












T-MU-30 ZONING

In October 2002, the City created the T-MU-30 zone district to encourage transit-oriented mixed-use development at several transit station sites. The main purpose of the T-MU-30 district is to promote a mix, arrangement, and intensity of residential, office, civic, and commercial uses to provide good access to transportation. T-MU-30 districts must be close to a "mass transportation railway system station."

Legend

-  17th STREET CORRIDOR AREA
MAXIMUM HEIGHT:
5209 FEET ELEVATION
-  FIVE-FOOT HEIGHT AREA
MAXIMUM HEIGHT 5 FEET
-  ZERO-FOOT HEIGHT AREA
MAXIMUM HEIGHT 0 FEET
-  A: HEIGHT & ENCROACHMENT
MAXIMUM HEIGHT 140 FEET
-  B: HEIGHT & ENCROACHMENT
MAXIMUM HEIGHT 140 FEET
-  C: HEIGHT
MAXIMUM HEIGHT 70 FEET
-  D: MAXIMUM HEIGHT 65 FEET
-  E: HEIGHT & STRUCTURES
MAXIMUM HEIGHT 90 FEET
-  F: MAXIMUM HEIGHT 65 FEET
-  G: HEIGHT RESTRICTION ONLY
-  USES -- ZERO-FOOT HEIGHT AREA
MAXIMUM HEIGHT 0 FEET

Zoning

Two land-use and development regulatory structures affect the Denver Union Station site redevelopment: zoning and landmark designation. Together these regulatory processes establish the framework for future development. They must provide for a clear and predictable redevelopment process that incorporates flexibility over time.

Zoning for the site is currently divided between two zone districts: Platte River Valley (PRV) and the Central Platte Valley Planned Unit Development (Commons PUD). Most of the site is zoned PRV, with a strip of land between the existing tracks and Wewatta Street governed by the Commons PUD.

The division of the site into two zone districts presents a challenge to multimodal redevelopment. Neither zone district allows for the anticipated mix and diversity of transportation and development uses, or for the needed development flexibility.

After evaluating the PRV and Commons PUD zoning, as well as several other zone districts, the four partner agencies elected to seek rezoning of the site to T-MU-30 with waivers and conditions. New zoning was developed with assistance from the Union Station Advisory Committee at regular meetings and at the zoning break-out group.

Blueprint Denver and the Transit Mixed-Use 30 Zone District

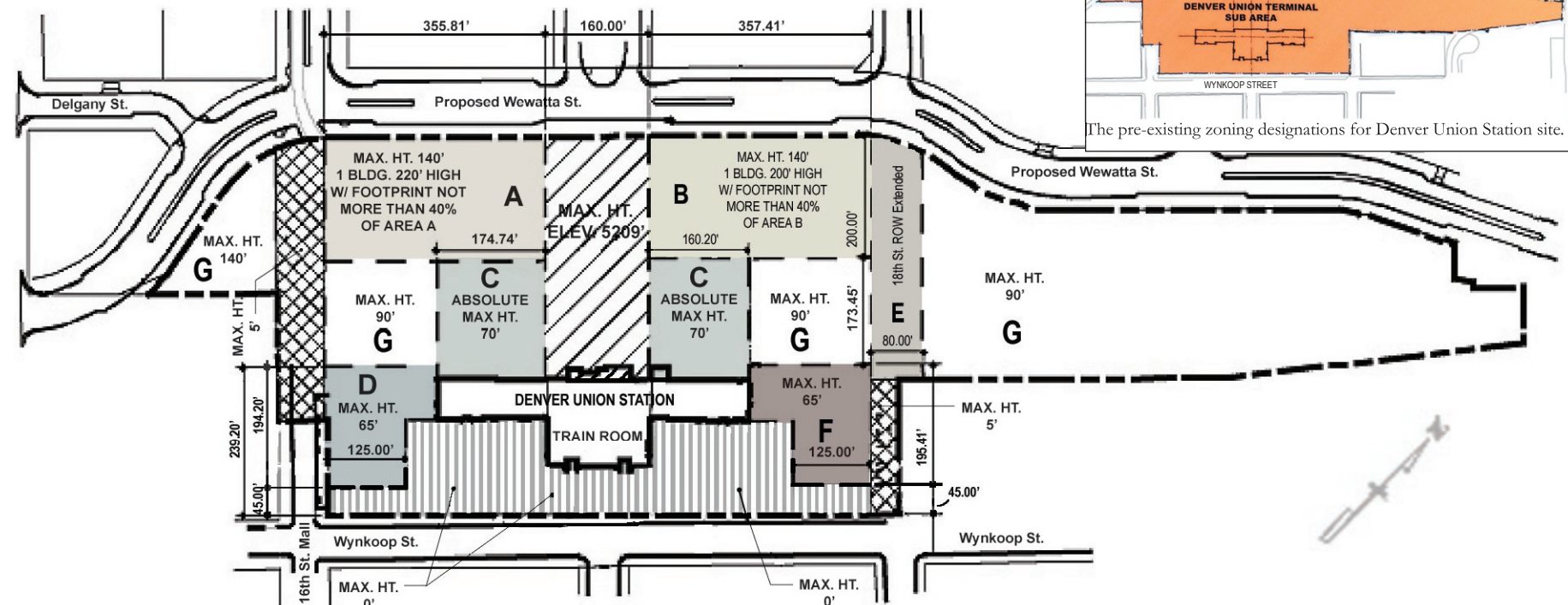
In March 2002, the Denver City Council approved *Blueprint Denver* as an amendment to the City's Comprehensive Plan. It is designed to guide the city's growth for the next 20 years.

Blueprint Denver divides Denver into two broad planning categories: **areas of change**, where investment in new buildings and alternative transportation can be integrated, and **areas of stability**, where maintaining and enhancing the existing character is paramount. *Blueprint Denver* directs new development to areas of change,

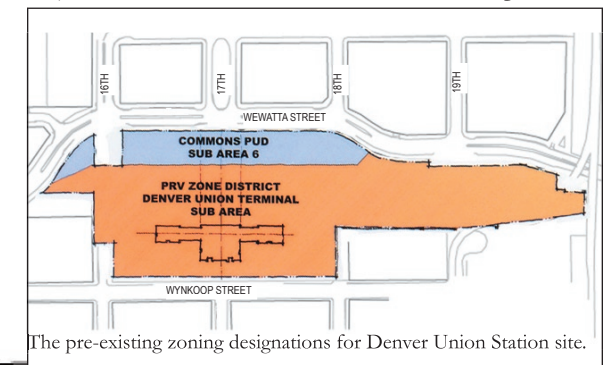
where increased density and mixed-use development is appropriate—generally along major road corridors, near planned transit stations, and in Downtown. While encouraging this redevelopment, *Blueprint Denver* seeks to maintain stable neighborhoods.

Blueprint Denver identifies Denver Union Station among other areas of Denver as a potential site for transit-oriented development. It called for a new transit-oriented zone district to accommodate redevelopment in these areas.

In October 2002, the City Council created the Transit Mixed-Use 30 (T-MU-30) zone district to encourage transit-oriented, mixed-use development at several major transit stations. The T-MU-30 district promotes



New T-MU-30 zoning for Denver Union Station, with waivers and conditions.



The pre-existing zoning designations for Denver Union Station site.

a mix, arrangement, and intensity of residential, office, civic, and commercial uses that provide good access to transportation.

The T-MU-30 district is intended for station areas with enough vacant or underused land to create a successful transit-oriented development, such as the one envisioned for Denver Union Station.

This new zoning district allows a broad range of uses and a floor-area-ratio (FAR) of 5:1 (or five times the amount of development area to land area). The mixed-use nature of T-MU-30 provides critical flexibility for long-term redevelopment and changing real-estate markets.

Denver Union Station Zoning

To facilitate transit-oriented development, the Denver Union Station site should be rezoned to T-MU-30 with waivers and conditions. Zoning waivers and conditions are used to change the requirements of the underlying zoning.

Public Process

An extensive public process was used to develop the waivers and conditions for the new T-MU-30 zoning for the DUS site. This process included members from the Agency Partners, USAC members, the public, and the consultant team. A total of 13 Zoning Break-Out group meetings were held, and the topic of zoning was discussed at 15 regular USAC meetings. Members of the neighborhood and the USAC were regular participants at these meetings and helped to craft the final zoning waivers and conditions. Discussions preceding this outcome were extensive, substantive, and thoughtful. The zoning for the site evolved through this process. The Agency Partners and the USAC ultimately endorsed the final zoning application.

Key Elements of the Waivers and Conditions Building Envelopes and Maximum Building Heights

The waivers and conditions focus on potential building envelopes and heights. Except for the 17th Street View Corridor and the zero- and five-foot height areas, the site requires a minimum height of 35 feet. Maximum heights vary by building envelope and are defined on the zoning map. Each building envelope includes height exceptions.

Wynkoop Street Plaza

To create a significant public space and protect views of the Train Room, the proposed zoning provides for a zero-foot height limit in front of the Train Room and wings on the Wynkoop Street side. The only structures allowed in the zero-foot height area are public art, accessory uses, temporary uses, and structures that provide access to or shelter for transportation facilities. In addition, the zero-foot height area does not allow major transportation uses, parking, or loading. The size and shape of this area were determined by the desire to create and maintain an active public space, honor the historic train station, and allow for a public space appropriately scaled with the neighborhood and new on-site development.

Wynkoop Street

The area between Wynkoop and the station has always been open, but has for most of the station's history been put to utilitarian transportation, vehicular access, and parking uses. The Master Plan and new zoning will reinforce the concept of open space, while assuring that the open space is active. The Master Plan ensures that the historic building is appropriately framed, and that the 16th and 18th street edges contribute to a good street environment. Any proposed structure at the corner of 16th and Wynkoop Streets (Area D) and 18th and Wynkoop Streets (Area F) must comply with zoning requirements along with rigorous review by the Landmark Preservation Commission.



Examples of massing studies evaluating visual impact of zoning envelopes along Wynkoop Street frontage.

16th and 18th Streets

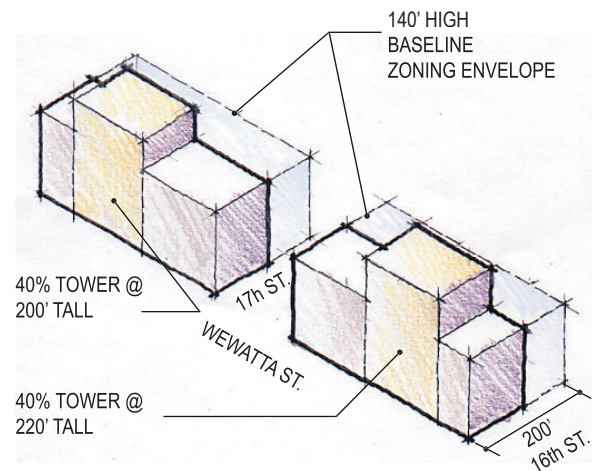
For the building envelopes near the corners of 16th and Wynkoop Streets and 18th and Wynkoop Streets, the waivers impose a 65-foot height limit along with a 45-foot setback.

KEY ELEMENTS OF WAIVERS AND CONDITIONS

- Height
- Massing
- Public Space
- Limits on uses in specific areas
- Setbacks
- Signage
- Design Intent Statements for future Design Standards and Guidelines (Rules & Regulations)
- General Development Plan (GDP) process/requirements

Wewatta Street Frontage

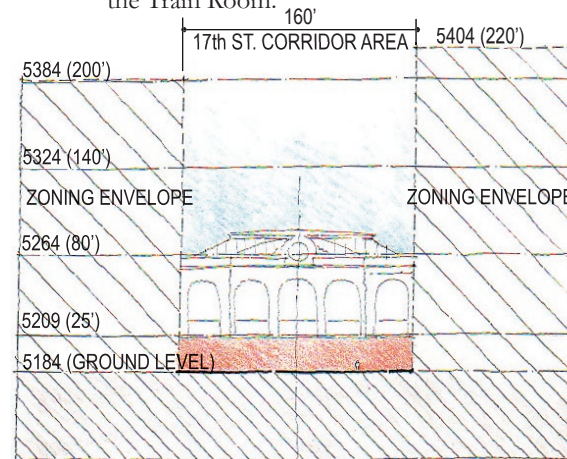
The baseline building height along Wewatta Street is 140 feet. The area between 16th and 17th Streets (Area A) allows for one structure up to 220 vertical feet, provided the footprint of this structure does not exceed 40 percent of Area A. The area between 17th and 18th Streets (Area B) has a base height of 140 feet allowing for one structure up to 200 feet tall, provided the footprint of this structure does not exceed 40 percent of Area B. Design guidelines will promote architectural diversity and sensitive massing along Wewatta Street. Placement of the towers does not need to be symmetrical.

**17th Street View Corridor**

As first established in the Commons PUD, the 17th Street View Corridor is the extended 17th Street right-of-way from Wewatta Street to the west face of the Denver Union Station Train Room. Views must be preserved from the Train Room's monumental windows out to Wewatta Street and down the 17th Street axis.

The proposed zoning restricts height in this area to an elevation of 5,209 feet above sea level, which is the elevation of the second-floor windowsill of the Train Room. Encroachments into the view corridor are allowed only if such encroachment:

- complements and protects the historic scale and character of Denver Union Station;
- promotes visibility of pedestrian activities;
- defines public spaces, including pedestrian corridors, plazas, or atria to facilitate pedestrian traffic;
- encourages pedestrian access to structures and uses along public streets, sidewalks, plazas, pedestrian corridors, and atria;
- maintains sky exposure through transparency and minimal structural incursions;
- promotes vehicle and transportation circulation compatible with pedestrian access, streetscapes, and amenities; and
- maintains substantially unobstructed views of the Train Room.



Section through 17th Street View Corridor, showing location (red) of buildable area within corridor.

Setbacks

T-MU-30 typically establishes front, side, and rear setbacks from zero to 20 feet based on building use. Due to the urban nature of the Denver Union Station site, these setbacks were waived to allow for a zero-foot setback for all structures.

Signs

Defining sign regulations for DUS is complicated due to the complexity of planned transportation and development elements. The waivers and conditions allow for a site-specific comprehensive sign plan to be submitted for approval.

This comprehensive sign plan must:

- create an organized and interrelated system of signs, sign structures, lighting, and graphics;
- provide high-quality sign and graphic design, with durable materials;
- create signs and graphic elements that express the use they identify;
- create signs and graphic elements that relate to and respect the architecture of the building they serve; and
- encourage a variety of signs and graphic elements that enhance the neighborhood's character.

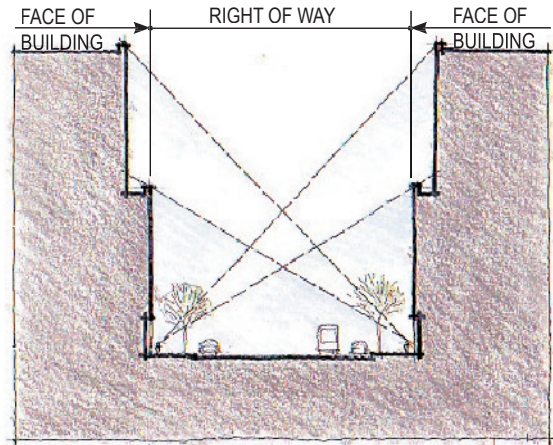
Design Standards and Guidelines

Though design standards and guidelines have not yet been developed, the zoning establishes the following criteria for their creation. The design must:

- promote visibility of pedestrian-oriented activities at ground level;
- provide human scale through change, contrast, and intricacy of facade form, color, and material where lower floors of buildings face public streets and spaces;



New building in LoDo reflects general desired characteristics of the anticipated guidelines.



Street cross-section showing space-defining qualities of building edges.

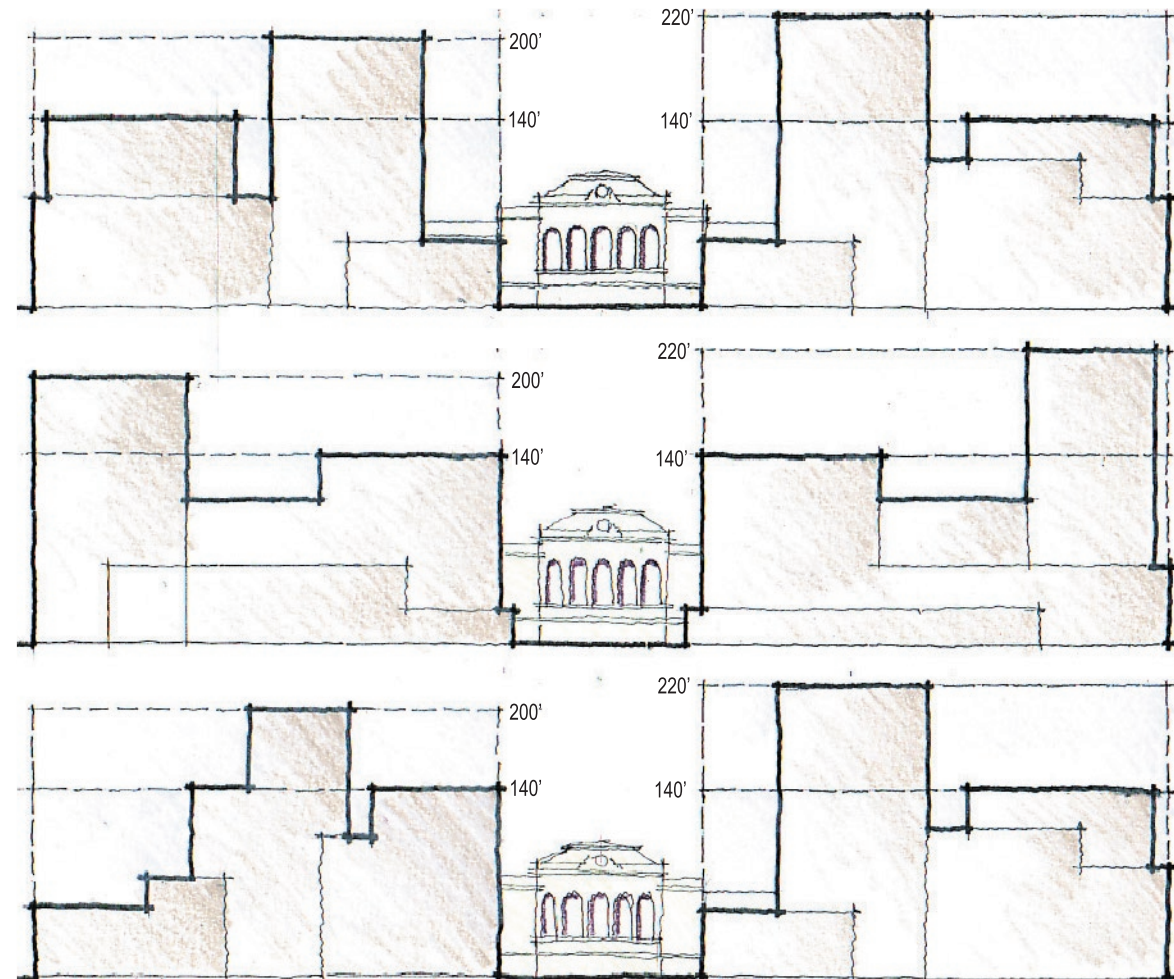
- define street spaces to concentrate pedestrian traffic and to create a clear urban character;
- encourage pedestrian access to structures and uses along public streets, sidewalks, and open space;
- maintain views of the sky and exposure to light;
- minimize downdrafts from tall buildings;
- protect the historic interior and exterior of Denver Union Station;
- promote vehicle and transportation patterns compatible with pedestrian access, streetscapes, and open spaces;
- promote architecture that is sympathetic to adjacent urban areas;
- maintain substantially unobstructed views of the main Train Room for structures within the 17th Street View Corridor Area;
- provide sufficient transparency and minimizes structural incursions to protect the station's historic character, for structures next to Denver Union Station;
- encourage architectural diversity and varied building heights for structures in Areas A and B (refer to zoning diagram); and
- protect sunlight on the 16th Street Mall.

Such rules and regulations must be adopted before or as part of the approval of the property's General Development Plan (GDP).

General Development Plan Requirement

In addition to meeting the regulations of T-MU-30 zoning and its waivers and conditions, a GDP must be approved before development on the Denver Union Station site, except for defined RTD Early-Action

Transit Elements. The GDP process requires certain planning and engineering documents while defining the framework for site redevelopment. It includes overviews of land use, open spaces, pedestrian circulation, design standards and guidelines, transportation, and infrastructure. The GDP process requires extensive public notification, a public hearing, and Denver Planning Board approval.



Wewatta Street elevation diagrams (looking east towards Denver Union Station) illustrate range of massing arrangements that meet the intent of the new zoning along Wewatta Street.

OVERVIEW OF LANDMARK DESIGNATION

A structure may be designated for Landmark status if it meets at least one criterion in two or more of the following categories: 1) History, 2) Architecture, and 3) Geography.

Denver Union Station meets criteria in all three categories.

Landmark Designation is designed to help the public and the developer preserve a structure's most valuable exterior characteristics. Designation also creates opportunities to incorporate a historic resource into a new project, extending its life and utility.

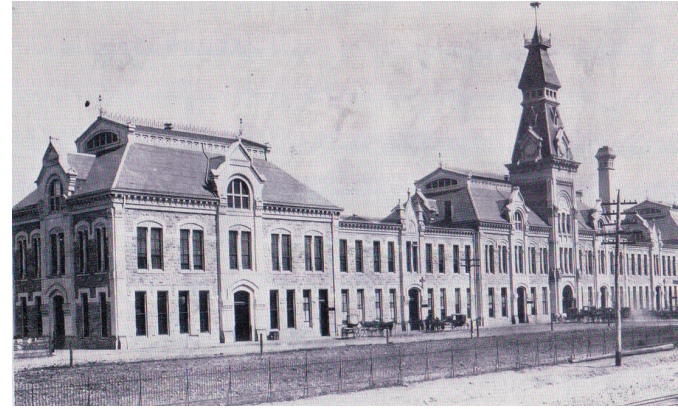
The Master Plan intent to preserve and restore Denver Union Station and to reinforce its setting through the creation of Wynkoop Plaza and views to the Train Room along the 17th Street Promenade.

The historic station building and the area between 16th and 18th Streets and from 25 feet west of the station to Wynkoop Street will be designated a Denver Landmark. All future restoration and new development within this area will be reviewed and approved by the Landmark Preservation Commission per Chapter 30 of Denver's Revised Municipal Code.

History: As the structure most directly associated with Denver's railroad development, Denver Union Station is one of the city's most historic buildings. The station is associated with many individuals and events important to the nation's and city's histories.

Architecture: In its present form, Denver Union Station is one of Denver's best examples of the Renaissance Revival Beaux Arts style as defined by the Colorado Office of Archeology and Historic Preservation. Two wings survive from the original 1881 station, originally an ornate example of Victorian Eclectic architecture, also referred to as Italian Romanesque or Railroad Gothic.

Geography: Denver Union Station has outstanding geographical importance. Its location on axis with 17th Street terminates the view along this important street from both the southeast and the northwest (when the new 17th Street is constructed in the Central Platte Valley). In continued use as a train station, Denver Union Station remains an essential link between Denver's railroad past and the future potential for local, regional, and national transportation advancements.



Original Denver Union Station with elaborate roof and tower, ca. 1881.



Denver Union Station, ca. 1895.



Denver Union Station, ca. 1914.

Denver Union Station's designation as a Denver Landmark under the Landmark Preservation Ordinance (Chapter 30 of Denver's Revised Municipal Code) includes the following protections and processes:

- The Denver Landmark Preservation Commission (LPC) must review and approve any proposed alteration, reconstruction, or addition requiring a building permit to the exterior of a landmark structure or the designated site. The site's zoning does not supersede this authority.
- To review proposed changes, the LPC uses the U.S. Secretary of the Interior Standards for Historic Preservation, the City's Design Guidelines for Landmark Structures and Districts, and any supplemental design standards and guidelines created specifically for Denver Union Station. These will complement design standards and guidelines to be developed under the new zoning provisions for the DUS site. The LPC and the Department of Community Planning and Development will conduct a joint design review of proposed Denver Union Station redevelopment. However, the LPC retains the authority to approve or deny development within Landmark designation boundaries.



Present-day Denver Union Station.

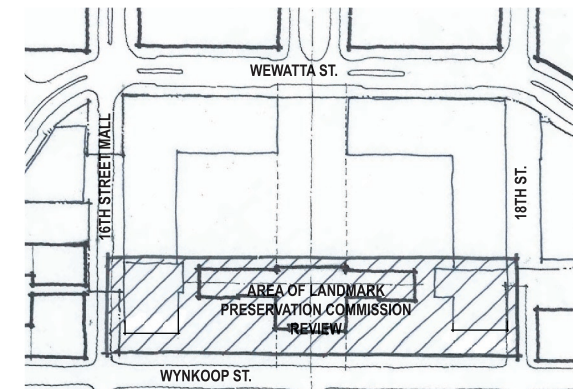
- While only one submission is required, applicants are advised to make a series of submissions as the design evolves through conceptual design (mass, form, and scale of the proposal); schematic design (facade and form articulation); and design development (materials and details).
- LPC staff makes recommendations to the LPC based on an objective review according to its standards and guidelines. Landscaping and site features are included in this review within Landmark designation boundaries. The review does not include interior features.
- The LPC may approve, approve with conditions, or deny an application. The LPC acts within 30 days of application and the receipt of all requested information. LPC decisions are final. If an application is denied, the applicant may resubmit an alternative application at any time or appeal the LPC decision to District Court.



Historic Union Pacific locomotive at Denver Union Station, ca. 2003.

- Except for demolition approvals, LPC deliberations and decisions do not require public hearings. However, the LPC does notify other agencies and maintains an "interested parties" list that receives agendas. All LPC meetings are open to the public. The public is invited to speak at designated times.

A public hearing and the posting of the property are required before demolition of any part of a designated structure. This process may be condensed for some new additions if the LPC identifies character-defining features of the designated structure. The LPC must approve changes even for features that do not define historic character. These conditions, however, do not require a noticed public hearing.



Area of Landmark Preservation Commission review.

Summary Points of Landmark Designation

Historic Union Station will be a focal point of the transportation center envisioned by the Master Plan. As a Denver Landmark, the station and the property within the landmark designation boundary will be subject to Landmark Preservation Commission authority related to alteration of the building exterior and new construction. The LPC will develop and approve design guidelines that give further direction for both rehabilitation and restoration of the exterior as well as new construction. Key concepts to be incorporated into these design guidelines include:

- The integrity of Denver Union Station and its setting and context will be respected.
- The Wynkoop Plaza and 17th Street promenade will provide views of the station.
- New features within open space areas will be located and designed to maintain the quality of important views.
- The station should be integrated into the overall site so that it remains an important part of the transportation center.
- Both the interior and exterior of the building will be restored to the building's historic grandeur.