lanes in parking lots.

Simpler paving designs are more compatible with diverse building styles and better unify the various design elements found on City streets. The color of brick and concrete pavers should coordinate with building architecture and adjacent streetscape pavements.

Colored concrete is not recommended for sidewalks. Weathering makes it nearly impossible to match colored concrete when sidewalk repairs are necessary.

Materials that have an uneven surface should be avoided in pedestrian areas. However, historic features, such as existing cobblestone streets and alleys and stone crosswalks, shall be preserved.



Historic Main Street Station

Similar materials (to the existing surrounding materials) should be encouraged to ensure architectural and urban context.
(III-22)

Structural material should be used to “soften” the edges of surface parking lots adjacent to streets. *(III-21)*

—*City of Richmond 2004 Downtown Plan*

Off street parking should be designed and located to accommodate multiple uses, including combinations of daytime, nighttime and weekend use. *(60)*

—*City of Richmond 2000 Master Plan*

Transportation

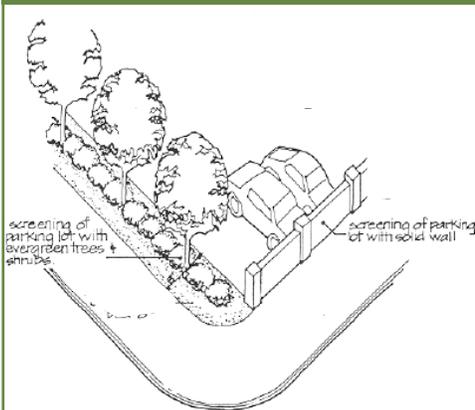
Visibility and sight lines for motorists should always be maintained for safety. (III-21)

Parking signs should be consistent in design with way-finding signs and clearly identify publicly available parking, regardless of whether it is publicly or privately owned. (III-21)

Angled parking should be considered as a means to increase the supply of on street parking spaces where width and traffic flow permit. (III-25)

Surface lots should provide landscaping, low walls, fences or facades that reflect the surrounding architectural character along the street in order to “soften” the edges of the lots adjacent to the street. (III-21)

—City of Richmond 2004 Downtown Plan



Example of a screening concept for parking areas.

Provision of New Sidewalk. New development should provide sidewalks along streets where there are currently no sidewalks or sidewalks in disrepair.

Curb Material. Existing granite curbing and stormwater inlets should be retained. Any new granite curbing should match existing curbs. Curbing should not be painted or striped. Other traffic control measures, such as signs, should be considered instead.

Curb Cuts. The number, size and location of curb cuts should be examined for potential conflicts with pedestrian and vehicular circulation. The material of new curb cuts should match the adjacent sidewalk material, except for tactile warning surfaces as required by the Americans With Disabilities Act (ADA). Curb cuts for handicapped accessibility should be located at intersections. Mid-block curb cuts for ADA compliance are discouraged.

PARKING

Well-designed and appropriately located parking resources are a critical element of the City’s transportation system.

Location. Parking should be relegated to remote areas of the site so that the orientation of buildings can be given a direct connection to the public right-of-way. Off street parking should be located behind a building and to the rear of the property or within the building. On street, curb parking should be retained wherever possible. Parking areas should have adequate signage to safely and efficiently direct traffic movement in and around the parking area.

Design. All parking spaces should be useable, safely and conveniently arranged, and well marked. Handicap parking spaces should be provided in large parking areas and be properly marked. The design of parking and internal circulation should give deference to existing historic and natural features in and around the site. The design of parking areas should also provide for clearly marked pedestrian routes through and around the parking area.

Site development should minimize large expanses of impervious surface. Pervious paving materials should be used whenever possible for parking areas. Landscaped islands with well maintained shade trees are encouraged to soften large paved parking areas and break large expanses of asphalt. The selection of landscaping materials should reflect the hierarchy of the circulation system within the site and context. All parking areas are subject to the landscaping requirements put forth by Article VII, Division 2.1 on the City of Richmond’s Zoning Ordinance.

Parking areas and incompatible adjacent uses, such as vacant lots, blank walls and other unattractive streetscape features, should be effectively screened with evergreen landscaping or landscape features.

Transportation

Security cameras should be installed in new parking areas, as a means for deterring crime.

Parking garages adjacent to the public-right-of way shall have pedestrian friendly design and uses on the street level.

Screening. Large parking areas should be broken up into smaller areas and screened from the public right-of-way and neighboring properties. Appropriate screening may include landscaping, walls, fences or berms.

Lighting. Off street parking should be well lit with an even distribution of a minimum of .5 to 1.0 foot candles. Lighting in parking areas should be focused downward, in order to respect adjacent properties and to effectively provide light for the safety of both the pedestrian and vehicular users of the parking area. It is important that the entrances and exits to parking areas are well lit.

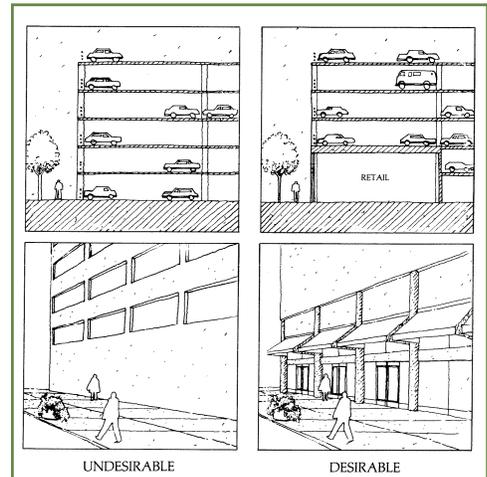
Additional Guidance. All new parking areas and lots are subject to the off-street parking improvement requirements and landscaping standards found in Article VII, Division 2.1 of the City of Richmond’s Zoning Ordinance.

MULTIMODAL TRANSPORTATION

One of the major objectives stated in the City of Richmond’s Master Plan is to increase street-level pedestrian activity, while safely and efficiently moving people and goods into and out of the City; and encourage the use of public transit and alternative means of transportation through a multimodal transportation system. In order to have a safe and efficient multimodal transportation network, it is integral to design with all modes of transportation in mind. These modes include walking, biking, public transit, as well as vehicular. It is the priority of the UDC to give deference to pedestrians over other modes of travel. Both public transit and non-motorized transportation (walking, biking, etc.) should be considered in the design and planning of all projects.

Bike Routes. Where feasible, all new roadway segments should be constructed to include bikeways. Appropriate signage should demarcate designated bikeways and delineate the bikeways from lanes of automobile traffic. Bike racks should be installed throughout the City and bike facilities should be incorporated into the design of any new public facilities. Roadways with bike routes should be enhanced with street trees or appropriate landscaping.

Pedestrian Facilities. All transportation projects should have adequate provisions to address the needs of the pedestrian in a safe and efficient manner. Streetscape elements, such as street trees and street lighting, should be used to encourage pedestrian activity.



Example of how parking garages can either strengthen the streetscape or detract from the streetscape

Parking facilities should be located on supporting streets, rather than frontage streets and behind buildings and in the middle of blocks wherever possible. (III-21)

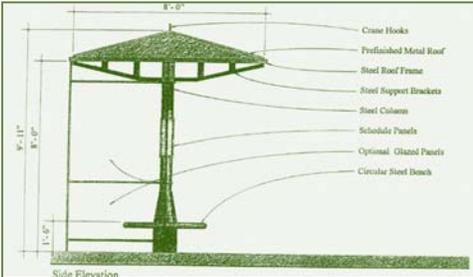
Parking structures should include street frontage commercial uses and be sensitive to the scale and design of surrounding structures. (III-21)

—City of Richmond 2004 Downtown Plan



Example of pedestrian facilities at a GRTC transit stop

Transportation



Example of approved GRTC Transit Shelter



On-street parking and narrow lane widths provide good street design for a neighborhood street



The design of Monument Avenue, which includes a wide median, on-street parking, and prominent traffic circles, makes it one of Richmond's most famous streets

Striped crosswalks, pedestrian crosswalk signals, and other improvements that enhance safety should be installed as a standard amenity at all signalized intersections.

GRTC Transit Stops. A comfortable, safe, and quality environment should be created at transit stops. The elimination of transit stops without replacement should be discouraged. The standard bus shelters and other bus stop furniture that have been approved by the UDC, the City Planning Commission, and GRTC should be used at GRTC transit stops with high ridership. Benches installed at transit stops should have arm rests in the middle of the bench for the comfort of riders and to discourage its use for activities other than a short-term wait for the bus.

STREET DESIGN

The design of a street contributes to the perception of an area and the manner in which individuals interact with the built environment. While street design incorporates numerous details regarding geometrics and construction materials which are beyond the scope of this document, this section provides general guidance on lane widths, on-street parking, medians, pedestrian crossings and intersections. Appropriate treatments within the design of an individual project should be considered based upon the purpose and function of the street. Streetscapes, which include the furnishings, sidewalks, and landscaping contained within the right-of-way outside of the vehicle travel and parking lanes, are addressed in the Community Character chapter.

Lane width. The width of a street should respond to the volume of traffic it carries. Streets classified as local and collector should generally have widths that are narrower than arterial roadways. The provision of on-street parking, bike lanes, or traffic calming measures may impact the amount of pavement from curb to curb, but the lane widths on local and collector streets should be between 9 and 10 feet. These lane widths may also be appropriate for some arterial streets, depending on the function. Greater lane widths could be considered on local streets in instances where a queuing design is used and the travel lane is shared. An 11 foot travel lane should only be utilized along corridors designed for speeds in excess of 40 mph.

On-street parking. On-street parking is important for not only providing for some of the parking needs of adjacent uses, but also as a means of defining the character of a corridor or neighborhood. On street parking creates pedestrian activity and provides a buffer between those pedestrians and moving traffic. The width of on-street parking lanes should be between 7 and 8 feet. Wider parking lanes of 12 feet could be considered in situations where the lane is

Transportation

combined with a bicycle route. On-street parking is appropriate in both residential and commercial districts.

Medians. Medians can provide both aesthetic benefits and operational utility within the street network. Landscaped medians provide context and can assist in signaling the entrance to an area; and thus should be strongly considered in any gateway project. Neighborhood or commercial district markers and landscaping in medians should be appropriately scaled as to ensure the safety of both pedestrians and motorists. Raised medians with curbs are the standard in urban areas, but depressed medians that provide water infiltration should be considered where appropriate. A maintenance plan associated with depressed medians is necessary to ensure the long-term functioning of its storm water capacity, as well as its aesthetic appearance.

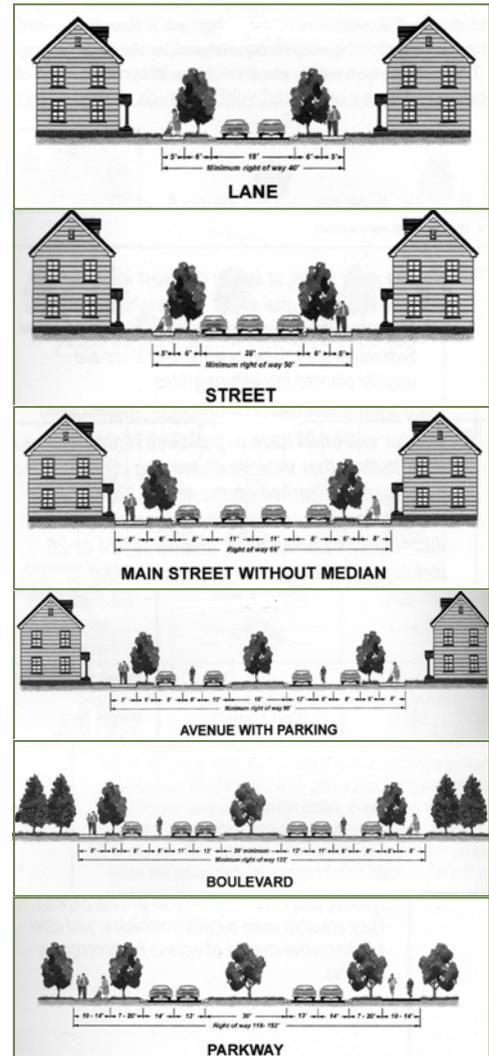
Pedestrian crossings. Pedestrian crossings should generally be confined to the corners of blocks and at signalized intersections. Midblock crosswalks should be discouraged, except for in instances of extremely long distances between intersections (block lengths of greater than 400 feet, for example). Pedestrian crossings should be clearly marked and refuge islands should be provided where the crossing distance is 60 feet or greater.

Intersections. Intersections should be designed to serve pedestrians, bicyclists and motorists in a safe manner. The capacity of an intersection should be designed to accommodate traffic reflective of its use (e.g. a local street versus a truck route). Curb radii should be small in urban areas and the use of curb extensions, or bulb-outs, is recommended where appropriate. Channelized turn lanes should only be used where absolutely necessary and should include provisions for the safe passage of pedestrians and bicyclists. Roundabouts should be considered in certain situations as an alternative to the traditional intersection.

Additional guidance. Detailed guidance regarding each of the issues contained in this section is provided in Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Institute of Transportation Engineers, 2006. Applicants are strongly encouraged to consult this and other guidance regarding context sensitive design for roadways.

TRAFFIC MANAGEMENT

The Urban Design Committee supports the traffic management techniques outlined in the Neighborhood Traffic Management Program developed by the City of Richmond. Traffic management techniques should slow traffic, decrease un-safe driving practices, as well as minimize cut-through traffic. Traffic management



These diagrams illustrate examples of new urbanism street design, where the design of the street is based upon the intended use of the street. A Parkway with speeds of 40mph is designed much differently than a Lane with speeds of 20mph.

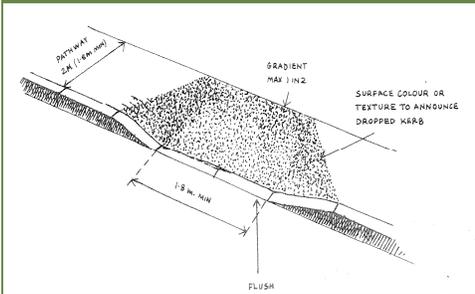
Pavement markings that can visually narrow the travel lane, and alternative paving surfaces, which can slow speeding drivers, can be used as traffic management techniques. (III-15)

—City of Richmond 2004 Downtown Plan

Transportation



Roundabout on Lombardy Avenue is an effective traffic calming device



Example of handicap curb cut

techniques should be used to improve conditions for pedestrians and bicyclists and enhance neighborhood character. Traffic calming elements, when necessary, should be well designed so that they provide for an aesthetic contribution to the urban character of the neighborhoods in which they are placed.

Additional Guidance. The 2004 Neighborhood Traffic Management Program developed by the City of Richmond provides guidance on various traffic speed and volume reduction traffic management strategies.

Also see the Right-of-Way Design Manual developed by the Department of Public Works.

HANDICAP ACCESSIBLE CURB CUTS

(also see Handicap Ramps in Public Facilities Chapter p.19)

Curb cuts for handicap accessibility should be located at intersections. Mid-block curb cuts are strongly discouraged. Curb cuts should include tactile warning surfaces as required by the Americans With Disabilities Act.

Additional Requirements. All handicap ramps must meet Americans With Disabilities Act (ADA) requirements.

Graphic Sources.

Main Street Guidelines publication by the National Trust for Historic Preservation entitled "Keeping Up Appearances, Storefront Guidelines"

Glendale Redevelopment Area Urban Design Guidelines published by ELS Design Group

GRTC/City of Richmond Bus Shelter Program and "Design for Maximum Access" published by London Borough of Richmond upon Thames

Richmond's Fan District by Drew St. J. Carneal published by the Historic Richmond Foundation in 1996

New Urbanism Comprehensive Report and Best Practices Guide by Robert Steuteville, Philip Langdon and Special Contributors published by New Urban News in 2003

Environment

The City's Master Plan emphasizes Richmond's commitment to accommodate high quality development with community enhancement and environmental quality in mind. The ability to maintain a high quality of urban life, thereby attracting and retaining businesses and residents, depends on how well the City preserves and protects the unique natural resources within its urban environment. Urban greening through the provision of open space is encouraged in both public and private projects throughout the City.

Guidelines in this document relating to environmental quality include design guidelines for public parks, landscaping and storm water management. Guidance regarding Crime Prevention through Environmental Design (CPTED) is included in Appendix 1.

PUBLIC PARKS

Public parks are integral to the quality of life found in any urban landscape. Parks should respond to the environment in which they are located and should be designed in accordance with their intended use. The design of small neighborhood parks will vary from the design of large regional parks. Passive natural parks should have adequate trails and access to accommodate intended users. Active parks should have adequate facilities (i.e. sports fields, trash receptacles, benches, running paths, etc.) to accommodate intended users.

General Characteristics. Successful public parks, both small and large, active or passive, share certain qualities, which include the ability to attract and entertain visitors, access and connectivity to surrounding areas, and safety and comfort. Specific design will vary from park to park, but should respond to all of these general characteristics.

Design Considerations. Certain design considerations should be addressed in any project, regardless of the type of park. Historic elements should be surveyed and preservation should be considered for both facilities and landscapes. Impacts to the natural landscape should be assessed and should generally be minimized when constructing man-made elements. A preference should be given toward materials and construction techniques which improve energy efficiency and water/soil quality. Lighting and landscaping should allow for surveillance and policing activities, but should be designed primarily to accommodate the intended use of the park. On-site signage should be consistent in style and convenient to visitors, but should be inconspicuously integrated into the overall landscape.

Maintenance. All park projects should include a maintenance plan which addresses all phases of the project, including both landscaping and facilities.

Additional Guidance. Case studies, research, and guidance on park design are available through The Project for Public Spaces (www.pps.org).

The provision of public plazas adjacent to office and residential developments should be encouraged. (III-22)

Quality open space can be created through landscaping, public art, and historic preservation or interpretation. (III-57)

Sunlight should be preserved where possible for public spaces, such as streetscapes, plazas and parks. (III-4)

—City of Richmond 2004 Downtown Plan

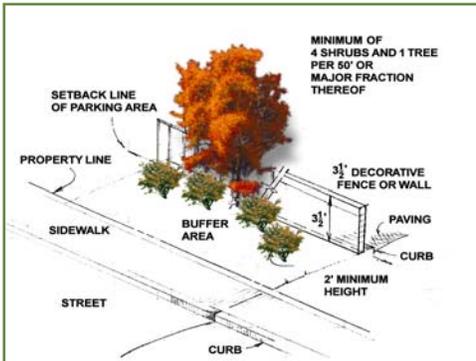


A warm summer day in the James River Park



Green roofs, like this one in New York City, can decrease storm water runoff in dense urban areas and provide pleasant views for office workers

Environment



City of Richmond Zoning Ordinance landscaping graphic

Design standards for landscaping should be incorporated in order to complement adjacent residential neighborhoods and facilitate pedestrian use. (55)

—City of Richmond 2000 Master Plan



Dogwoods blooming in the spring add vibrancy to the landscape in the foreground of Richmond's Carillon in Byrd Park

LANDSCAPING

Design. Plantings should be compatible with and relate to surrounding landscapes. Site landscaping should complement and soften new construction and building architecture. Plant materials should create spaces by providing walls and canopies in outdoor areas. In addition, landscaping should provide a sense of scale and seasonal interest.

Proposed improvements located within an area covered by an approved streetscape plan should be consistent with that plan. A listing of City plans with urban design components is provided in Appendix 6.

Species Diversity. Landscape plans should include diverse plant species, including evergreen, flowering and shade tree species combined with shrubs, ground covers and annual and perennial plantings. Shade trees for pedestrian comfort should be the predominant plant material in an urban setting.

Plant Selection. Plant materials should be adaptable to existing soils, climatic and lighting conditions, and be disease resistant. Native plant species are encouraged, but not required. A listing of recommended plant species for this region is provided in Appendix 5.

Maintenance. Maintenance should be considered when selecting landscaping materials. Significant healthy trees should be preserved and maintained. Trees on public and private property should be appropriately trimmed around utility lines. Hazardous dead or dying trees on City-owned property should be removed and replaced.

The Urban Design Committee supports the City Planning Commission's Resolution, dated April 2, 1991, which requires the submission of an analysis of required maintenance for landscape materials for all City Capital Projects. (see Appendix.2) The Urban Design Committee also supports programs in which citizens or organizations can participate in the maintenance of landscapes on City-owned property. Such programs may include adopt-a-tree, adopt-a-spot, and adopt-a-park. In addition, the Urban Design Committee supports contests and award programs that recognize achievements in urban design.

Additional Guidance. Additional guidelines are provided in the [Broad Street Streetscape Design Guidelines](#).

Environment

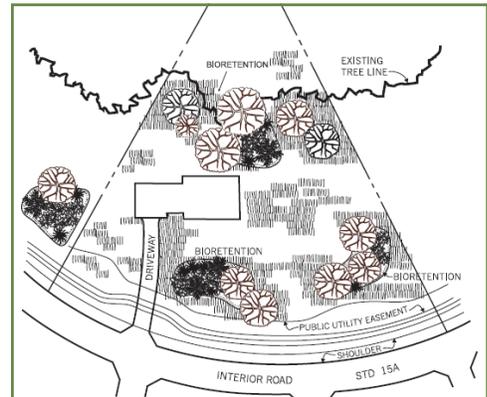
STORM WATER MANAGEMENT AND LOW IMPACT DEVELOPMENT

Concept. Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Almost all components of the urban environment have the potential to serve as part of the storm water management process in a Low Impact Development. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians.

Design. Site development should take measures towards conservation of natural resources. Where feasible, developments should also promote impact minimization techniques through alternative storm water management practices. Site design should locate storm water facilities outside of streams and wetlands, maintaining natural drainages, and preserving riparian buffers; preserve the natural cover on as much of the site as possible; minimize the overall impervious cover, locate impervious areas on less permeable soils, and have impervious cover drain to pervious cover, i.e. downspouts draining to the yard, not the driveway; increase the travel time of water off of the site; utilize soil management/enhancement techniques to increase soil absorption; revegetate all cleared and graded areas; use "engineered swales" for conveyance in lieu of curb and gutter where appropriate; and utilize level spreading of flow into natural open space.

Additional Guidance. The Master Plan Environmental Element and Chapter 6 of the City's Master Plan (Natural Resources and the Environment) provide guidance on the preservation and enhancement of the City's natural environment. Projects located within Chesapeake Bay Preservation Areas must comply with the requirements of the City's Chesapeake Bay Preservation Program. Additional guidance is provided in the Chesapeake Bay Preservation Program's Public Information Manual.

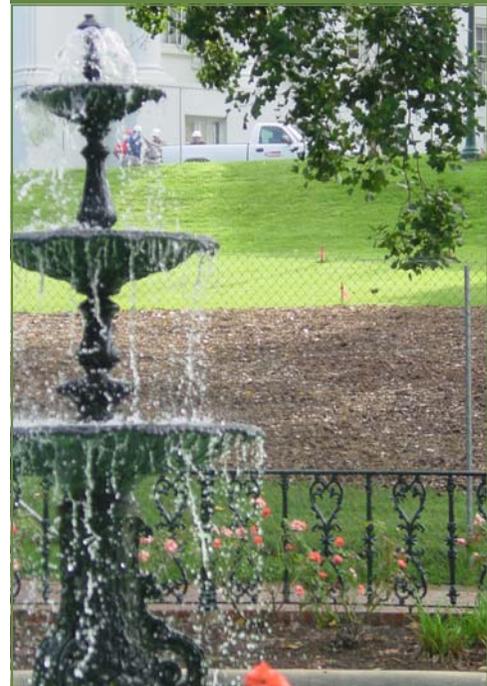
All new parking areas and lots are subject to the off-street parking improvement requirements and landscaping standards found in Article VII, Division 2.1 of the City of Richmond's Zoning Ordinance (Section 114 of the Richmond City Code).



Sample Residential Lot with LID Features



Example of pervious paving as part of a low impact development in Austin, Texas



Water features, such as the fountain at Capitol Square, provide visual interest

Environment

Graphic Sources.

City of Richmond's Zoning Ordinance (Section 114 of the Richmond City Code)

Low Impact Development; A Tutorial and Toolkit from Virginia Department of Conservation and Recreation and http://www.urban-nature.org/landuse/low_impact_development.htm

Dwell Magazine, June 2001

Old Richmond Today with photography by Richard Cheek and published by the Historic Richmond Foundation in 2004

Public Facilities

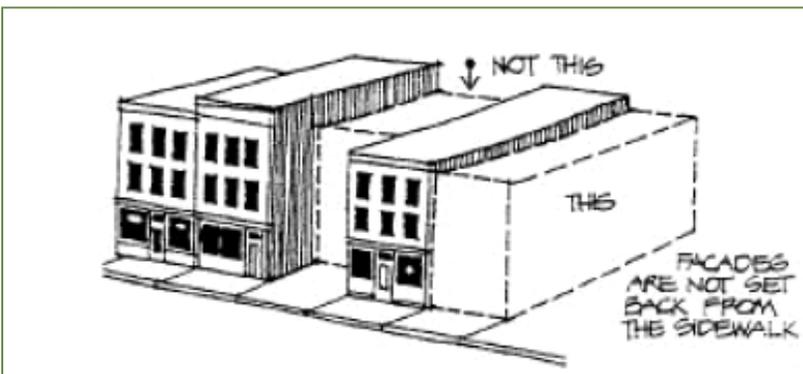
Service to the citizens of the City of Richmond is provided through a vast array of public facilities including schools, libraries, parks, recreation centers, fire stations, police precincts, public assembly and meeting spaces, and offices and complexes housing the general functions of City government. The City of Richmond's Master Plan states that it is important that these facilities are convenient, attractive, and accessible. The quality, design, and condition of all public facilities sets the image of the City, and sends a message about the values placed upon the services provided. Concentrations of large, formal buildings, which are typical of government, civic, and institutional uses, can have a positive effect on the image of the City. Green building practices, which minimize the environmental impact of buildings both in the construction phase and throughout the life of the building, should be considered in the construction of new public facilities as well as in the adaptation of existing public facilities. In general, public facilities should be designed to promote street activity and interaction with surrounding uses.

Guidelines in this document relating to the goals for public facilities found in the City of Richmond's Master Plan include guidelines for building orientation, building setback, site features, building proportion, building mass, building height, roof form, modular units, telecommunication towers, building materials, building colors, architectural details, windows, facade design, and handicap ramps.

General Site Design

BUILDING ORIENTATION

A building should be oriented toward the primary street that borders the site. Its facade should face the roadway and not appear to turn its back on the public right-of-way. It may be appropriate for a building's design to respect more than one street frontage. A building sited on a corner lot should face the larger or more traveled of the two streets. A building's entrance should be easily recognizable.



Appropriate setback versus inappropriate setback.

A building should be oriented toward a primary street that borders the site and not internal courtyards. (III-4)

A building's facade should face the roadway and not appear to turn its back to the public right-of-way. (III-4)

Sunlight and shadows should be considered when deciding building location and orientation and sunlight should be reserved where possible for public spaces, such as streetscapes, plazas, and parks. (III-4)

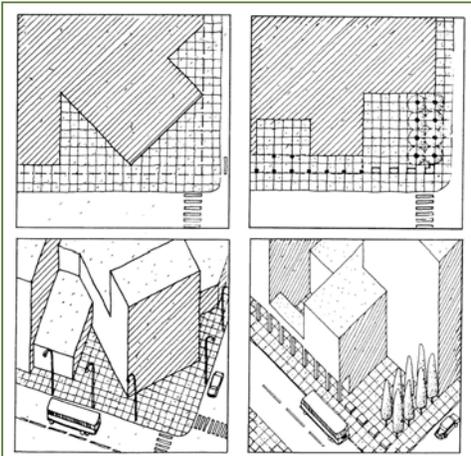
New buildings should be constructed with minimal setback to reinforce the traditional street wall. (III-4)

—City of Richmond 2004 Downtown Plan



New construction on Monument Avenue that respects the setbacks of neighboring buildings

Public Facilities



Comparison of setbacks, building massing and public plazas

The main entrance into a public building should be at ground level. This facilitates public access and makes it easier to accommodate handicapped persons.

Energy efficiency should be considered when deciding building location and orientation.

BUILDING SETBACK

A new building should have the same or similar setback as existing buildings on the same street. There will be situations, however, where a different setback would be appropriate for the type of building and the desired environment. Examples would include larger public buildings, such as schools and recreation centers, located within urban residential areas. In certain cases, a new building should be constructed with a minimal setback to reinforce the traditional street wall.

SITE FEATURES

The site should respond to its users through its design and by providing an appropriate array of amenities to serve those users. Circulation within the site should be geared toward pedestrian movements, not vehicular. Connectivity from the site to adjacent areas should be considered during the design phase.

The use of materials and the creation of features that increase sustainability by improving air and water quality and energy efficiency are encouraged. Facilities required for the ongoing operation of the building, such as loading docks, maintenance sheds, or HVAC equipment, should be to the rear of the site and screened from view. Screening should also be used for parking areas, which should be located to the rear of buildings as well.

The provision of plazas adjacent to buildings serving the public is encouraged. The design of such plazas should avoid large changes in grade from the street. Plazas should provide a pleasant transitional environment for pedestrians from the street to the building(s) it serves. Public plazas should use landscaping, public art, and historic preservation to create inviting spaces. Adequate seating, lighting and trash receptacles should also be provided in the design of plazas.

Design that promotes street activity and interaction with surrounding uses should be encouraged. (III-51)

Development in gateway areas reflects the surrounding architectural and urban context by encouraging similar building massing, setbacks, materials and architectural detailing. (III-22)

—City of Richmond 2004 Downtown Plan



The plaza in front of the Science Museum of Virginia offers a pleasant transition from Broad Street

Public Facilities

Building Design

BUILDING PROPORTION

The relationship of building width to height should be compatible with neighboring buildings along the same street. Building height, width, and relationship to adjacent structures should appear balanced.

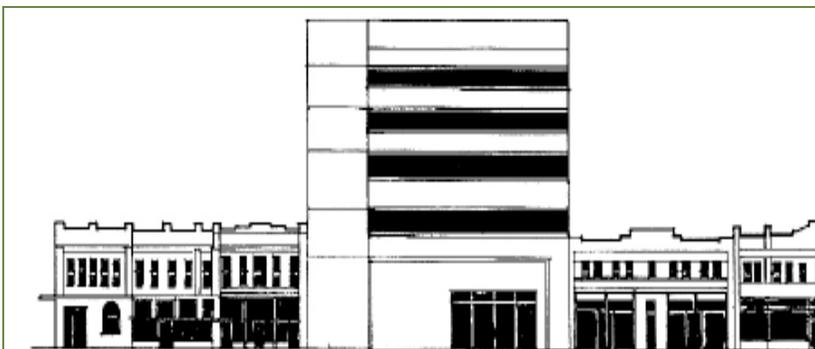
Public buildings, such as hospitals, schools, libraries and community centers, may require larger proportions than adjacent buildings. To minimize the visual impact on a neighborhood with smaller scaled structures, the public building should incorporate design techniques which strengthen its design relationship to adjacent buildings. Techniques may include: stepping back the building as it increases in height, varying the surface planes of the building, and breaking up the roof line to create smaller components.

BUILDING MASS

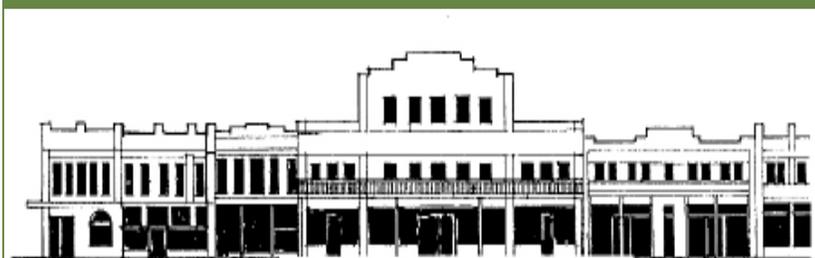
A building's mass should relate in shape and size to neighboring buildings. However, public buildings may have larger masses than adjacent buildings. In this case, larger scaled buildings should be designed sensitively to not overpower smaller adjacent structures. Techniques include: stepping back the building as it increases in height, varying the surface planes of the building, and breaking up the roof line to create smaller components.



Building height, width, and relationship to adjacent structures appears balanced in Broad Street's Historic District



Inappropriate building height, form, and massing for infill development



Appropriate building height, form, and massing for infill development



The public building housing the Richmond Convention Center has a much larger mass than surrounding buildings, but does not overpower the adjacent structures

Public Facilities



Building heights on East Main Street vary, but are compatible with each other with more height on the corners of the block



Rooftops on West Avenue mirror and relate to each other creating a rhythm to the street



Unsightly modular units

BUILDING HEIGHT

The height of a new building should be compatible with neighboring buildings. A corner building may be taller than adjacent buildings to define a primary entrance point to the block.

ROOF FORM

A building's roof form should relate to neighboring buildings. There may be instances, however, when this is not necessary. This may be the case if there is no general design theme in the neighborhood or if neighboring buildings have been significantly or inappropriately altered over time, then a building's roof form should not relate to neighboring buildings.. A building's roof form should be proportional to the building and its facade. A corner building may use its roof form to define an entry point location to the block. Larger scaled buildings should have varied roof forms and roof lines in order to minimize monolithic visual impacts. Roof materials and colors should blend with building materials and colors.

MODULAR UNITS

The Urban Design Committee is strongly opposed to the use of temporary modular classroom units by Richmond Public Schools to meet ongoing educational needs.

The UDC supports the City Planning Commission's policy, adopted July 17, 1995, which states that all future modular unit requests, including renewals of currently approved units, will not be considered unless they are submitted with a cost analysis which compares the cost of the modular unit(s) to the cost of constructing an addition or a new school in lieu of the modular unit(s).

TELECOMMUNICATION DEVICES

Whenever possible, new telecommunication devices shall be located on existing infrastructure. Telecommunication devices that are able to be co-located on existing towers are encouraged. All telecommunication towers are subject to Article VI Division 11 of the City of Richmond's Zoning Ordinance.

Public Facilities

Building Detail Design

BUILDING MATERIALS

Selection. New building materials should be compatible with and complement adjacent buildings. New materials should be appropriate for the size and architectural style of the building. Many different materials on a single building lead to visual confusion and should be avoided. For older buildings, inappropriate building materials or inferior materials which have been added over time and detract rather than add to the character of the building should be removed. For significant older buildings, original building elements, materials, and features should be retained and repaired, as feasible. Building materials and elements from an earlier time which are not appropriate for the architecture of the building should not be added to create a false historical appearance.

Durability and Maintenance. Building materials should be aesthetically and structurally durable, of high quality, and require little maintenance. Where appropriate, substances which resist graffiti should be applied to building materials to reduce maintenance requirements.

In most cases, synthetic reinforced stucco is not an appropriate exterior building material, because of its lack of durability and maintenance requirements. Synthetic reinforced stucco should not be used on the first floor of buildings where it is subject to wear and tear and vandalism. Super-reinforced synthetic stucco, however, may be appropriate for the first eight feet of building above grade.

Building textures and their combinations should add continuity and not conflict or detract from each other. Textures should be appropriate for the size, proportion and architectural style of the building and its surroundings. Reflectivity, durability and color of the texture should be considered.

BUILDING COLORS

The selection and use of colors should be coordinated and compatible with each other and with adjacent buildings. Individual buildings should not be painted the same color as an adjacent building to allow for variety and interest along the street. The use of multiple colors may be appropriate on a building elevation. However, no more than three different colors should be used on one plane. Combinations of extremely dark colors or a monochromatic approach to painting should be avoided. The color choice should be appropriate for the building material. Bright, vibrant colors are usually more appropriate as building accents or as accent colors on signs.



These older buildings are constructed of materials that are aesthetically and structurally durable, of high quality, and require little maintenance



The selection and use of colors on these row houses are coordinated and compatible with each other and provide variety and interest along the street



The 17th Street Farmers' Market facility is the appropriate size and architectural style for its surroundings

Public Facilities



Main Street Station's elaborate architectural details

ARCHITECTURAL DETAILS

Architectural details include cornices, roof overhangs, lintels, sills, molding, brick patterns, shutters, entrance decoration, chimneys and any other decorative indentations, projections or additions. These details add materials, textures and colors to the architecture, create shadows or highlight building focal points, and divide or define structural masses.

WINDOWS

The number, size, style and type of windows should be appropriate for the architecture of the building. The rhythm, patterns, and ratio of walls to windows should be proportional and be compatible with adjacent buildings. Too many different window variations on a building can lead to visual confusion and should be avoided. Window design is also influenced by and should be compatible with details such as sills, sashes, lintels, depth of reveal, decorative caps and shutters. If shutters are proposed, they should fit the window opening. The color of the window glass and its reflective quality should be carefully considered for its overall effect on the design. Highly reflective glass is not appropriate at street level.

Window openings should not be filled in with brick because of the difficulties in matching brick and mortar colors. If the filling of openings is unavoidable, the filled surface should be recessed from the original wall surface.

Energy efficiency should be considered in window design.

FAÇADE DESIGN

The design of new buildings should take design clues from neighboring buildings. There may be instances, however, when a building's facade design should not relate to neighboring buildings. This may be the case if there is no general design theme in the neighborhood or if neighboring buildings have been significantly or inappropriately altered over time.

A building should have an easily recognizable, inviting and accessible entrance on its facade. The use of special exterior paving, lighting and landscaping is encouraged to highlight a building's entrance.

A building's facade at ground level is paramount in establishing the vitality of a commercial district. Ground level design should be comfortable to the pedestrian. For example, there should be appropriate architectural detailing and windows at eye level.

There should be appropriate architectural detailing and windows at eye level. Display windows, where appropriate, are encouraged to provide interest along the streetscape. (III-4)

Highly reflective glass is not appropriate at street level and should be discouraged. (III-4)

A building should have an easily recognizable, inviting and accessible entrance on its facade. Ground level design should be comfortable for the pedestrian. (III-4)

—City of Richmond 2004 Downtown Plan

Public Facilities

Display windows are encouraged to provide interest along the commercial streetscape.

Large expanses of blank, undifferentiated wall are not appropriate building elevations, especially at the street level. Windows, projecting cornices, and architectural details, such as decorative masonry bands in an accent color, may be used to break up flat building planes.

Service areas should not be located along the front elevation of the building.

HANDICAP RAMPS AND WALKS (also see Handicap Curb Cuts in Transportation Chapter p.8)

Where possible, handicap ramps should be located so that they are sensitive to primary building elevations. The design of handicap ramps should relate to building architecture and exterior building materials. A ramp's base and its railings should be of an appropriate material and finish to complement the adjacent building. Unpainted wooden ramps are not acceptable. Landscaping may be planted adjacent to handicap ramps for screening. A preference is given to grade modifications that allow for handicap access through the building's primary entrance, as opposed to separate ramp facilities.

Additional Requirements. All handicap ramps must meet Americans With Disabilities Act (ADA) requirements.

The City of Richmond's Zoning Ordinance specifies different height, setback, and orientation requirements for buildings in each of the City's Zoning districts.

Graphic Sources.

Main Street Guidelines publication by the National Trust for Historic Preservation entitled "Keeping Up Appearances, Storefront Guidelines"

Glendale Redevelopment Area Urban Design Guidelines published by ELS Design Group and Draft Lawrence, Kansas Downtown Design Guidelines

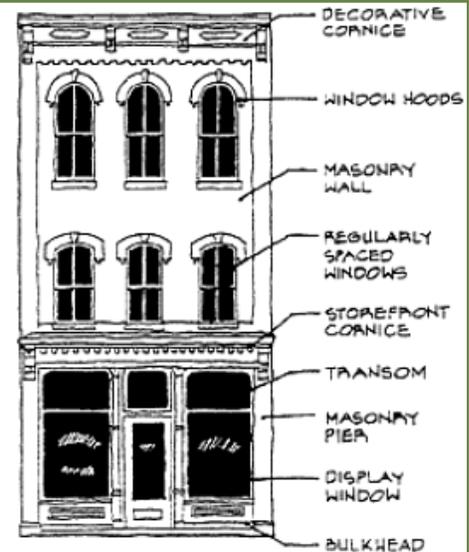
Old Richmond Today with photography by Richard Cheek and published by the Historic Richmond Foundation in 2004

Large expanses of blank, undifferentiated walls are not appropriate building elevations, especially at street level, and should be discouraged. (III-4)

A building's facade should face the roadway and not appear to turn its back to the public right-of-way. (III-4)

Security gates and doors on building facades should be discouraged, as they have a negative impact on the aesthetic quality of the streetscape. (III-7)

—City of Richmond 2004 Downtown Plan



Examples of architectural details

The main entrance to a building should be at ground level to facilitate public access, including access for handicapped persons. (III-4)

—City of Richmond 2004 Downtown Plan

Community Character

Streets should be enhanced with durable trees that provide scale, shade and color to the environment. (III-13)

Ornamental street lighting and way-finding signs should be of pedestrian scale. (III-13)

High quality furnishings including bus shelters, benches, tree grates or wells, trash receptacles and bike racks should be installed throughout Downtown. (III-13)



Pleasant streetscape in the Museum neighborhood

Improvements that enhance safety, such as pedestrian crosswalk indications, should be installed as a standard amenity at all signalized intersections. (III-13)

The Downtown pedestrian environment should be improved by enhancing Downtown streets with ornamental lighting, landscaping, trees, pedestrian crosswalk indications and street furnishings. (III-22)

—City of Richmond 2004 Downtown Plan

Good urban design can help create lively spaces with distinctive character. High-quality urban design can also create streets and public spaces that are safe, accessible, pleasant to use and human in scale. The design of everyday details, such as lighting, signs, and site furnishings, is an integral part of what defines a community's character. According to the Master Plan, Richmond's urban character and cultural resources can be a strong incentive to retain existing residents and attract new residents, businesses, and visitors.

Guidance in this document relating to the goals for community character found in the City of Richmond's Master Plan include guidelines for streetscapes, lighting, signs, site furnishings, walls, fencing, and screening.

STREETSCAPES

Streetscapes can be defined as the space between the buildings on either side of a street that defines the street's character. Streetscapes are the principal link between public and private spaces. It is important that streetscapes are designed to reflect the character of the neighborhood and to offer a safe, comfortable environment for pedestrians. The elements of a streetscape that can be used to create such environments include building facades, landscaping, sidewalks, street paving, street furniture, signs, awnings, and street lighting.

Design. Entrances and pedestrian walkways should enhance the streetscape and delineate an edge between pedestrian walkways and the street. Appropriate landscaping should be used to clearly define entrances and pedestrian walkways. In order to create attractive streetscapes, service and utility lines should be located underground if at all possible.

Sidewalk Paving Material. Simpler paving designs are more compatible with diverse building styles and better unify the various design elements found on City streets. The color of brick and concrete pavers should coordinate with building architecture and adjacent streetscape pavements.

Colored concrete is not recommended for sidewalks. Weathering makes it nearly impossible to match colored concrete when sidewalk repairs are necessary.

Materials that have an uneven surface should be avoided in pedestrian areas. However, historic features, such as existing cobblestone streets and alleys and stone crosswalks, shall be preserved.

Provision of New Sidewalk. New development should provide sidewalks along streets where there are currently no sidewalks.

Community Character

Urban Street Tree Placement. Street tree placement should respect building storefronts and signs. Trees at intersections should be planted at least 25 feet away from a corner to allow for adequate line of sight in all directions. Generally, new street trees should be located a minimum of 35 feet from each other and three feet from the curb. The distance between a street tree and a street light will depend on the type of light. Generally, a street tree should be no closer than 12 feet from a streetlight.

Plant Selection. Street tree species should be selected for performance in urban situations. For example, the root structure should be conducive to urban conditions. The height of the tree at maturity should respect any overhead utility lines. The tree's branching tendency and leaf size should be considered. Tree species that drop berries or fruit or have thorns are generally not recommended. A listing of recommended street trees for this region is provided in Appendix 5.

To create a uniform tree-lined street, generally no more than two species of street tree should be used along a single block face of a roadway. A different tree species may be used to highlight intersections, where appropriate. If two tree species are selected, they should uniformly alternate along the street.

Tree Wells. Alternatives to metal tree grates are encouraged, unless a precedent has been established in the area. If tree grates are used, they should be regularly maintained. Expansion rings should be removed as the tree trunk grows.

Hardy ground covers, such as liriopse, should be planted under street trees, where appropriate. The ground covers should be well maintained. Pea gravel alone is not an appropriate material under street trees.

Proposed development located within an area covered by an approved streetscape plan should be consistent with that plan. A listing of City plans with urban design components is provided in Appendix 6.

LIGHTING

Lighting Plan. The goal of the general lighting plan should be to achieve uniformity of light coverage, type and color of lighting, location, fixture style, appropriate lighting levels, the correct height and angles of lights, the benefits of horizontal or vertically mounted lights, and light trespass or pollution. A general lighting plan is required for plans of developments, community unit plans, and any comprehensive streetlight project. The lighting plan should differentiate in the scale of lights required for roadway (vehicular)

Standards for street lighting, sidewalk and landscaping should be incorporated to complement adjacent residential neighborhoods and facilitate pedestrian use. (55)

Streetscape improvements should be used as a means of retaining the pedestrian character of city streets as they cross interstate and traverse other overpasses. (55)

Lighting improvements can reduce crime and the fear of crime. (117)

Streetscapes should enhance the attractiveness of neighborhoods. (101)
—City of Richmond 2000 Master Plan

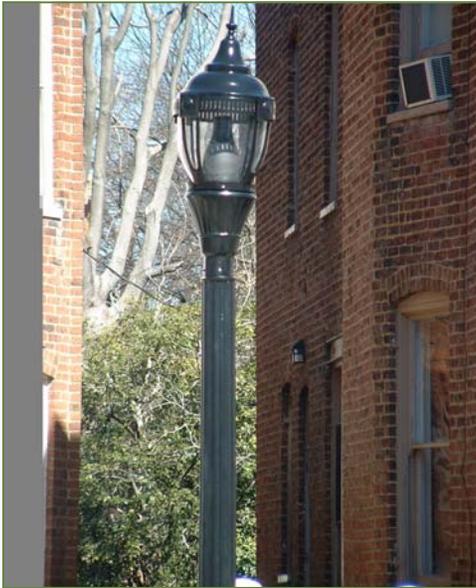
Ornamental street lighting and way-finding signs should be of pedestrian scale. (III-13)

Pedestrian level street lighting should be installed in pedestrian priority areas. (III-70)



Pleasant streetscape in the Jackson Ward neighborhood

Community Character



Decorative light fixture in the Fan Neighborhood



Granville light fixture on East Broad Street

and for walkway (pedestrian) lighting. Light height and spacing is generally determined by the lamp output and the desired average illumination on the roadway and pedestrian walkway. Exterior lighting should be well-conceived and properly installed according to a general lighting plan. Exterior lighting should also avoid light pollution by directing light downward.

Proposed lighting improvements located within an area covered by an approved streetscape plan should be consistent with that plan. A listing of City plans with urban design components is provided in Appendix 6.

Location. The roadway and/or pedestrian lighting should illuminate circulation and activity zones and facilitate safe pedestrian and vehicular movement. Appropriate illumination should be provided at points of decision, such as intersections, crossings, bus stops, steps, arrival points and other special features. Building facades, important architectural details, and site features, such as specimen plantings, art work and freestanding signs, may be highlighted by appropriate facility lighting.

The location of street trees may affect the consistency of illumination along the streetscape. The distance between a street tree and a street light will depend on the type of light. Generally, the center of a street tree should be no closer than 12 feet from a streetlight. The selection of lighting fixtures and street trees should be consider in conjunction with one another.

Off street parking should be well lit with an even distribution of a minimum of .5 to 1.0 foot candles.

For pedestrian areas, pedestrian light fixtures should be 10 to 15 feet above the ground. The pedestrian light poles should be placed 40 to 60 feet apart, depending on the desired light level and the photometric characteristics of the light fixture.

For vehicular areas, light fixtures should be 20 to 35 feet high, but should not be taller than the adjacent buildings, where possible.

Illumination. Consistent levels of illumination should be maintained in public areas. Safe and comfortable circulation depends more on the consistency of illumination than on the level or brightness of the lighting. All light sources should be shielded to reduce glare, spill light, and wasted light. Lighting in commercial areas should not spill over onto adjacent residential areas. The color of light source should be considered. High-pressure sodium produces a yellow colored light, and metal halide is a more natural white light.

Community Character

Fixture Design. Building, site and parking lot light fixtures should be coordinated and compatible with the architecture of the building. The design of streetlights should reinforce the character of the street. Simpler fixture styles are recommended to be compatible with the many different architectural styles found on City streets. Where compatible, City standard poles, luminaries and accessories should be used for public spaces. New light fixtures may be affixed to existing metal or concrete utility poles, for cost effectiveness and to reduce clutter on the sidewalk.

Lighting fixtures should be consistent with existing fixtures in the surrounding area. Fixture consistency shall be determined by a minimum of a three block radial survey of the area surrounding the proposed project for smaller projects. For larger lighting projects, a general lighting plan shall be required with documentation of the lighting fixture design in areas surrounding the project.

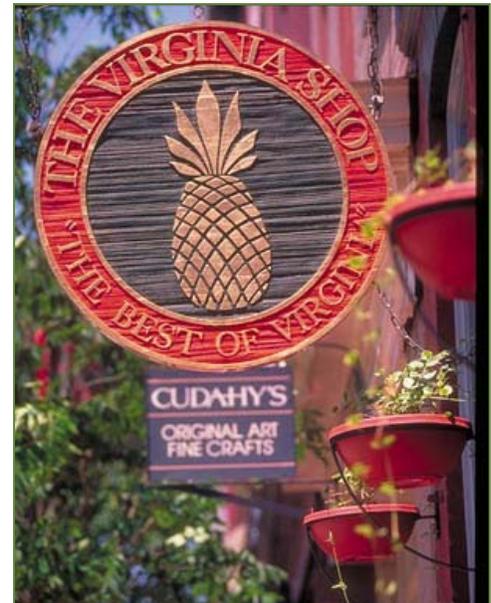
The finish on street lights and site furnishings should coordinate. The replacement of cobra-head light fixtures is encouraged by the UDC. When not replaced, the older cobra-head light fixtures and metal poles may be painted to match the site furnishings. The City standard color is DuPont Hunter Green PFG-509-S8.

Additional Requirements. Proposed lighting improvements located within an area covered by an approved streetscape plan should be consistent with that plan. All outdoor lighting is subject to Section VI, Division 8 of the City of Richmond's Zoning ordinance.

SIGNS

Placement and Size. A sign should fit the architecture of the building. A sign should not be too large for a building or overwhelm its architecture. Signs should not obstruct architectural elements and details that define a building's design. Signs should be placed so that they are sensitive to the signs of adjacent businesses. Freestanding signs should also relate to the architecture of the building. The sign's base may be constructed of like building materials. Additional traffic signs should be coordinated with existing or new poles to avoid additional clutter.

Message. A sign's message should be easy to read and direct. It should not contain too much information. The message should clearly relate to the use of the building. The use of "sponsor" advertising should be discouraged. This type of advertising has an assembly line appearance, sends a confusing message, and does not promote individual store identity.



Pedestrian-oriented sign in Shockoe slip

Signs in the Downtown should be pedestrian scaled. (III-7,13)

The identity of individual shopping districts should be reinforced with coordinated signage, store directories and information kiosks. (III-37)

—City of Richmond 2004 Downtown Plan



Attractive signage at Stony Point Fashion Park

Community Character



Attractive site furnishings in the courtyard of an adaptively reused tobacco warehouse on East Cary Street

Active use of open space can be encouraged by providing adequate seating, lighting and trash receptacles. (III-57)

Bus shelters, benches and trash cans should continue to be installed at transit transfer areas and other high volume transit stops Downtown. (III-18)

High quality furnishings including bus shelters, benches, tree grates or wells, trash receptacles and bike racks should be installed throughout Downtown. (III-13)

—City of Richmond 2004 Downtown Plan

Lettering. Generally, sign lettering should be 4 to 14 inches high and should be in proportion to the area in which it will be displayed. One inch should be added to the lettering height for each additional 50 feet between the sign and the viewer. The lettering style should be easy to read and should reflect the image of the business it represents.

Color. Sign colors should relate to and complement the materials and color scheme of the building, including accent highlights and trim colors. The stronger the color contrast between the lettering and the background, the easier it is to read the sign. For example, light colored lettering will read better against a dark colored background.

Illumination. Internally illuminated signs are not appropriate in or adjacent to residential areas. Internally illuminated signs should have light lettering and dark, opaque backgrounds for improved readability and minimal glare. For indirectly illuminated signs, the spotlights should be shielded to minimize glare. All lighting and electrical parts should be concealed from view.

Landscaping. Freestanding signs should be landscaped with appropriate deciduous evergreen shrubs, ground cover planting, annuals and/or perennials.

Additional Requirements. All signs are subject to the applicable sign requirements set forth in Article V of the City of Richmond's Zoning Ordinance. For signs that encroach into the public right-of-way, additional guidance may be found in the "Encroachment" chapter of this document.

SITE FURNISHINGS

Design. Site furnishings, such as benches and trash receptacles, should be appropriately styled and scaled to complement building architecture and to reinforce the character of the streetscape. Streetscape furnishings and streetlights should coordinate with each other in style, color and finish. Simpler forms are recommended to be compatible with the many different architectural styles found on City streets.

The design of the furnishing should support its function. For example, a trash receptacle should be large enough and be easy to dump. Benches should be designed for comfortable seating and not for sleeping.

Decorative streetscape planters are not recommended, unless they will have plantings in them year-round and be well maintained.

Community Character

Street furnishing should be consistent with existing street furnishing in the surrounding area. Street furnishing consistency shall be determined by a minimum of a three block radial survey of the area surrounding the proposed project.

Proposed site furnishings located within an area covered by an approved streetscape plan should be consistent with that plan. A listing of adopted City plans with urban design components is provided in Appendix 6.

Placement. Site furnishings should be conveniently located for the pedestrian, but should not obstruct pedestrian circulation. Furnishings should be located where people congregate, such as at bus stops, in front of major attractions, and in parks and plazas. The placement of furnishings should not create visual clutter on the streetscape.

Furnishings may be grouped together, where appropriate. However, trash receptacles should be placed in the vicinity of bench groupings, but not directly adjacent, because of wasps and other insects in summer months.

Inappropriate existing furnishings should be removed, prior to locating new furnishings.

Durability and Maintenance. Site furnishings should be durable, both in construction and finish, and be easy to maintain and to install. Site furnishings should have vandal-resistant features. Replacement parts or components should be readily available and easily installed. Finish colors should be easily matched.

WALLS, FENCING AND SCREENING

Design. The design of walls or fences and screening should be consistent with the design, materials, colors and textures of the adjacent buildings.

Rooftop mechanical equipment should be screened by the building's roof line, with walls constructed of matching wall or roof material, or may be painted to match the roof color.

All trash receptacles, dumpsters, fuel tanks and significant building mechanical equipment on the exterior of a building should be screened.



Example of a modern bench with a center rail from Chicago, IL



Street furnishing, bicycle racks, in front of retail shops

Large expanses of blank undifferentiated walls are not appropriate building elevations, especially at street level, and should be discouraged. (III-4)

Treat I-95 as a continuous image corridor....enhance good views, improve unattractive views, or screen with vegetative buffers or fences. (III-22)

—City of Richmond 2004 Downtown Plan

Community Character



Iron fencing in front of Linden Row on East Franklin Street complements and accentuates the architecture of the buildings it surrounds



Chain-link fencing with barbed wire on West Cary Street are not appropriate fencing materials

Material and Color. Materials, colors and finishes should complement the materials, colors and finishes of the building. Masonry walls with iron gates are acceptable screening materials. Maintenance requirements should be considered when selecting fencing or screening materials.

Landscaping. Evergreen tree and/or shrub plantings should be located adjacent to walls and fences to strengthen their screening ability. Evergreen trees and/or shrubs should also be planted adjacent to large screening enclosures to improve their appearance.

Chain Link Fencing. In most instances, chain link fencing is not an appropriate fencing material. It is the policy of the City Zoning Administration not to accept chain link with blinds as an appropriate screening material. The blinds are not durable and often disappear. If chain link is required, however, for safety or security purposes, the entire structure (fabric, posts and railings) should be coated with a dark colored vinyl, preferably black, and supplemented with sufficient evergreen landscaping. Barbed wire and razor wire are not appropriate fencing materials in most situations.

Encroachments

Encroachments are any legal use of the public right-of-way by a private entity. There are many existing encroachments within the City of Richmond. Any new encroachments should be examined carefully and permitted sparingly because when allowed, they privatize the use of public space.

The encroachment process for the City of Richmond is administered by the Department of Public Works (DPW). Changes implemented in December 2004 have streamlined the process for better customer service. There are two types of encroachments based on the type of work proposed; ones that can be administratively approved, and those that only City Council can authorize.

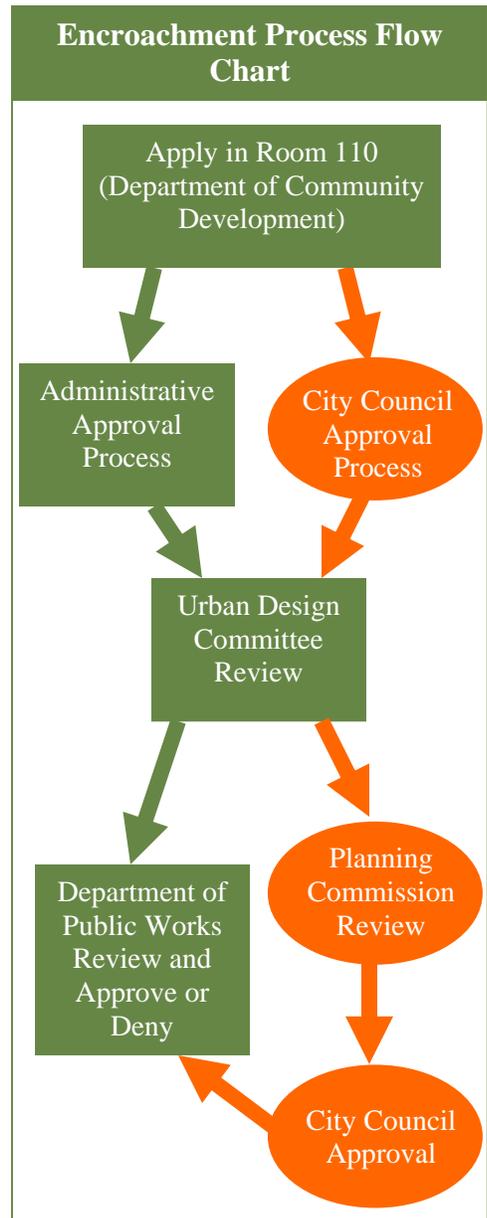
The Urban Design Committee (UDC) provides an aesthetic recommendation to the DPW in regards to a number of types of above-grade administrative encroachments. The UDC requires its application process be followed, and reserves the right to require additional information if so needed. Encroachments preexisting 1954 are not subject to UDC review. The UDC reviews the application and makes a recommendation. When City Council is required to review an encroachment, the UDC reviews and provides a recommendation to the City Planning Commission, which then provides a recommendation to City Council.

Applications for encroachments are initiated through the permitting process (building, work in streets, signs, etc.).

SIGNS (for additional guidance see Community Character Section)

Signs encroaching into the public right-of-way should be compatible in scale, style, and composition with the building or storefront design as a whole. Signs should not obscure a building's important architectural features and details that define a building's design, particularly in the case of older buildings. Signs should be placed so that they are sensitive to the signs of adjacent businesses. Freestanding signs should also relate to the architecture of the building. The base of signs may be constructed of building materials similar to the building to which it relates. Durable materials and quality manufacturing should be used for all signs. If a sign projects more than four inches into the public right-of-way, it must allow for a minimum clearance of eight feet above grade.

Additional Requirements. All signs are subject to the applicable sign requirements set forth in Article V of the City of Richmond's Zoning Ordinance.



Sign encroachment on Cary Street

Encroachments



Door swing in Shockoe Slip that could be a hazard for pedestrians



Outdoor dining with no barriers on Grove Avenue



Outdoor dining with barriers on Cary Street

LIGHTING (for additional guidance see Community Character Section)

Exterior building and accent lighting can be used to highlight architectural features and bring buildings to life in the evening. Exterior building and accent lighting can also improve the pedestrian environment by helping to light the sidewalk.

Design. Building-mounted light fixtures should not extend more than eighteen inches into the public right-of-way. If a fixture projects more than four inches, it must allow for a minimum clearance of eight feet above grade. Light fixtures should be shielded to prevent glare for pedestrians, motorists, adjacent businesses, residents, or tenants. Projected light or logos from canopies should be limited to shine only directly under the canopy or marquee. Moving, blinking, or strobe lights are discouraged for any light fixture encroaching into the public right-of-way. The up-lighting of trees is supported by the UDC in cases where it is respectful of the context. Lighting in tree wells should be modest in scale and not ascend beyond the crown of the tree.

Additional Requirements. Proposed lighting improvements located within an area covered by an approved streetscape plan should be consistent with that plan. All outdoor lighting is subject to Section VI, Division 8 of the City of Richmond's Zoning ordinance.

DOOR SWINGS

The Urban Design Committee does not support the encroachment of door swings into the public right-of-way. Recessed entries are encouraged. When a recessed entry is not feasible, the encroachment of the door swing into the public right-of-way should be minimized as much as possible.

PEDESTRIAN BRIDGES

The Urban Design Committee does not support the use of pedestrian bridges. If they are used, the bridge should span no more than the width of the right-of-way. Pedestrian bridges should be level, with little to no incline. The materials used for the construction of pedestrian bridges should not be opaque or made of reflective material, so as to minimize the obstruction across the public right-of-way.

OUTDOOR DINING

Outdoor dining facilities can add life and vibrancy to the streetscape. However, they can also obstruct the public right-of-way and become a safety hazard. Outdoor dining facilities that encroach into the

Encroachments

public right-of-way should only be considered when there is adequate sidewalk width to accommodate both the dining facilities and the pedestrian. Outdoor dining facilities should be maintained at street level; any change in grade between the sidewalk and the outdoor dining facility should be minimized. Outdoor dining facilities must be clearly delineated by vertical elements or fences to comply with the State of Virginia regulations for serving alcoholic beverages and to prevent the restaurants from spreading beyond their designated areas. Any barriers around the outdoor dining facilities should not be entirely solid or opaque. The materials used to delineate the dining space as well as the outdoor dining furniture and accessories should not be affixed in place, and should be brought inside when the restaurant is not operating or during inclement weather. The outdoor dining furnishings should reflect the character of the restaurant while respecting the spirit of the street design.

NEWSPAPER BOXES

One or more newspaper vending machines can create an eyesore or visual clutter in the streetscape. Therefore, newspaper vending machines should be consolidated into newspaper/utility enclosures or racks.

PLANTERS

Both hanging planters and planters placed on the ground are discouraged in the public right-of-way. Planters and the materials planted in them must be maintained at all times. All planters must be removable for periodic maintenance. Planters should be constructed of durable materials, which do not harm the streetscape. Treated wood and plastic are discouraged.

SECURITY GATES

Roll-down security gates are strongly discouraged. Security gates can have a negative impact on the character of urban shopping areas. If security gates must be used they should be located in the interior of the window in order to avert encroachments into the public right-of-way. The UDC supports the October 2, 1995 resolution of the City Planning Commission regarding a policy statement for security gates and door encroachments. This resolution can be found in Appendix 3.

AWNINGS AND CANOPIES

Type. Awnings and canopies should respect the shape of the storefront, door or window opening. Generally, fixed or retractable, sloped awnings are the traditional awning type and are appropriate for most older buildings.



Pedestrian bridges at Virginia Commonwealth University's MCV Campus



Example of newspaper enclosures



Awning color that compliments the building's color scheme

Encroachments



Professionally applied signage on an awning above an outdoor dining area in Shockoe Bottom

Banners and public art should be used to strengthen the individual identities of Downtown districts.

(III-13)

—City of Richmond 2004 Downtown Plan



Banner from Richmond Renaissance's Live, Work, Play Downtown Promotion

Size and Placement. Awnings and canopies should fit within the storefront, door or window opening. They should complement the scale of the building and should not overwhelm or dominate its facade. The size, type and placement of awnings and canopies should not interfere with signs or distinctive architectural features.

Material. The recommended material is canvas or vinyl-laminated polyester. The material should be flame retardant and should resist fading. Reflective or plastic-like fabrics are not recommended for traditional buildings or areas.

Color. Awning color should be coordinated as part of the building's overall color scheme. Buildings with complex color schemes should use subtle hues for awnings so not to overwhelm other details. Simple, unadorned buildings may use brighter colors to highlight the facade. Harsh or gaudy colors that compete for attention and detract from the building's overall image should be avoided.

Signage. Professionally applied lettering may be added to the valance area of an awning or canopy. Usually 4 to 8 inch high lettering is sufficient. The lettering should be silk-screened, heat-color transfer or hand-painted. Spray painting is not recommended, as it tends to fade more rapidly, and self-adhesive vinyl is not durable, because the adhesive loses its bonding quality over time. Sign color should complement the awning or canopy color.

Illumination. The illumination, up-lighting or backlighting, of awnings and canopies is not permitted. Backlit awnings and canopies are not appropriate, and the entire awning or canopy could be interpreted as a sign.

Maintenance. The building owner should understand maintenance requirements. Fabric awnings generally last 5 to 7 years, and should be cleaned on a regular basis.

Additional Requirements. Design regulations are set forth in the Code of the City of Richmond, Chapter 26.1, entitled "Streets, Sidewalks and Public Ways."

Awning and canopy signage is subject to the applicable signage requirements set forth in the City's zoning ordinance.

BANNERS

The Urban Design Committee, at the request of the City Administration, is the review agency for all banners proposed to be erected in the public rights-of-way. The purpose of the City's Banner Program is to enhance the visual and aesthetic character of the City. Advertising of for-profit commercial operations, political

Encroachments

statements, and personal messages will not be considered as acceptable proposals. Each proposal will be reviewed on its own merit.

Location. Banners will only be allowed in certain commercial areas and only within the City rights-of-way. Banners located on private property are not subject to review by the Urban Design Committee, unless such banners encroach into the public right-of-way. Banners will be allowed on City-owned utility poles, only after it is determined that emergency access, overhead wires, sight lines, traffic signal conflicts, vehicle clearance, etc. will not be a factor. Banners proposed on utility poles which are not owned by the City must also be reviewed by the Urban Design Committee, if such banners will encroach over the public right-of-way. The Urban Design Committee or its designee must review the proposed banner locations and the number of banners at each location.

Message and Graphic Content. No personal messages, political messages, or any other form of advertisement will be allowed, with the exception of event banners in use no longer than 30 days. Such event banners may list sponsors. The character and design suitability of geometry, shape, pattern, color, and rhythm must be reviewed by the Urban Design Committee or its designee. Written messages on banners may not exceed 40% of the surface area of the banner. No arrows or other graphic techniques used to provide direction or “trail blazing” will be allowed.

Design. Rectangular banner shapes are preferred. However, other shapes may be considered, if secure mounting can be provided. The minimum width of any single banner panel is 10 inches. The maximum width is 2-1/2 feet. The minimum length of any single banner panel is 3 feet. The maximum length is 10 feet. The maximum area of a single banner is 25 square feet. The maximum total area of all banners on a pole is 50 square feet. No more than two banners are allowed per utility pole. No colors, color combinations or designs are expressly prohibited. Each proposal will be reviewed on its own merit.

Materials and Maintenance. No materials are expressly prohibited. However, all banners must have wind relief cuts or feature similar techniques to minimize flapping, waving, and other wind load induced stresses. All banners must be maintained in an acceptable manner, regarding mounting height and security, orientation, plumb, rigidity, etc. The City shall have the right, at any time, to remove and dispose of any banner that becomes damaged, torn, stained, discolored, faded, or otherwise in such condition that the intent of the Banner Program is not being served. Each banner installation request must specify both installation and removal dates. No banner may remain in the same location for more than 12 consecutive months.



“Welcome to Richmond” banner of Forest Hill Avenue is part of the City of Richmond’s Gateway Banner Program

Encroachments



Unsightly overhead wires add visual clutter to a commercial streetscape

Mounting. The lowest point of any banner or mounting hardware must not be less than 12 feet above the ground level. At a minimum, the proposed mounting system must include a double rod bracket securing the proposed banner at the top and bottom. The mounting system must be safe for the public, must be removable from the utility pole with normal hand tools, and must in no way weaken or alter the physical characteristics of the utility pole. The Department of Public Utilities will determine compliance with the mounting criteria.

Additional Requirements. The regulations for the Banner Display Program, applicable to certain areas of the City, can be found in the Code of the City of Richmond, Section 90-256.

OVERHEAD WIRE AND CABLE ENCROACHMENTS

The Urban Design Committee supports the City Planning Commission's Resolution, dated February 6, 1995, which discourages new overhead wire and cable encroachments in the public right-of-way. (see Appendix 4.) All new wires and cables should be placed underground, as feasible.

The Committee advocates that all existing overhead utility wires and cables should be relocated underground, as feasible, especially in neighborhood business and residential areas.

The Committee encourages the development of a plan for a phased network of underground cable-ready infrastructure. This infrastructure would consist of a series of interconnected hollow tubing which could accommodate existing and future wires and cables. Implementation of such a plan would minimize the impact of overhead wires and cables on the visual environment, facilitate the placement of existing overhead wires and cables underground, and accommodate future wires and cables in an appropriate manner.

Graphic Sources.

<http://www.usbridge.com/bridges/used.asp>

Appendix 1

Crime Prevention Through Environmental Design (CPTED)

Concept. Crime Prevention Through Environmental Design (CPTED) is a crime-deterrent concept that proper design and effective use of the built environment can lead to a reduction in crime and fear and an improvement in the quality of life. Implementing CPTED principles help to create and maintain an environment that people perceive as being safer and that deters criminal activity, and is not intended to create landscapes void of vegetation.

The five main principles of CPTED are explained below:

Natural Surveillance. Generally, a criminal does not want to be observed while committing a crime. The design focus is to create environments where there are opportunities for people, engaged in their normal behavior, to observe the space around them. Design guidelines promoting natural surveillance include the placement of physical features, activities, and people to maximize visibility. An example would be to provide appropriate lighting in a public area, so that people in adjacent buildings could easily observe activities at night.

Activity Support. This principle recommends locating safe, active uses into problem environments, so that people involved in the activities will become part of the natural surveillance system. An example would be to place ball courts in a community park to attract neighborhood users who will displace criminal activity.

Access Control. Most criminals will try to enter an area where they will not be easily observed. Limiting access into that area and increasing natural surveillance can deter crime. Design guidelines include guiding people in and out of spaces by the deliberate placement of entrances, exits, walls, fencing, landscaping, and lighting. An example would be only permitting public access into a building through a single entrance and locating a monitor station at that entrance.

Territorial Reinforcement. Generally, people feel safest with clearly defined personal territory, and they will defend what belongs to them. This principle advocates that public and private spaces should be clearly delineated, so that ownership can be determined. A sense of ownership encourages property owners to challenge abuse of that space or any unwanted acts in that space. Property owners will take notice of strangers or intruders into that space. Design guidelines include the use of site features that express ownership, such as fences, signage, pavement treatments, and landscaping. An example would be to clearly mark public from private space by using a low hedge or fence around a front yard.

Maintenance. Appropriate maintenance is necessary for the continued use of a space for its intended purpose. There is no expression of ownership in a poorly maintained area, and negative perceptions will deter normal users from the area. Characteristics may develop which provide opportunities for crime, such as overgrown landscaping and inoperative lighting.

Appendix 2

City of Richmond
City Planning Commission



900 East Broad Street, Richmond, Virginia 23219
804 • 780-6304

April 2, 1991

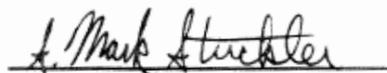
RESOLUTION OF THE RICHMOND CITY PLANNING COMMISSION
APPROVING A LANDSCAPE MAINTENANCE POLICY
FOR CITY CAPITAL PROJECTS

WHEREAS, The Urban Design Committee has requested that the Planning Commission adopt a policy requiring the submission of an analysis of required maintenance for landscape materials that are a part of any City Capital Project; and

WHEREAS, There have been a number of recent Capital Projects involving substantial landscaping improvements which must be maintained by the City of Richmond;

NOW, THEREFORE, BE IT RESOLVED, That it is the policy of the City Planning Commission that as part the approval of the "Location, Character and Extent" of any Capital Project, an analysis shall be prepared of the required maintenance of proposed landscape improvements. The analysis shall be conducted at the design schematic phase. It shall include the advice of the City agencies involved in the design and maintenance of the proposed Capital Project and shall give consideration to the selection of plant materials which are less maintenance intensive. **The analysis shall include an annual maintenance schedule, estimates of the cost of labor and equipment, and the impact on current staffing and the work program.**


CHAIRMAN


SECRETARY

Appendix 3

City of Richmond
City Planning Commission



900 East Broad Street, Richmond, Virginia 23219
804 • 780-6304

October 2, 1995

**RESOLUTION OF THE RICHMOND CITY PLANNING COMMISSION APPROVING A
POLICY STATEMENT FOR
SECURITY GATE AND DOOR ENCROACHMENTS**

WHEREAS, the City Planning Commission is charged with the responsibility to approve the Location, Character and Extent of improvements and encroachments within the public right of way; and

WHEREAS, there have been an increasing number of requests for encroachments involving security gates and doors; and

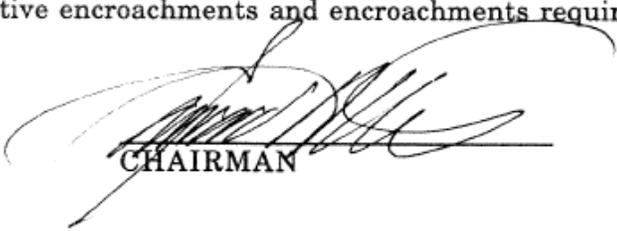
WHEREAS, the City Planning Commission has determined that security gates and doors, and in particular solid steel roll down security doors, have a negative impact on the aesthetic quality of the City's streetscape; and

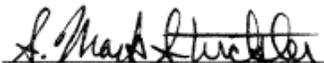
WHEREAS, there has been a request by the Leadership Council on Safety and Security in Downtown to revise the City Planning Commission's existing Security Gate and Door Encroachment Policy dated September 8, 1992;

NOW, THEREFORE, BE IT RESOLVED, that it shall be the policy of the City Planning Commission to discourage new encroachments for security gates and doors, and in particular encroachments for solid steel roll down security doors, as such encroachments would have a negative visual impact on the streetscape of a business or residential district. The Commission encourages replacing existing glass with polycarbonate or other attractive alternatives to security gates. Where security gates or doors are necessary, they should be of a see-through grille style installed within the building whenever possible and the use of solid steel roll down security doors should be prohibited.

It is not the intent of this policy to restrict the installation of security gates or doors that encroach into alleys, except where such gates or doors would be clearly visible from a street located in a business or residential district. Nor is it the intent of this policy to restrict the installation of security gates or doors in industrial districts, except where such gates or doors would be clearly visible from a street located in a business or residential district.

This policy applies to both administrative encroachments and encroachments requiring City Council approval.


CHAIRMAN


SECRETARY

Appendix 4

City of Richmond
City Planning Commission



900 East Broad Street, Richmond, Virginia 23219
804 • 780-6304

February 6, 1995

RESOLUTION OF THE RICHMOND CITY PLANNING COMMISSION
AMENDING A POLICY STATEMENT FOR
OVERHEAD WIRE AND CABLE ENCROACHMENTS

WHEREAS, the City Planning Commission is charged with the responsibility to approve the "Location, Character and Extent" of public improvements and private encroachments within the public right-of-way; and

WHEREAS, the City Planning Commission has determined that overhead wires and cables have a negative impact on the aesthetic quality of the City's streetscape; and

WHEREAS, the City Planning Commission adopted a policy statement discouraging overhead wire encroachments on March 17, 1986; and

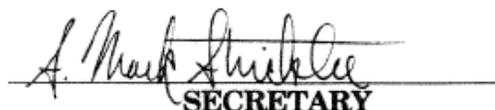
WHEREAS, there have been an increasing number of requests for encroachments involving overhead wires and cables in industrial areas; and

WHEREAS, the City Urban Design Committee has recommended that the policy discouraging overhead wire and cable encroachments be relaxed in industrial areas, with the exception of new construction; and

NOW, THEREFORE, BE IT RESOLVED, that it shall be the policy of the City Planning Commission to discourage new overhead wire and cable encroachments within the public right-of-way, especially where such encroachments would have a negative visual impact on the right-of-way or on adjacent property. It is the intent of the Commission to apply this policy in its review of City Council ordinances proposing overhead wire and cable encroachments. It shall also be the policy of the Commission to encourage newly installed wires and cables to be located underground wherever possible and to encourage that all potential alternatives to overhead encroachments be pursued to the fullest extent possible by parties proposing such installations.

It is not the intent of this policy to restrict the installation of overhead wires and cables in areas of existing industrial character, with the exception of new industrial construction and areas which are in transition from industrial character to less intense uses.


CHAIRMAN


SECRETARY

Appendix 5

RECOMMENDED PLANT SPECIES

The following list of plants should be used as a guide and NOT limit the designer's palette:

Small Deciduous Trees:

Acer palmatum – Japanese Maple
Amalanchier arborea – Downey Serviceberry
Amalanchier laevis – Allegheny Serviceberry
Carpinus carolinia – American Hornbeam
Cercis Canadensis – Redbud
Chioanthus virginicus – Fringetree
Cornus Florida – Flowering Dogwood
Cornus Kousa – Kousa Dogwood
Cotinus coggygria – Smoketree
Crateagus spp. – Hawthorne
Elaegnus angustifolia – Russian Olive
Koluteria paniculata – Goldenraintree
Lagerstroemia indica – Crapemyrtle
Magnolia stellata – Star magnolia
Magnolia soulangiana – Saucer Magnolia
Prunus cerasifera – Flowering Plum
Prunus sargentii – Sargents Cherry
Quercus phellos – Willow Oak
Salix babylonica – Weeping Willow
Stewartia koreana – Korean Stewartis
Stewartia ovata – Mountain Stewartis
Stryax japonicum – Japanese Snowball
Syringa reticulate – Japanese Lilac Tree

Medium Deciduous Trees:

Acer campestre – Hedge Maple
Acer ginnala – Amur maple
Carpinus betulus – European Hornbeam
Castanea molissima – Chinese Chestnut
Cercidiphyllum japonicum – Katsuratree
Ginkgo biloba – Ginkgo Maidenhair Tree, male variety only
Gymnocladus dioica – Kentucky Coffee Tree
Malus spp. – Crabapples
Prunus yedoensis – Yoshino Cherry
Pyrus calleryana 'Redspire' – Redspire Pear
Quercus robur – English Oak
Sophora japonica – Japanese Pagoda Tree
Tilia Americana – American Linden 'Redmond' or 'Legend'

Appendix 5

Large Deciduous Trees:

Acer platanoides – Norway Maple
Acer rubrum – Red Maple
Acer saccharum – Sugar Maple
Aesculus hippocastanum – Horsechestnut
Betula nigra – River Birch
Carya ovata – Shagbark Hickory
Celtis occidentalis – Hackberry
Fagus grandiflora – American Beech
Fagus sylvatica – European Beech
Fraxinus Americana – White Ash
Fraxinus pennsylvanica – Green Ash ‘Marshall’s Seedless’, ‘Patmore’ or ‘Summitt’
Gleditsia triacanthos inermis – Thornless Honeylocust ‘Imperial’, ‘Skyline’ or ‘Shademaster’
Lindodendron tulipifera – Tulip Poplar
Magnolia macrophylla – Bigleaf Magnolia
Phellodendron amurense – Amur Corktree
Platanus acerfolia – London Planetree
Platanus occidentalis – Sycamore
Pyrus calleryana – Callery Pear ‘Aristocrat’ or ‘Autumn Blaze’
Quercus acutissima – Sawtooth Oak
Quercus alba – White Oak
Quercus bicolor – Swamp White Oak
Quercus palustris – Pin Oak
Quercus rubra – Red Oak (parking lot)
Tilia cordata – Littleleaf Linden ‘Glenleven’ or ‘Greenspire’
Ulmus parvifolia – Chinese Elm
Zelkova serrata – Zelkova

Evergreens:

Chamaecyparis spp – Falsecypress
Ilex spp – Holly
Juniperus spp - Juniper
Thuja occidentalis ‘Nigra’ – Dark Green Arborvitae
Cedrus deodora – Deodar Cedar
Cryptomeria japonica – Japanese Cryptomeria
Cupressocyparis leylandii – Leyland Cypress
Picea spp – Spruce
Tsuga spp – Hemlock
Pinus spp – Pine

Appendix 5

Evergreen Shrubs:

Myrica pensylvanica – Bayberry
Leucothoe fontanesiana – Drooping Leucothoe
Pyracantha coccinea – Firethorn
Hex ssp. – Holly
Juniper ssp.- Juniper
Viburnum rhytidophyllum – Leatherleaf Viburnum
Kalmia latifolia – Mountain Laurel
Rhododendron ssp. – Rhododendron
Prunus laurocerasus ‘schip’ - Schipka Laurel Cherry
Taxus ssp. – Taxus

Deciduous Shrubs:

Viburnum dentatum – Arrowwood Viburnum
Elaeagnus unbellata – Autumn Olive
Forsythia x intermedia – Border Forsythia
Viburnum burkwoodii – Burkwood Viburnum
Prunus virginiana – Chokecherry
Cornus stolonifera – Redosier Dogwood
Rosa rugosa – Rugosa Rose
Rhus glabra – Smooth Sumac
Rhus typhina – Staghorn Sumac
Rhododendron viscosum – Swamp Azalea
Forsythia suspensa – Weeping Forsythia
Hex verticillata – Winterberry Holly
Jasminum nudiflorum – Winter Jasmine

Groundcovers:

Cotoneaster dammeri – Bearberry cotoneaster
Ajuga reptans – Bugleweed
Juniperus horizontalis – Creeping Juniper
Coronilla varia – Crownvetch
Hemerocallis ssp. – Daylily
Hedera helix – English Ivy
Liriope muscari or *spicata* – Lilyturf
Pachysandra terminalis – Pachysandra
Vinca minor – Periwinkle
Hypericum calycinum – St. Johnswort
Euonymus fortunei – Wintercreeper Euonymus

Appendix 6

City of Richmond Selected Plans Containing Urban Design Components

Richmond Master Plan 2000-2020. Approved by City Council in 2000 and amended.

Richmond Downtown Plan. Approved by City Council in 2004 and amended.

VCU 2020 Master Site Plan. 2004.

Consolidated Action Plan. Approved by City Council in 2005.

James River Corridor Policy Study. Adopted by Planning Commission in 2005.

Richmond Center City Master Plan. Approved by City Council in 2002 and amended.

Shockoe Bottom Master Plan. Approved by City Council in 2000.

West Main Street Master Plan. Approved by City Council in 1999.

West Cary Street Master Plan. Approved by City Council in 1997.

Highland Park Southern Tip Plan. Approved by City Council in 1996.

Old Manchester Plan. Approved by City Council in 1996.

Blackwell Neighborhood Revitalization Plan. Approved by City Council in 1996.

Southern Barton Heights Plan. Approved by City Council in 1995.

Richmond Riverfront Development Plan. Adopted by Planning Commission in 1993.

Broad Street Streetscape Design Guidelines. Adopted by Planning Commission in 1992.

Tobacco Row Revitalization Plan. 1983, 1987.

AICP Code of Ethics and Professional Conduct

Adopted March 19, 2005

Effective June 1, 2005

Revised April 1, 2016

We, professional planners, who are members of the American Institute of Certified Planners, subscribe to our Institute's Code of Ethics and Professional Conduct. Our Code is divided into five sections:

Section A contains a statement of aspirational principles that constitute the ideals to which we are committed. We shall strive to act in accordance with our stated principles. However, an allegation that we failed to achieve our aspirational principles cannot be the subject of a misconduct charge or be a cause for disciplinary action.

Section B contains rules of conduct to which we are held accountable. If we violate any of these rules, we can be the object of a charge of misconduct and shall have the responsibility of responding to and cooperating with the investigation and enforcement procedures. If we are found to be blameworthy by the AICP Ethics Committee, we shall be subject to the imposition of sanctions that may include loss of our certification.

Section C contains the procedural provisions of the Code that describe how one may obtain either a formal or informal advisory ruling, as well as the requirements for an annual report.

Section D contains the procedural provisions that detail how a complaint of misconduct can be filed, as well as how these complaints are investigated and adjudicated.

Section E contains procedural provisions regarding the forms of disciplinary actions against a planner, including those situations where a planner is convicted of a serious crime or other conduct inconsistent with the responsibilities of a certified planner.

The principles to which we subscribe in Sections A and B of the Code derive from the special responsibility of our profession to serve the public interest with compassion for the welfare of all people and, as professionals, to our obligation to act with high integrity.

As the basic values of society can come into competition with each other, so can the aspirational principles we espouse under this Code. An ethical judgment often requires a conscientious

balancing, based on the facts and context of a particular situation and on the precepts of the entire Code.

As Certified Planners, all of us are also members of the American Planning Association and share in the goal of building better, more inclusive communities. We want the public to be aware of the principles by which we practice our profession in the quest of that goal. We sincerely hope that the public will respect the commitments we make to our employers and clients, our fellow professionals, and all other persons whose interests we affect.

A: Principles to Which We Aspire

1. Our Overall Responsibility to the Public

Our primary obligation is to serve the public interest and we, therefore, owe our allegiance to a conscientiously attained concept of the public interest that is formulated through continuous and open debate. We shall achieve high standards of professional integrity, proficiency, and knowledge. To comply with our obligation to the public, we aspire to the following principles:

- a) We shall always be conscious of the rights of others.
- b) We shall have special concern for the long-range consequences of present actions.
- c) We shall pay special attention to the interrelatedness of decisions.
- d) We shall provide timely, adequate, clear, and accurate information on planning issues to all affected persons and to governmental decision makers.
- e) We shall give people the opportunity to have a meaningful impact on the development of plans and programs that may affect them. Participation should be broad enough to include those who lack formal organization or influence.
- f) We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.
- g) We shall promote excellence of design and endeavor to conserve and preserve the integrity and heritage of the natural and built environment.
- h) We shall deal fairly with all participants in the planning process. Those of us who are public officials or employees shall also deal evenhandedly with all planning process participants.

2. Our Responsibility to Our Clients and Employers

We owe diligent, creative, and competent performance of the work we do in pursuit of our client or employer's interest. Such performance, however, shall always be consistent with our faithful service to the public interest.

- a) We shall exercise independent professional judgment on behalf of our clients and employers.
- b) We shall accept the decisions of our client or employer concerning the objectives and nature of the professional services we perform unless the course of action is illegal or plainly inconsistent with our primary obligation to the public interest.
- c) We shall avoid a conflict of interest or even the appearance of a conflict of interest in accepting assignments from clients or employers.

3. Our Responsibility to Our Profession and Colleagues

We shall contribute to the development of, and respect for, our profession by improving knowledge and techniques, making work relevant to solutions of community problems, and increasing public understanding of planning activities.

- a) We shall protect and enhance the integrity of our profession.
- b) We shall educate the public about planning issues and their relevance to our everyday lives.
- c) We shall describe and comment on the work and views of other professionals in a fair and professional manner.
- d) We shall share the results of experience and research that contribute to the body of planning knowledge.
- e) We shall examine the applicability of planning theories, methods, research and practice and standards to the facts and analysis of each particular situation and shall not accept the applicability of a customary solution without first establishing its appropriateness to the situation.
- f) We shall contribute time and resources to the professional development of students, interns, beginning professionals, and other colleagues.
- g) We shall increase the opportunities for members of underrepresented groups to become professional planners and help them advance in the profession.
- h) We shall continue to enhance our professional education and training.
- i) We shall systematically and critically analyze ethical issues in the practice of planning.
- j) We shall contribute time and effort to groups lacking in adequate planning resources and to voluntary professional activities.

B: Our Rules of Conduct

We adhere to the following Rules of Conduct, and we understand that our Institute will enforce compliance with them. If we fail to adhere to these Rules, we could receive sanctions, the ultimate being the loss of our certification:

1. We shall not deliberately or with reckless indifference fail to provide adequate, timely, clear and accurate information on planning issues.
2. We shall not accept an assignment from a client or employer when the services to be performed involve conduct that we know to be illegal or in violation of these rules.
3. We shall not accept an assignment from a client or employer to publicly advocate a position on a planning issue that is indistinguishably adverse to a position we publicly advocated for a previous client or employer within the past three years unless (1) we determine in good faith after consultation with other qualified professionals that our change of position will not cause present detriment to our previous client or employer, and (2) we make full written disclosure of the conflict to our current client or employer and receive written permission to proceed with the assignment.
4. We shall not, as salaried employees, undertake other employment in planning or a related profession, whether or not for pay, without having made full written disclosure to the employer who furnishes our salary and having received subsequent written permission to undertake additional employment, unless our employer has a written policy which expressly dispenses with a need to obtain such consent.
5. We shall not, as public officials or employees, accept from anyone other than our public employer any compensation, commission, rebate, or other advantage that may be perceived as related to our public office or employment.
6. We shall not perform work on a project for a client or employer if, in addition to the agreed upon compensation from our client or employer, there is a possibility for direct personal or financial gain to us, our family members, or persons living in our household, unless our client or employer, after full written disclosure from us, consents in writing to the arrangement.
7. We shall not use to our personal advantage, nor that of a subsequent client or employer, information gained in a professional relationship that the client or employer has requested be held inviolate or that we should recognize as confidential because its disclosure could result in embarrassment or other detriment to the client or employer. Nor shall we disclose such confidential information except when (1) required by process of law, or (2) required to prevent a clear violation of law, or (3) required to prevent a substantial injury to the public. Disclosure

pursuant to (2) and (3) shall not be made until after we have verified the facts and issues involved and, when practicable, exhausted efforts to obtain reconsideration of the matter and have sought separate opinions on the issue from other qualified professionals employed by our client or employer.

8. We shall not, as public officials or employees, engage in private communications with planning process participants if the discussions relate to a matter over which we have authority to make a binding, final determination if such private communications are prohibited by law or by agency rules, procedures, or custom.

9. We shall not engage in private discussions with decision makers in the planning process in any manner prohibited by law or by agency rules, procedures, or custom.

10. We shall neither deliberately, nor with reckless indifference, misrepresent the qualifications, views and findings of other professionals.

11. We shall not solicit prospective clients or employment through use of false or misleading claims, harassment, or duress.

12. We shall not misstate our education, experience, training, or any other facts which are relevant to our professional qualifications.

13. We shall not sell, or offer to sell, services by stating or implying an ability to influence decisions by improper means.

14. We shall not use the power of any office to seek or obtain a special advantage that is not a matter of public knowledge or is not in the public interest.

15. We shall not accept work beyond our professional competence unless the client or employer understands and agrees that such work will be performed by another professional competent to perform the work and acceptable to the client or employer.

16. We shall not accept work for a fee, or pro bono, that we know cannot be performed with the promptness required by the prospective client, or that is required by the circumstances of the assignment.

17. We shall not use the product of others' efforts to seek professional recognition or acclaim intended for producers of original work.

18. We shall not direct or coerce other professionals to make analyses or reach findings not supported by available evidence.

19. We shall not fail to disclose the interests of our client or employer when participating in the planning process. Nor shall we participate in an effort to conceal the true interests of our client or employer.
20. We shall not unlawfully discriminate against another person.
21. We shall not withhold cooperation or information from the AICP Ethics Officer or the AICP Ethics Committee if a charge of ethical misconduct has been filed against us.
22. We shall not retaliate or threaten retaliation against a person who has filed a charge of ethical misconduct against us or another planner, or who is cooperating in the Ethics Officer's investigation of an ethics charge.
23. We shall not use the threat of filing an ethics charge in order to gain, or attempt to gain, an advantage in dealings with another planner.
24. We shall not file a frivolous charge of ethical misconduct against another planner.
25. We shall neither deliberately, nor with reckless indifference, commit any wrongful act, whether or not specified in the Rules of Conduct, that reflects adversely on our professional fitness.
26. We shall not fail to immediately notify the Ethics Officer by both receipted Certified and Regular First Class Mail if we are convicted of a "serious crime" as defined in Section D of the Code; nor immediately following such conviction shall we represent ourselves as Certified Planners or Members of AICP until our membership is reinstated by the AICP Ethics Committee pursuant to the procedures in Section D of the Code.