Denver Union Station

Urban Design Standards and Guidelines

April 7, 2009

City and County of Denver

Prepared by:

Union Station Neighborhood Co.
SOM Skidmore, Owings & Merrill LLP

Denver Union Station
Design Standards and Guidelines

Adopted April 7, 2009

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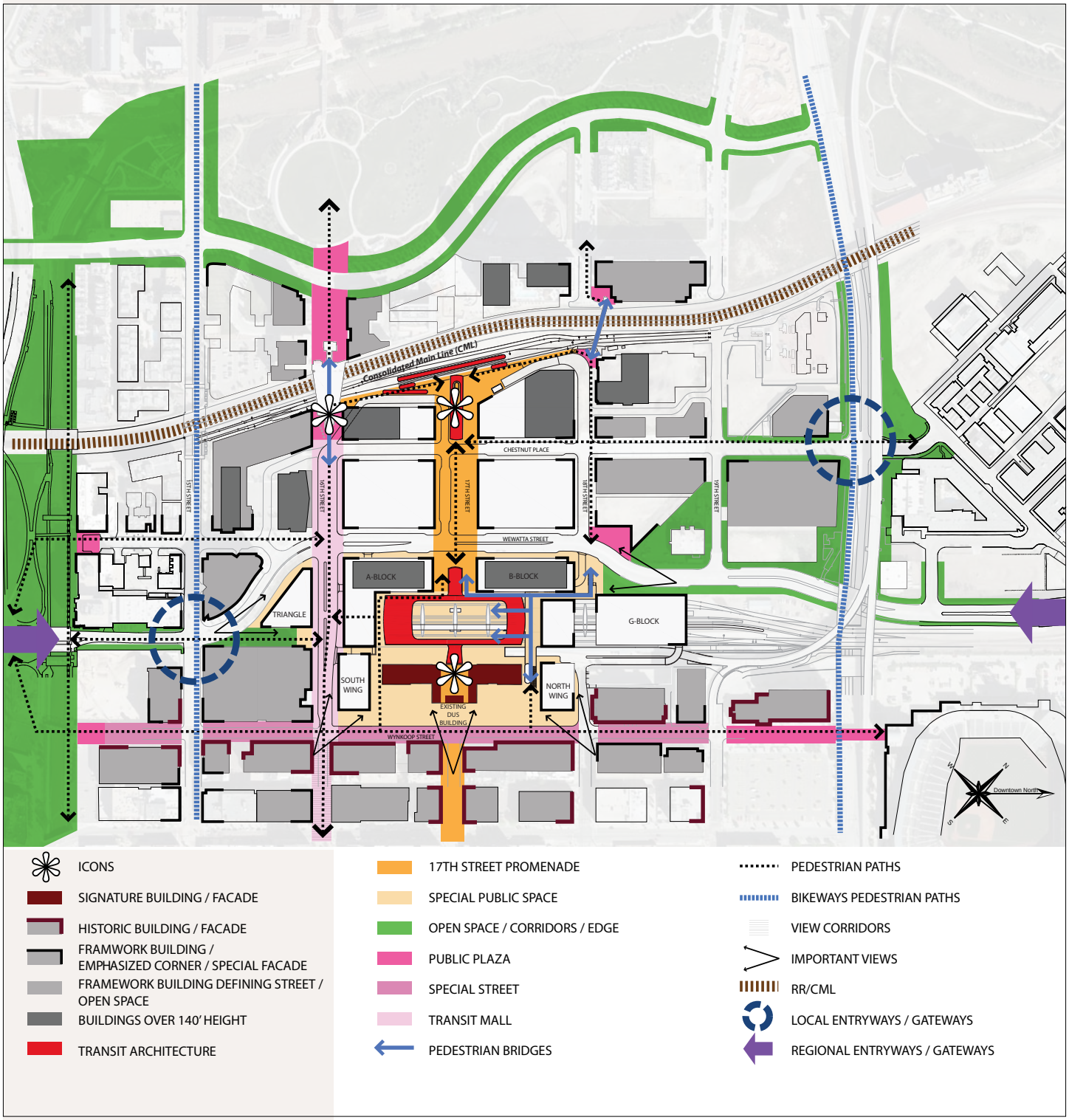


Fig 1.1: Urban Design Framework Diagram

1. Introduction

1.1 Preface – The Vision

The Denver Union Station (DUS) site represents an historic opportunity to create a regional transit center and a unique place in Denver, a distinctive urban experience in the heart of the city. The project will integrate an efficient multi-modal network of transit linkages with walkable and resonant urban public spaces and dynamic, economically successful mixed-use development in a district that completes the growth of downtown Denver to the west and forms a memorable gateway to the city and the region.

The Urban Design Standards & Guidelines are intended to provide a framework for guiding the design of public infrastructure and private development on the DUS site. They are intended to realize the following goals and objectives:

1. To create a cohesive and dynamic new mixed-use district built around an ambitious multi-modal transportation network.
2. To restore the historic Denver Union Station building to prominence and centrality as the symbolic gateway to Denver and the region.
3. To concentrate multiple regional transportation modes in a single Transit District that will be a new gateway to the city and the region.
4. To reaffirm the importance of 17th Street as a visual and connection axis between DUS and Downtown to the east and DUS and the Commons Park and Highlands to the west.
5. To provide the city with new public spaces imbued with design qualities that convey the values of the city and region that enhance the neighborhood amenities.
6. To weave this new district into the existing and emerging urban fabrics of adjacent neighborhoods by forming strong internal and external links, while establishing the western anchor of Downtown.
7. To assist in achieving national and local goals of improved air quality, energy conservation, improved mobility and eased congestion on the region's freeways and major streets.
8. To foster sustainable design practices for the public spaces, transportation facilities, and private development.

This area – the DUS site and its urban context – is like no other in the city. Its unique characteristics should inspire us to achieve excellence in public space design, building design, infrastructure and implementation. This new urban place should:

1. Rise to a level of urban design and building design excellence commensurate with the ambitions of the transit program.
2. Be understood to be of Denver, not merely in Denver.
3. Be inspired by the unique urban history, location and natural environment of the place.
4. Embody the optimism of the West, be forward-looking and innovative.
5. Become a destination and place in its own right.

1.2 Scope and Purpose of the Urban Design Standards and Guide Lines

The Denver Union Station Design Standards & Guidelines (DS&G) will pertain to the DUS site only (see Figure 1.1). The purpose of this document is to promote a coherent set of design standards and guidelines for the DUS site that will allow new projects to play a role in realizing the urban design potential of the site. The design standards and guidelines are intended to promote design excellence in urban design and architecture.

1.2.1 Area of Applicability – DUS Site and the Larger Transit District

The Design Standards and Guidelines will be used to review all new construction on the DUS site, as well as exterior alterations to the historic Station building. The **DUS site** is defined as the 19.5 acres that were purchased by the partner agencies in 2001 and zoned T-MU-30 with waivers and conditions in 2004. The larger **Transit District** refers to the DUS site plus the four block area encompassed by the extensions of 16th and 18th Streets from the DUS site westward to the Consolidated Main Line (CML).

The DUS site is bounded by Wynkoop Street on the east and Wewatta Street on the west. The eastern boundary runs from 16th Street to 18th Street . The western boundary runs along Wewatta Street to include the triangular site between the old Wewatta Street ROW and the curving alignment of new Wewatta Street and extends north to 20th Street to encompass the rail tracks north of the station.

For purposes of these Standards and Guidelines, the DUS site has been divided into two Sub-Areas. **Sub-Area 1** includes the historic station building and the area between 16th and 18th Streets and from Wynkoop Street to 25 feet beyond the west side (track side) of the station. **Sub-Area 2** includes the balance of the DUS site between the boundary 25 feet west of the station building and Wewatta Street, and from the old Wewatta ROW to 20th Street.

These Design Standards and Guidelines do not extend beyond the 19.5-acre DUS site to the rest of the Transit District. They may influence an amendment of The Commons Urban Design Standards and Guidelines (December 1997) to take into account the presence of the new transit facilities and other aspects of the DUS site.

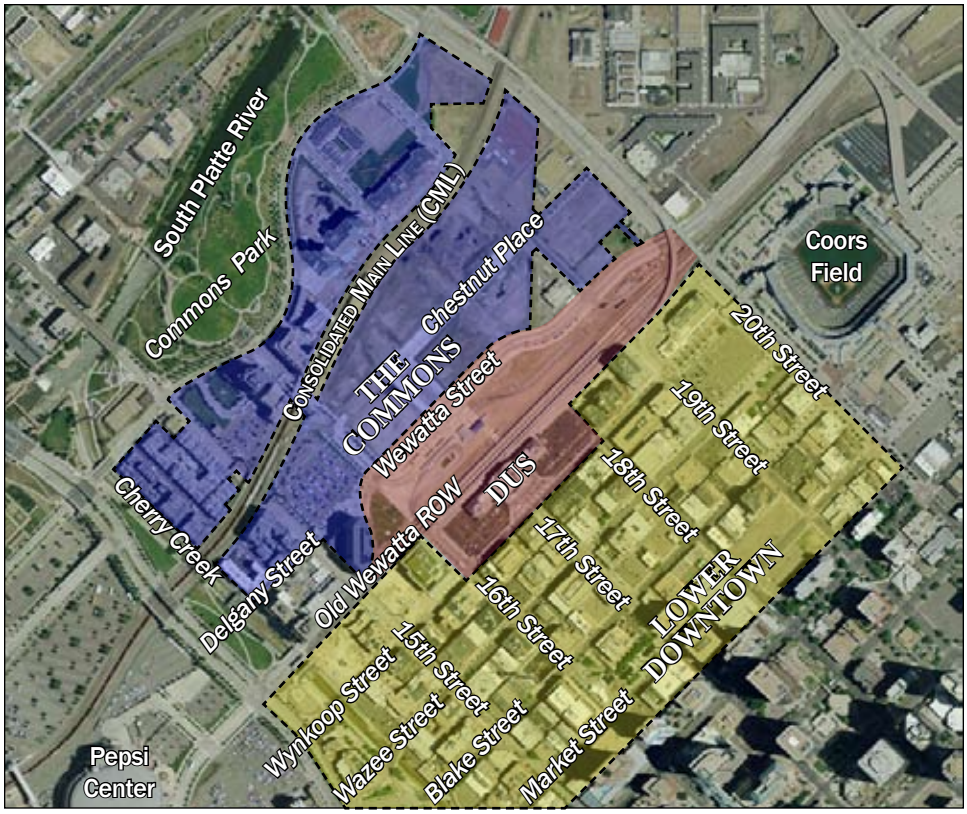


Fig 1.2: Relation of DUS to The Commons and Lower Downtown districts

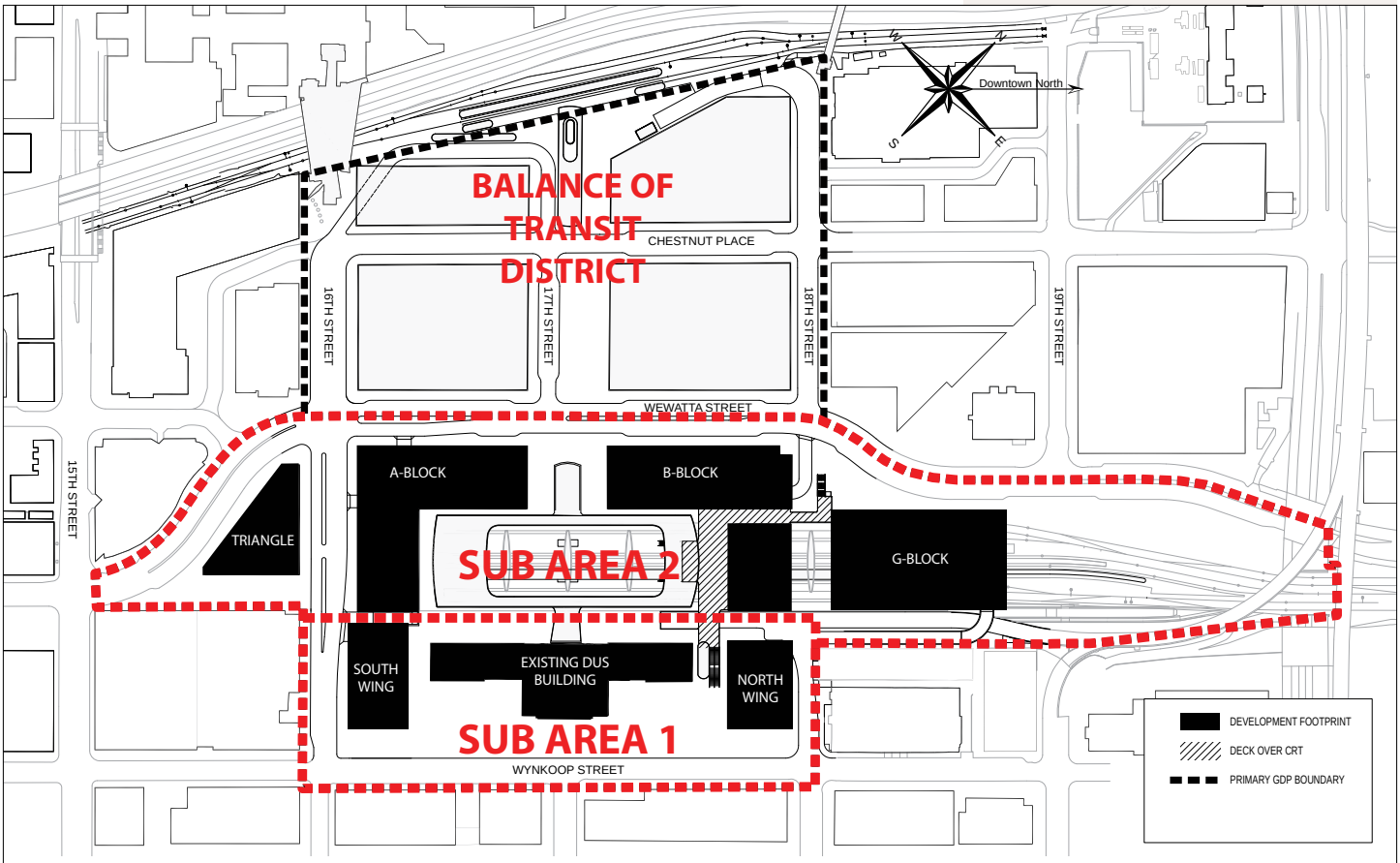
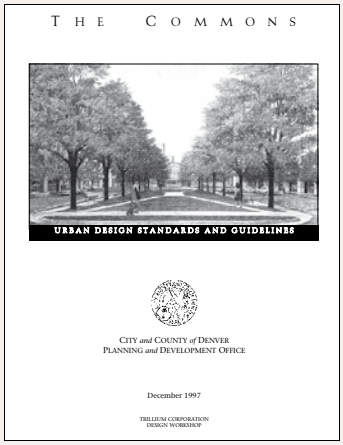


Fig 1.3: Primary GDP Sub-Area Key Plan

1.2.2 Relationship to Existing Guidelines

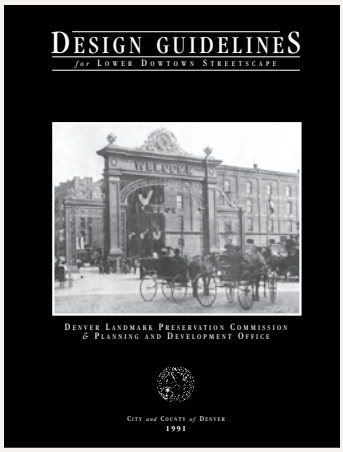
These design standards and guidelines supplement the existing Design Standards for Landmark Structures and Districts (March, 1995) and Contemporary Design in Historic Districts: New Construction and Additions and Alterations to Existing Structures (September 2006), both of which remain fully in effect for Sub-Area 1 of the DUS site. The DUS Design Standards and Guidelines will be used to review all new construction on the DUS site, as well as exterior alterations to the historic Station.

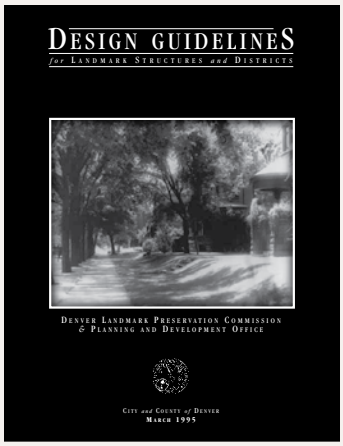
Sub-Area 1 is the Union Station Denver Landmark area, which is subject to design review and approval through the Landmark Preservation Commission. Sub-Area 2 has design review established through the DUS Zoning Ordinance (T-MU-30 with waivers and conditions, Ordinance #707, Series of 2004), which establishes an urban design review and approval process.



1.2.3 How to Use This Document

It is a fundamental intent of these design standards and guidelines that the entire DUS site be understood as a distinctive and internally coherent urban entity, despite being subject to two different review and approvals processes. Therefore, users need to consult the general sections (1, 2, and 5), as well as the section pertaining to the Sub-Area in which a particular project falls. Section 2 is explicitly intended to define the urban design objectives, standards and guidelines common to the entire DUS site – the means by which the site can be shaped as a coherent whole. Each of the two sub-areas has its own section because each presents unique conditions, as well as being subject to different approval processes.





Intent
Intent statements are provided to define the goals which the standards and guidelines have been created to achieve. In circumstances where the appropriateness or applicability of a standard or guideline is in question or under negotiation, the intent statement will serve to provide additional direction.

Standards
Design standards provide specific direction based on the stated intent. Standards are objective and quantifiable, using the terms "shall" or "will" to indicate that compliance is required.

Guidelines
Design guidelines provide flexibility to the review process by allowing the applicant additional design considerations that promote the goals defined by the intent statements. Guidelines use the term "should" to denote that they are considered important considerations in achieving the stated intent. They can also provide acceptable alternatives to the standards when it can be demonstrated that they meet one or more of the following conditions:

- The guideline better achieves the stated intent;
- The intent which the standard was created to address will not be achieved by application of the standard in a particular circumstance;
- Unique site factors make the standard impractical and/or cost prohibitive and alternatives are proposed.

1.2.4 Definitions

Bicycle Circulation – The route by which bicycle riders travel to, from, and through the site, including shared rights-of-way and dedicated bicycle paths.

Building accessories – any fitments and fixtures attached to the exterior of a building that are not essential components of the building structure or envelope, such as signage, lighting, canopies, or marquees.

CML – Consolidated Main Line, rail freight lines running north-south through the Central Platte Valley

CPV – Central Platte Valley

CPD – Denver's Department of Community Planning & Development

CRT – Commuter Rail Terminal

DPW – Denver's Department of Public Works

DUS/Historic Station building – Denver Union Station, the historic station building

DUS site – the 19.5-acre project area

Elevated Deck – the connection from the east side of the site over the CRT to the west side of the site

GDP – Denver Union Station General Development Plan, 2009

HOV – High-Occupancy Vehicle, such as a public or regional bus

Human scale – a visual concept relating to the manner in which the built environment is perceived in relation to the human figure

Lay-by – a lane adjacent to through-traffic lanes which vehicles enter temporarily to pick up or drop off passengers

LoDo – Lower Downtown Historic District

LOV – Low-Occupancy Vehicle, such as a taxi or private auto

LPC – Landmark Preservation Commission

LRT – Light Rail Transit

MP/MPS – Denver Union Station Master Plan (2004) and Master Plan Supplement, 2008

OCS – Overhead Catenary System

Pedestrian-active Design – Public walking surface and adjacent facades that promote an active pedestrian environment through the provision of high pedestrian traffic-generating uses such as retail, service-oriented, commercial, and residential and residential-oriented uses. Entrances and lobbies are also considered to generate high levels of pedestrian traffic.

Pedestrian-friendly Design – Design of the public walking surface and adjacent facades that uses high-quality materials, human-scale modules, and other devices to promote a pleasant pedestrian experience where there might not be active uses. These facades engage the passer-by without necessarily being interactive.

Pedestrian Circulation – The manner by which pedestrians travel to, from, and through the site, including public rights-of-way, public and private sidewalks, private walkways, stairways, and escalators and elevators.

Pedestrian Walk – The area of the streetscape that is reserved for pedestrian traffic. The pedestrian walk must remain clear and unobstructed at all times for ease of pedestrian travel and regular maintenance.

Private Development – Buildings and associated accessories and features constructed by private entities.

Private vehicles – Includes, but is not limited to, personal vehicles and taxis.

Public space – Collectively refers to any publicly-accessible park or plaza and certain streets and streetscapes.

ROW – Dedicated City Right of Way.

Street wall – The cumulative effect of adjacent buildings facing onto and providing a consistent edge to a public or private street.

Train Hall – The CRT platform area west of the historic DUS building.

Train Room – The main waiting room of the historic DUS building.

Transit District – Geographically defined as the area from Wynkoop Street to the Consolidated Main Line (CML) between 16th and 18th Streets, and also including the southern and northern extensions to 15th and 20th Streets between the track side of the Historic Station and Wewatta Street.

Vehicular Circulation – The manner by which public and private vehicles travel to, from, and through the site.

View corridor – The 160-foot- wide 17th Street corridor above the sill (elevation 5209) of the second story windows of the DUS building to provide an unobstructed view to and from the Train Room.

Original Station in 1881

The Station in 1894 after the fire

Union Station in 1895

1914 Station

1.3 DENVER UNION STATION – HISTORY CONTEXT AND VISION

1.3.1 Building and Site History

Built in four stages, two of which remain today, Denver Union Station has changed dramatically over its 12 decades, and remains the most prominent railroad building in Denver. Union Station, also known as Union Depot or Union Terminal, was designed by architect W.E. Taylor of Kansas City and constructed by a team including contractors A.H. Garfield, W.R. Barton, and J.H. McGonigle in 1881. From the beginning, the building provided a magnificent landmark for early Denver – an elaborate example of the Italianate style or Victorian Eclectic style, featuring a 128-foot tall central tower on the axis of 17th Street.

Generally considered to be "a masterpiece of railroad Gothic," Union Station was set back from and looked out over Wynkoop Street. The original facade measured 503 feet in length and was essentially comprised of five sections: a tower-topped center pavilion, two end pavilions, and two slightly lower, recessed connecting sections. The building was constructed of locally sourced materials, with a primary structural stone of pinkish rhyolite quarried in Castle Rock and sandstone trim quarried in Morrison. All sections were topped by mansard roofs with bracketed eaves, elaborate coping, and end-clerestory windows. Each façade section and the ends were further marked by a central, double-height entryway topped by a gabled parapet. Double hung windows topped by stilted flat arches lined the first floor level, while the second floor featured stilted segmented arches. The building wings were detailed in an identical manner to give the appearance of symmetry, but in reality the spaces between the doors and windows of the north wing were narrower, reducing the length of this section by some 30 feet. Where the Wynkoop Street facade was well detailed and modulated, the track-side facade was simpler, with long uninterrupted rows of double hung windows.

In 1892, single-story, stone wings were added to each end of the structure, providing additional space for mail, baggage, and freight handling and extending the length of the building to 880 feet. The following year, a sheet metal and iron truss canopy was added along the full length of the train side façade of the station. While the wings were demolished in about 1990, a small portion of the canopy survives along the north wing. The remainder of the canopy has been replaced over the years with a series of newer canopies and smaller enclosures.

The next major change to the building came in 1894 when a spectacular fire destroyed the center pavilion and damaged the wing roofs. Plans were immediately drawn up by the architects Van Brunt and Howe of Kansas City to replace the center pavilion. The new design for this section, done in the Richardsonian Romanesque style, featured a 168-foot tall square central tower with corner turrets and 14-foot diameter clocks. Much of the stonework, window types and openings were retained from the original building, however the roof was entirely replaced with a simple hip that eliminated all detail except simple hip-roofed dormers.

By 1914, traffic at Union Station had reached a point where the central passenger services room had become inadequate in size and therefore was demolished to make way for a new center pavilion. Also at this time, the Wynkoop side of the station had become much more active with local street car lines looping onto the site, serving the bustling warehouse district (now known as Lower Downtown), which had become heavily populated with railroad related businesses.

The new pavilion, popularly referred to as the "Train Room", was designed by Gove and Walsh of Denver in a Renaissance Revival style. Finished in 1914, this premier example of the Beaux-Arts style is the central Train Room that remains standing today. The building is constructed of terra cotta with a granite base and topped by a mansard roof. The most prominent features are the parapet with its large clock in a round arch pediment over rows of tall round-arched windows on the street and track sides of the building. There are five such windows on the track side and three windows flanked by matching niches on the street side. Windows on the end bays and sides are double hung with flat arches above the canopy and segmented arches below. The track and street sides of the Train Room are nearly identical providing a prominent

termination of the view along 17th Street from both the east and the west. Both sides have canopies of varying sizes located below the sills of the monumental windows. Much of this original canopy remains along the Wynkoop side, extending continuously along the front and sides to the first door on the wings.

Also in 1914, the tracks were raised about five feet to make room for three "subways" or underground tunnels that connected the station to the various tracks and related platforms. Platform uses alternated between passenger and freight or "trucking" platforms. In order to provide protection from the weather, umbrella-type concrete canopy structures were later added to the passenger platforms.

In 1906, the "Mizpah Arch" was erected in front of the building at 17th Street to greet travelers, only to be demolished in 1931 due to concerns over traffic safety. Twenty years later, in 1952, the iconic "UNION STATION Travel by Train" signs were added to the parapets. Further alterations and additions over the years have included the addition of new canopies and passenger structures to the track side of the building and the closure of two of the three subways.

Just as the building has changed over time, so too has the site. The original structure featured a grand park-like lawn along the Wynkoop Street side, lined with mature perimeter street trees and enclosed with a low wrought-iron fence. In 1880, Wynkoop Street was a dirt track with virtually no adjacent development, however in the following decades, the Lower Downtown Historic District – a collection of masonry warehouses and commercial buildings – grew up around the station. Following the 1914 center pavilion addition, much of the landscaping was removed, except at the corners, and was replaced with a driveway and parking area for cars. Since that time, the parking area has continued to grow, replacing any landscaping remaining on the site, culminating in 2003 with the addition of a central entry plaza and clearer vehicular drop off and parking access.

1.3.2 Overview of the DUS Transit Elements

The 19.5-acre DUS site purchased in 2001 by the partner agencies was intended by the subsequent "DUS Master Plan" [2004] to contain the termini of the transportation modes. In other words, the DUS site was synonymous with the Transit District. However, as the "DUS Master Plan" evolved into the "DUS Master Plan Supplement" [2008], the termini and stations of the various transportation modes were relocated both within the 19.5-acre DUS site and the surrounding area. Most notably, the Light Rail Transit Station was relocated to a position along the CML between 16th Street and 18th Street. The Regional Bus Station, which had been located under the plaza areas between the historic station building and Wynkoop Street, is now located under the 17th Street ROW between the historic station and the CML, extending under both Wewatta Street and Chestnut Place. The routes of the 16th Street Mall Shuttle and Downtown Circulator were extended to the vicinity of the Light Rail Station at the CML.

In this and other ways the reconfiguration of the transit modes expanded the boundaries of the Transit District to encompass the entire area between Wynkoop Street and the CML, from 16th Street to 18th Street, along with the rest of the original 19.5-acre DUS site.

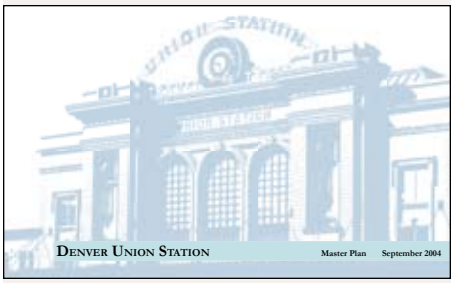
The following paragraphs describe the configuration of each transit mode and its relationship to the DUS site. While the arrangement of the modes has been established through the Master Plan Supplement and subsequent design work, these Standards and Guidelines are intended to provide direction to the architectural, landscape, and other features that define and connect the modes and to the new buildings that will define it. These elements, along with the transportation facitlities, will contribute to establishing DUS as a regional destination and place for people.

The Mizpah Arch

The Travel by Train sign


The tree-lined front court of the original DUS


DUS as seen from 17th St today



Commuter Rail Terminal (CRT)

The CRT will be located at grade directly to the west of the historic Denver Union Station building. The eight new tracks terminate at this location and accommodate RTD commuter trains, Amtrak trains and the Ski Train. The entire CRT is located within the DUS site, Sub-Area 2. It will be partially protected by a canopy structure referred to as the Train Hall. The historic Train Room will continue to serve as a waiting area for passengers, as well as providing other services. The CRT will be surrounded by new development buildings along Wewatta Street between 16th and 18th Streets. At the north end, development will be built over the rail tracks, while the building along 16th will define the end of the Train Hall and the head-end platform. The new mixed-use buildings will play an important role in creating the setting of the CRT.

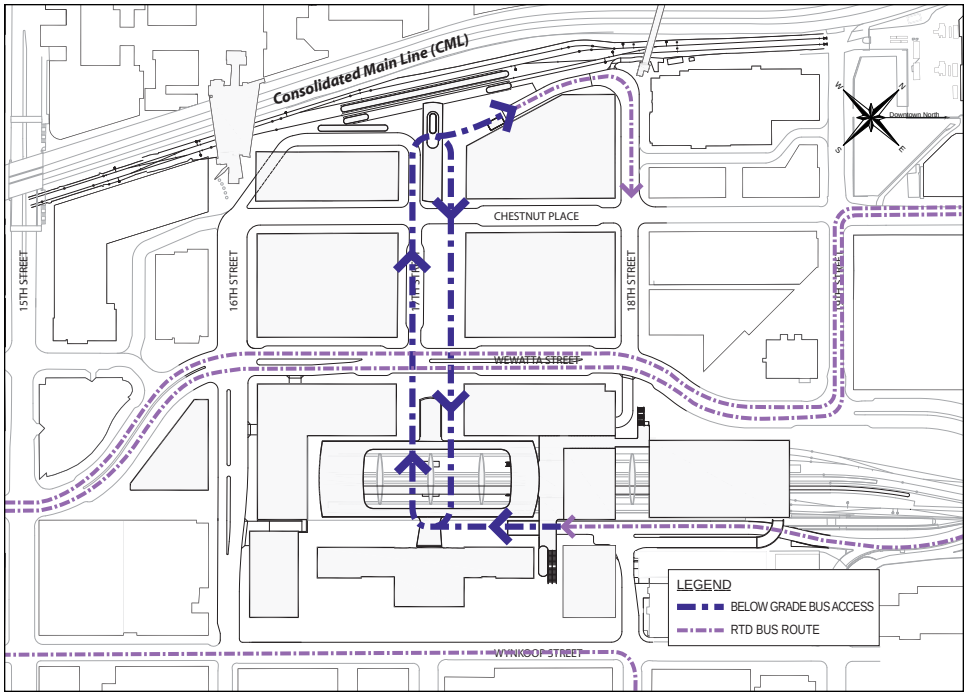


Fig 1.2a: Commuter Rail Terminal (CRT) tracks and platforms

Regional Bus Station

The Regional Bus Station is an underground facility located within the 17th Street ROW extending from the historic station to the LRT Station. The eastern half lies within the Sub-Area 2 of the DUS site. Bus access to the station is provided in two locations, one location on the DUS site and the other in the CPV. A ramp extended from the HOV lane at 18th Street will provide bus access to the underground station.

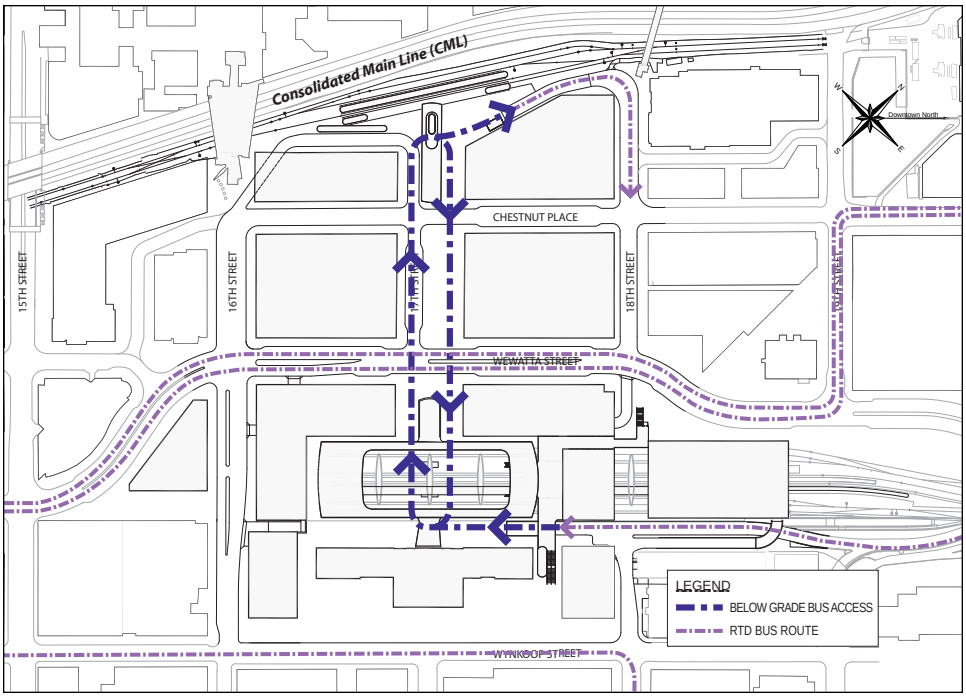


Fig 1.2b: Regional Bus Station Access

Light Rail Transit Station

The Light Rail Transit Station lies along the CML between 16th Street and 18th Street. It sits outside the DUS site, but is an important part of the larger Transit District.

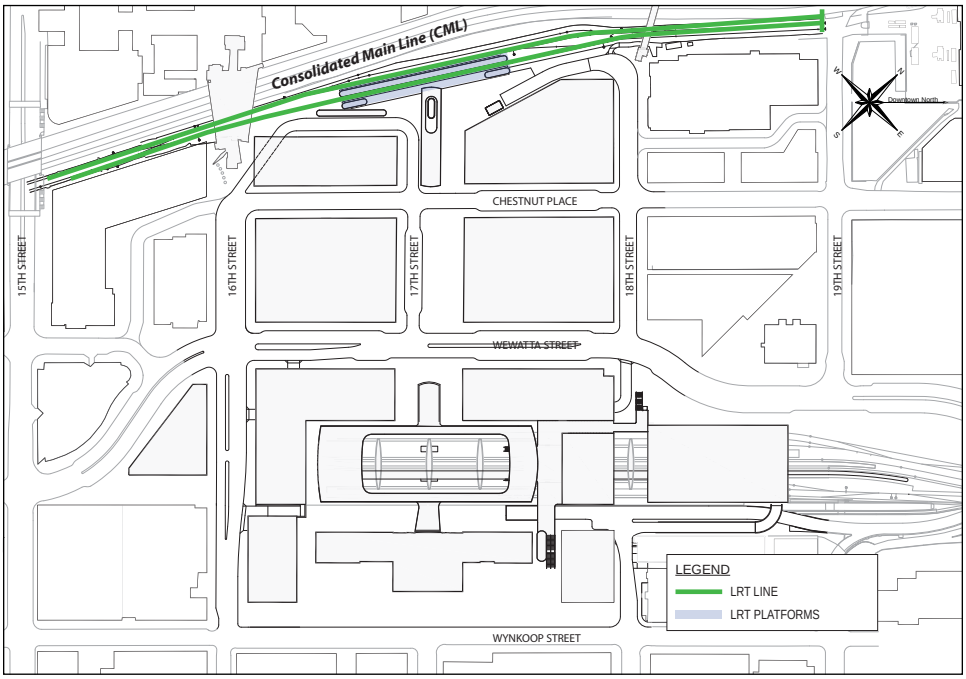


Fig 1.2c: Light Rail Transit (LRT) routes

16th Street Mall Shuttle

The 16th Street Mall Shuttle will continue to operate on 16th Street adjacent to the DUS site. However, the Shuttle will continue past Wewatta Street to Chestnut Place and then 17th Street to serve the LRT Station area, which will be the Shuttle's new western terminus. Between Wynkoop Street and Chestnut Place, the Shuttle will operate in mixed traffic.

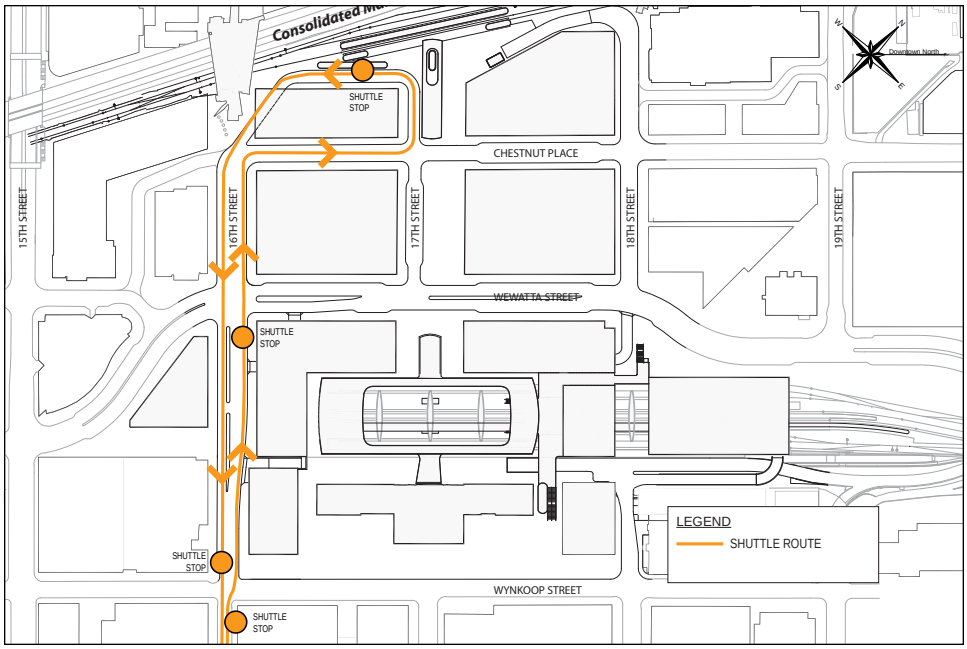


Fig 1.2d: 16th Street Mall Shuttle route

Downtown Circulator

The Downtown Circulator will enter the DUS site at 18th and Wynkoop Street. It will then descend to the Regional Bus Station using the ramp from 18th Street. There are no at grade Circulator stops anticipated in the DUS site.

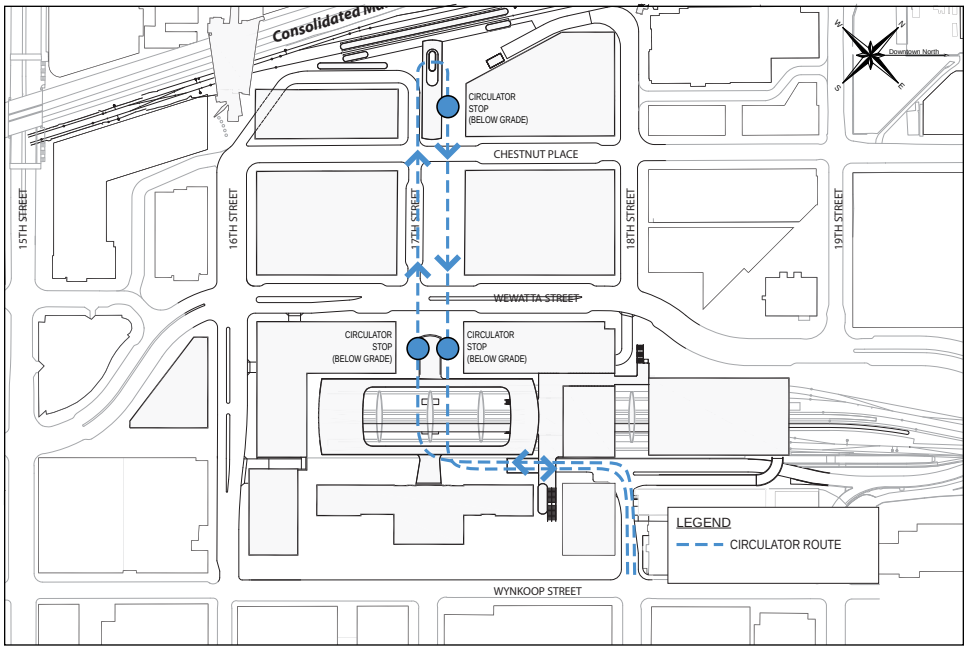


Fig 1.2e: The Downtown Circulator route

Bicycle Access

Bicycle access to and through the Transit District and DUS site is an important component of the multimodal transportation system at DUS. One existing route, the Wynkoop Street bike lanes, passes along the east side of the DUS site and connects to the regional and local bike system. Access through the DUS site is expected to be on 16th Street. Bycicle access is allowed on all streets Bike facilities such as bike racks, and possibly a bike station, will be provided at convenient locations throughout the transit district.

1.3.3 Development Context

The DUS site can be thought of as a "hinge" or "link" district between one of Denver's oldest neighborhoods, the Lower Downtown Historic District, and one of its newest mixed-use neighborhood, the Commons. In a broader context, the DUS site and the Transit District are a "cap stone", anchoring Downtown at its western end.

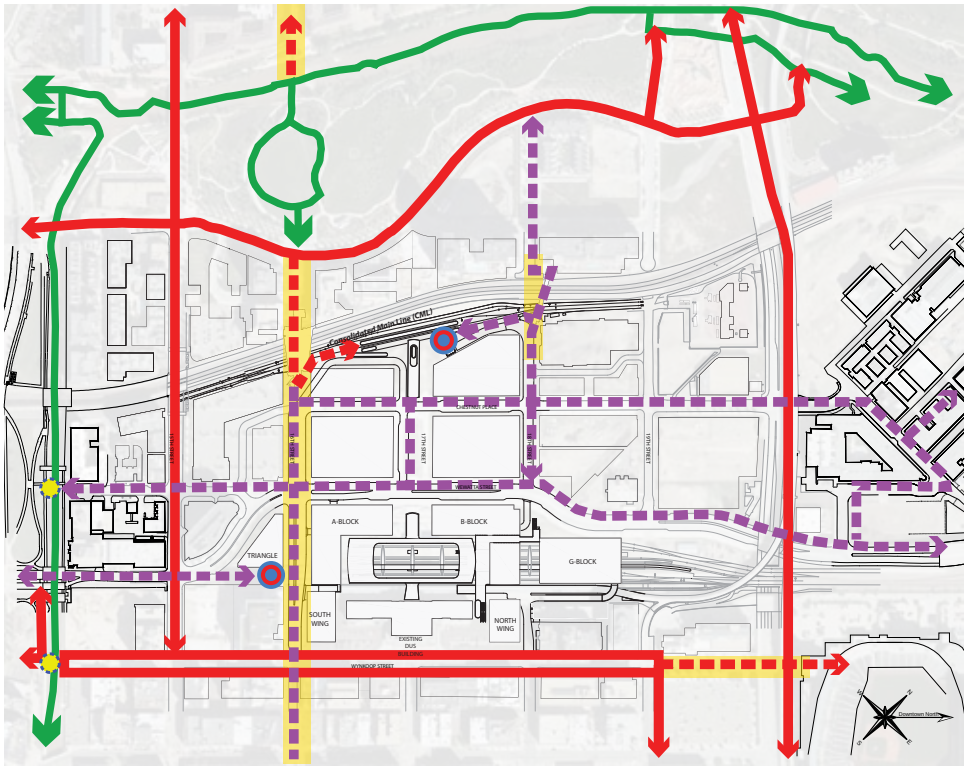


Fig 1.2f: Existing and Proposed Bicycle Routes

Across Wynkoop Street from Sub-Area 1 lies the Lower Downtown Historic District, which is largely made up of structures dating to the late 19th century or early 20th century. Historic buildings tend to be 55 to 85 feet tall and constructed of brick. While numerous structures have been built within the district in recent years, most of the newer buildings have conformed to the scale of the historic structures, as well as to their predominantly masonry construction.

To the west of Sub-Area 2 lie the new neighborhoods of the Commons, Riverfront, and Prospect. In these districts more contemporary styles prevail and more metal and glass curtain walls are employed for building enclosures.

While these two neighborhoods provide the context, it does not necessarily follow that the DUS site should promote a blend of historic and contemporary architectural styles. The height allowances in the DUS site zoning transition from the lower scale of Lower Downtown to the mid- and high-rise buildings of Riverfront Park and the Commons.

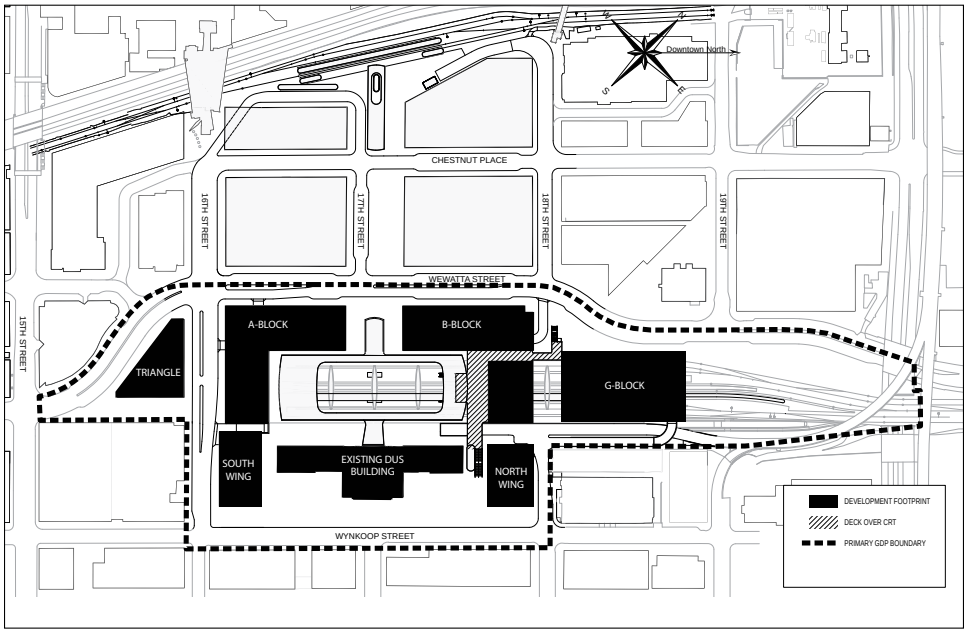


Fig 1.3a: Private development parcels within the DUS site and adjacent to it

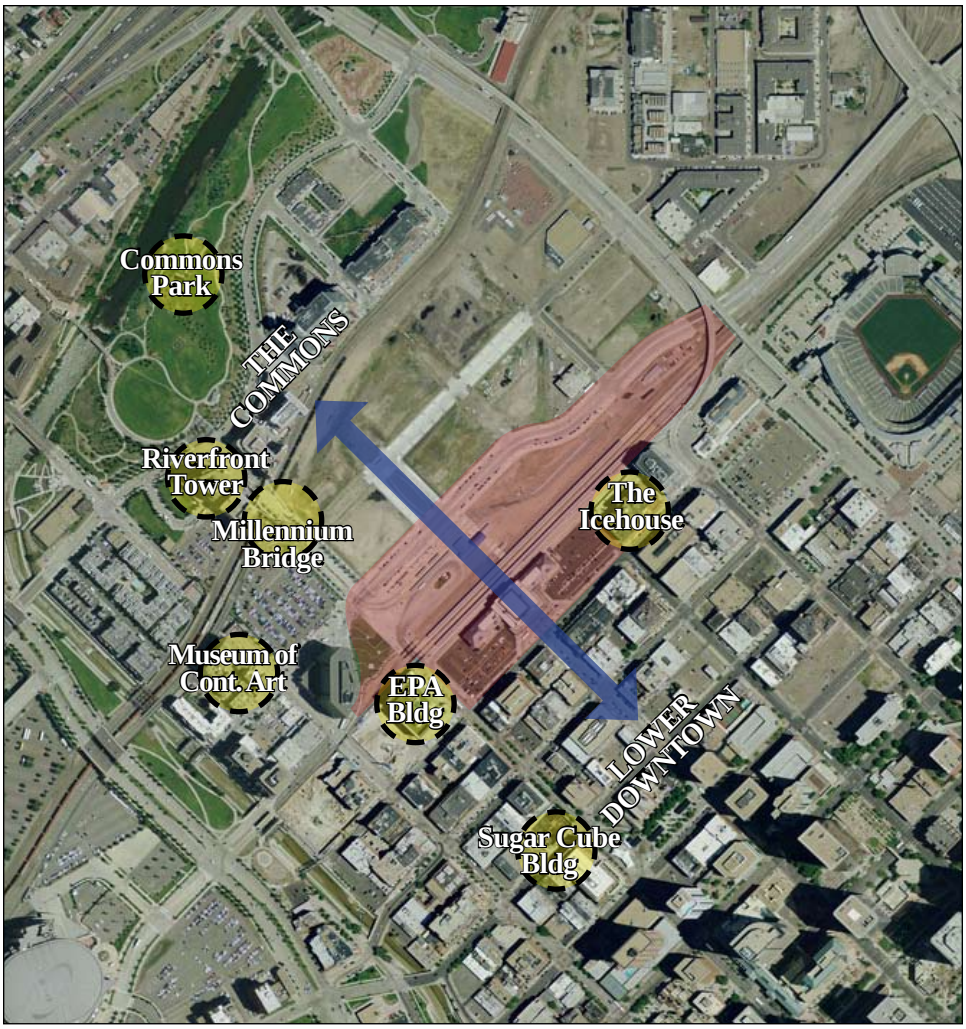


Fig 1.3b: DUS as a hinge neighborhood between LoDo and The Commons

1.3.4 Denver Union Station General Development Plan

The GDP includes two areas: the DUS site is the primary area and the remainder of the Transit District (the Commons Neighborhood) to the west is the secondary area. The purpose of including the Commons area is to acknowledge the various existing regulatory documents and processes that may apply to DUS-constructed improvements. These regulatory documents include (but are not limited to) the Commons PUD zoning, the Major Encumbrance Permit issued to the CPV Metropolitan District, and the Commons Design Standards and Guidelines. The GDP was adopted by the planning Board on April 7, 2009.

The Icehouse Lofts to the north of DUS

The EPA Building to the south of DUS

The Millennium Bridge over the CML

The Sugar Cube Building

2. Site-Wide Urban Design Standards and Guidelines

The DUS site, with its concentration of transit functions, dynamic mixed-use development, and vibrant public spaces will anchor the west end of Downtown Denver, and be comparable in civic urban presence (yet very different in character) to the Capitol and Civic Center area at the east end. It will create new development opportunities and activities focused on transit, along with significant public amenities. The DUS site will become the focal point of the area, an urban hinge connecting the Commons and the Central Platte Valley with Lower Downtown.

The DUS site is part of a greater Transit District that stretches from the historic Station building to the CML. The DUS Transit District has a unique function in the city as the nexus of the transportation modes being built out as part of the FasTracks program. The historic Denver Union Station building, a landmark structure, will be given new life and activity as the symbolic gateway, anchor and destination of the district.

The function and urban form of the area as the center of the region's wider transportation network will generate a special character for this area. The intense concentration of transit functions, and the number of commuters and other passengers and visitors that will pass through the area each day, present unique opportunities for the public realm and the private development. With the transportation architecture of the Commuter Rail Terminal, the Regional Bus Facility and the Light Rail Station, the DUS site will have a progressive architectural character that will set it apart from Lower Downtown and the Commons, its contiguous districts.

This unique character of the transit infrastructure, architecture and the design of the public realm will extend from the historic Station to the Light Rail Station at the CML along the axis of 17th Street. While the Transit District will be woven into the fabric of the surrounding area by way of continuous streetscapes, there should be a sense that one has entered a distinctive district.

The enhanced sense of arrival from the various transit modes is part of the larger gateway function of the urban design and transit experience as a whole. While the historic Station is the centerpiece, it is supported by the transportation architecture, the private development, and the public spaces.

2.1 General Intent Statements

The following intent statements pertain to the entire DUS site:

Transit creates special opportunities and obligations for new structures in the DUS site:

1. Transit infrastructure, public space, and buildings must be of human scale and enhance the experience of transit users, residents, and visitors. Transit architecture, public spaces, private development, and transportation functions will be integrated into a cohesive, distinctive urban place.
2. The public realm must be clearly legible and form a network of continuous spaces, providing continuity between the surrounding public streets, and public spaces, and transit access.
3. The public realm, transit infrastructure, and private development must be designed and constructed to the highest standards of quality, permanence and civic character.
4. Multimodal transportation is the defining aspect of DUS. Attractive, convenient, and clear pedestrian circulation will be fundamental to success. All functions accommodated on the DUS site and in the Transit District must be usable to all people, to the greatest extent possible, without need for adaptation or specialized design.
5. The DUS site must be recognized as a great public place. Building, public space and transit structure design should avoid the faddish and ephemeral, hewing to the dignified and timeless.

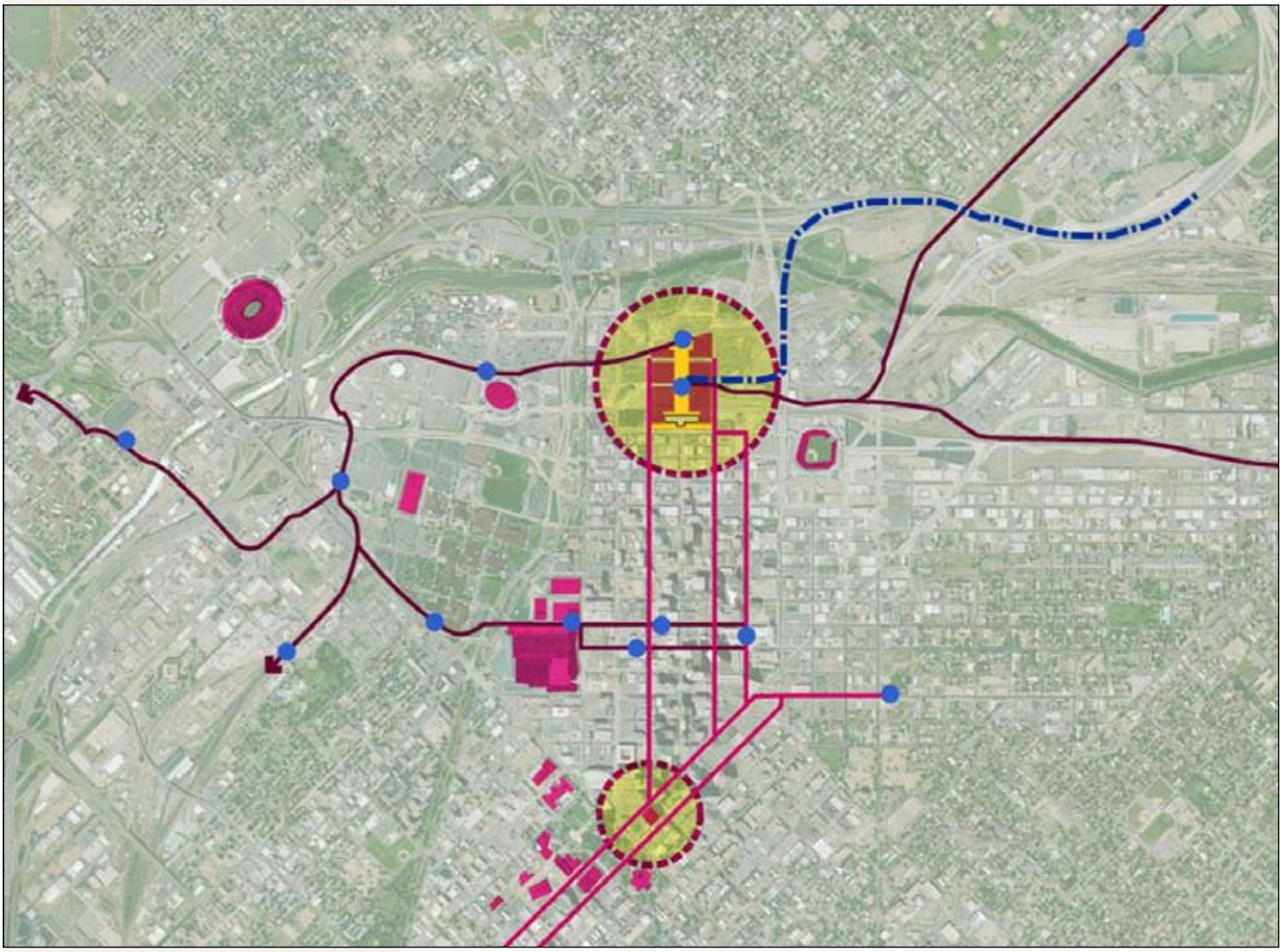


Fig 2.1c: The DUS Transit District will anchor the northwest end of Downtown Denver

6. While the historic station building sets the tone for this area, new structures must be forward-looking and innovative, not replicative. The best way to honor the historic Station building is to design comparably excellent and enduring new structures that are of out time.

7. The private development buildings have a special obligation to frame and support the civic nature of the public transportation and to define and activate the public spaces. The private development buildings will have four public faces, so each elevation is important. These buildings also provide the greatest opportunity for retail to serve transit riders, residents, workers and visitors. In addition, there is an obligation to provide optimal pedestrian environments at all entries to the transit area.

8. All elements of the DUS site—the private development, the public spaces, and the transit—must together create a unique sense of arrival. Likewise, the transit functions must be apparent and fully accessible by pedestrians from all directions.

9. Ease of orientation to the city and the transit must be achieved. Wayfinding should be intuitive to the greatest extent possible, but should include a comprehensive signage program.

10. The urban design must support the convenience and comfort of all users, workers, residents and visitors at all times of day and evening, weekdays and weekends.

11. The public spaces of the Transit District must be flexible to accommodate the needs of transit riders, businesses, residents and the immediate neighborhood, while allowing the opportunity for a variety of other community activities.

2.2 AUTHORITY - PROVISIONS OF THE ZONING

Urban Design Intention of the Zoning

The Zoning for the DUS site is intended to promote a number of urban design characteristics, such as pedestrian-oriented activities at ground level, human-scale façade design, and spatially defining streets and public spaces. Requirements specific to Sub-Areas 1 and 2 are detailed below, in Sections 3 and 4 respectively.

The height and bulk provisions of the Zoning (summarized in Figure 2.2) are intended to shape the general urban form of the DUS site. The Zoning calls for a zero-height limit on the two Plazas adjacent to the historic Station building in Sub-Area 1. The Zoning allows for new buildings 65 feet high to be built at the corners of 16th and 18th and Wynkoop Street, with significant setbacks from the ROW parallel to Wynkoop Street. This height limit is meant to keep these two flanking structures lower than the roof of the historic station wing buildings; the setback is intended to preserve oblique views of the central block of the historic Station from the area of 16th Street and Wynkoop to the south, and 18th and Wynkoop to the north. The Zoning permits these flanking structures to have an L-shaped plan that returns toward and abuts the north and south facades of the historic wing buildings.

To the west of the Station, in Sub-Area 2 the Zoning regulates a stepped increase in building height limits from 70 feet (directly west of the historic Station), 90 feet along portions of 16th and 18th Streets, and 140 feet with limited areas of 200 and 220 feet along Wewatta Street. This stepping keeps buildings taller than the historic Station from being built directly adjacent to it. Furthermore, the Zoning also enshrines the 160-feet wide view corridor of 17th Street west of the historic Station, above the datum of 5,209 feet above sea level, equivalent to the base of the high arched windows of the historic Station central block.

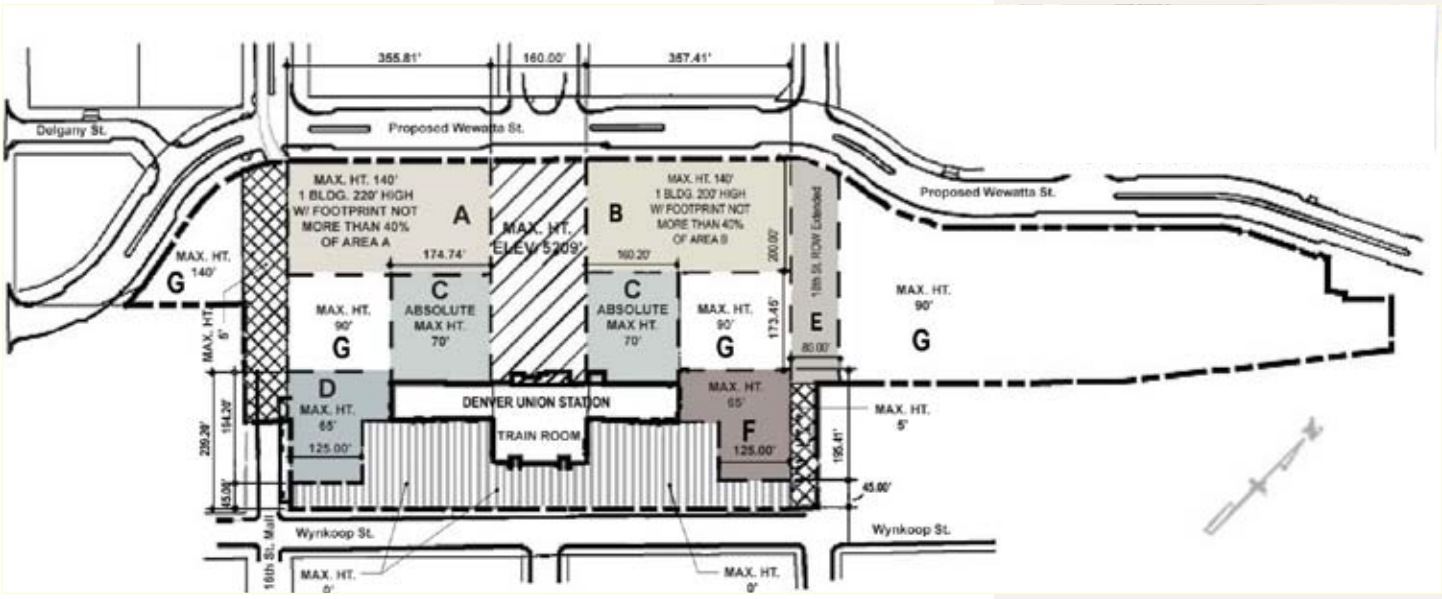


Fig 2.2: DUS Existing Zoning

2.3 SITE CIRCULATION

The DUS site specifically, and the Transit District generally, is intended to be an urban area where the pedestrian and public transit modes take precedence over vehicular traffic. However, a substantial number of transit riders will be connecting to and from private vehicles (taxi, limousine, private auto). Sub-Area 2 includes a major public parking garage facility, and the mixed use developments will include parking for residents and employees. Historic and new buildings will require service access and local businesses will expect some on-street parking to be available. In summary, light-occupancy vehicles cannot be ignored, but their access needs to be subordinated to the pedestrian flows and transit modes.

Circulation routes for the various modes have been established by the DUS Master Plan Supplement and the DUS General Development Plan. The Design Standards and Guidelines proposed for the public ROW are for illustrative purposes only. The detailed design of the public ROW improvements will be incorporated in site plan submittals.

General Intent Statement

1. To establish a hierarchy for and to coordinate multiple circulation systems – rail and bus transit, vehicle, pedestrian and bicycle – within a relatively small area, while retain ing and reinforcing the overall urban, pedestrian character of adjacent neighborhoods.

2. To facilitate pedestrian linkages between transit modes and between these modes and the public space network of the DUS site and connections to contiguous areas.

3. To provide consistent connectivity for all users accessing priority destinations including transit platforms, building entries, and public space amenities.

2.3.1 Transit Circulation

Intent

1. To locate public transit circulation in a way that minimizes conflict with private and commercial vehicle circulation and with general pedestrian and bicycle movements, while providing safe and convenient access by users of public transit modes.

2. To promote visibility of vehicle areas and transit facilities by pedestrians and vice versa as a means of enhancing safety.

Design Standards

1. Transit access points shall be clearly visible from the public realm. If barriers are required for safety reasons, these shall promote visibility of the transit access points, rails, or drive ways. However, no chain-link fences shall be permitted as permanent barriers.

2. The design of all code-mandated safety and security elements (such as fences, protective barriers, bollards, tactile warning strips, etc.) shall be coordinated with the landscape and hardscape design direction with respect to placement, materials, color, and form.

3. Rubber-tire transit vehicles shall be confined to clearly defined streets or driveways.

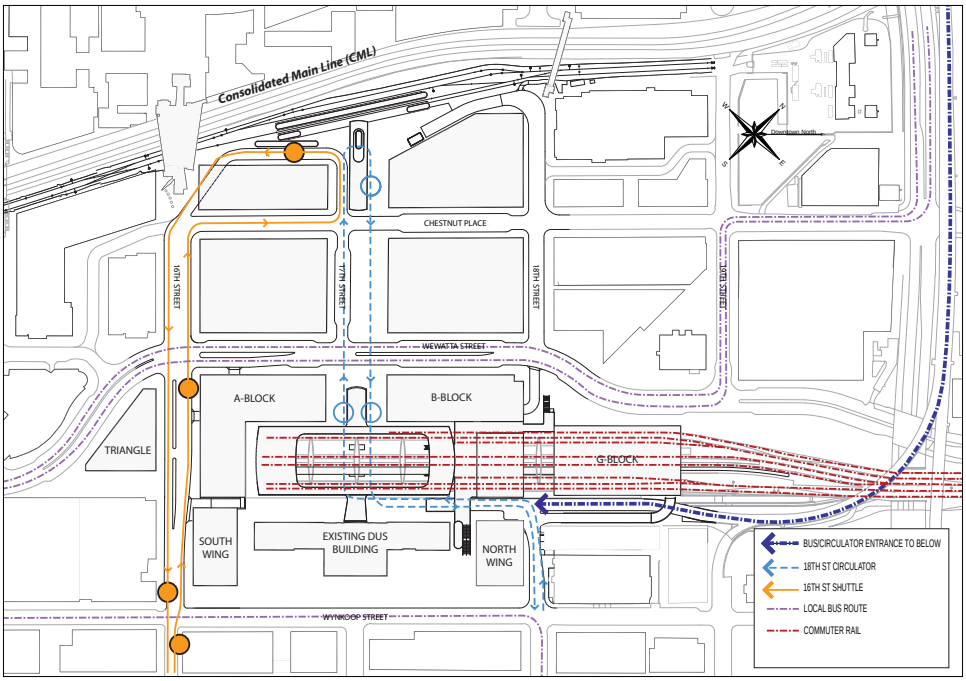


Fig 2.3a: Public Transit vehicle routes through the DUS site

Design Guidelines

1. Whereas all required safety and security provisions must be made to minimize conflicts between pedestrians and transit vehicles, the planning should consider the counter-balancing objective of convenient access to transit from the public realm.

2. Every effort should be made not to preclude future revised circulation routes for rubber-tire transit modes to and through the DUS site.

2.3.2 Pedestrian Circulation

Intent

1. To promote pedestrian accessibility to all areas of the DUS site, except vehicle driveways, service areas, and dedicated transit ways (such as the track area) as a means of enhancing walkability of the district and therefore livability of the neighborhood. The quality of the pedestrian experience has a significant influence on the success of mixed-use districts.

Design Standards

1. Sidewalks shall be provided along all public streets.

2. Pedestrian access to all public open spaces and transit areas within the DUS site shall be required.

3. The few areas where pedestrian access will be denied (Bus Station HOV drive, service areas of commercial buildings) shall be so defined by appropriate signage, changes of paving materials, bollards, or other barriers.

4. Pedestrian crossings of streets shall be clearly marked with special paving, texturing, or color selected in coordination with the landscape and hardscape design of the public spaces.

"The authors, a working group of architects, product designers, engineers and environmental design researchers, collaborated to establish the following Principles of Universal Design to guide a wide range of design disciplines including environments, products, and communications." - [1]

1. Equitable use
2. Flexibility in use
3. Simple and intuitive
4. Perceptible information
5. Tolerance for error
6. Low physical effort
7. Size and space for approach and use"

(from the Center for Universal Design) Wikipedia

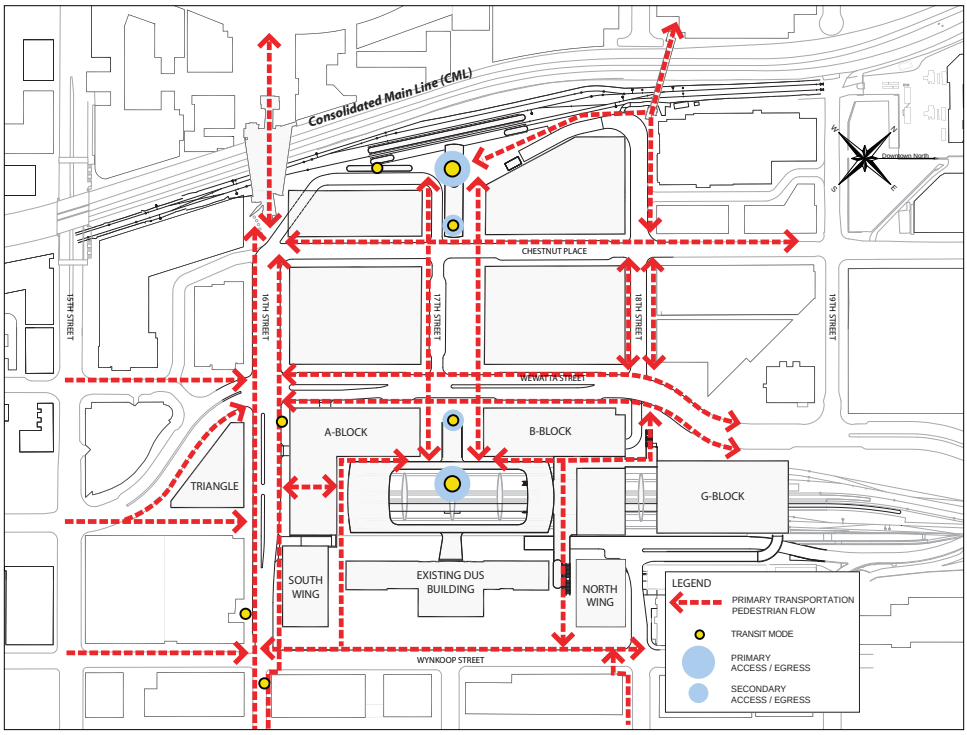


Fig 2.3b: Primary general pedestrian flows

Design Guidelines

1. Level changes – steps, sloped surfaces, ramps – should be minimized in the public areas in order to facilitate pedestrian circulation for people of all abilities.

2. Minimum circulation areas should be maintained for all circulation routes, sidewalks, transit access areas.

3. Building entrances should be maintained when defining temporary demarcation for special uses (events) or outdoor commercial spaces.

2.3.3 Bicycle Circulation; Bicycle and Scooter Facilities

Intent

1. To provide safe and convenient access to the DUS site and the transit areas for bicycle riders.

2. To provide appropriate parking facilities for bicycles and scooters.

Design Standards

1. Defined bicycle lanes or "sharrows" shall be planned in coordination with DPW wherever feasible within the public ROWs.

2. Bicycle facilities shall be located on the DUS site in relation to the bicycle circulation and access routes. Design shall provide access to these facilities for bicycles.

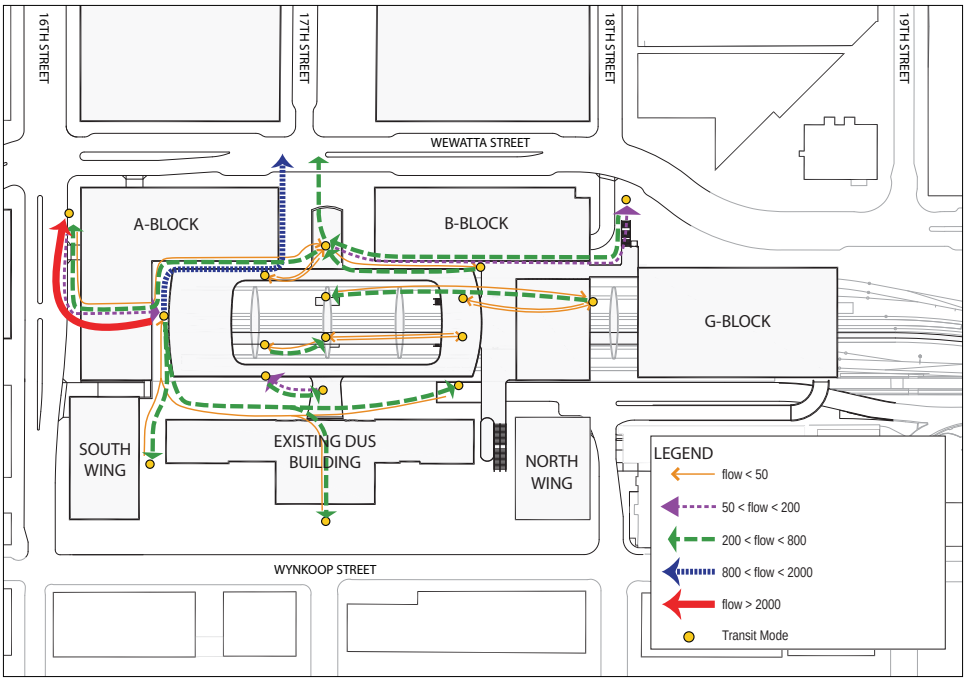


Fig 2.3c: Main morning peak-hour transportation pedestrian flows within the DUS site

Design Guidelines

1. Major exterior staircases serving public pedestrian routes over the CRT tracks should be provided with tracks for dismounted riders to guide bicycles up and down these staircases.

2. The bicycle circulation network within the DUS site should be coordinated with and tie into any pre-existing or planned bicycle circulation networks in the surrounding area.

3. Parking for scooters should be provided.

2.3.4 Vehicle Circulation

Intent

1. To provide adequate private and commercial vehicle access to the DUS site, subordinate to the transit and pedestrian circulation.

Design Standards

1. Curbside pick-up and drop-off areas for taxis, limousines, and other non-public LOV services shall be located in proximity to the transit areas along Wynkoop Street, Wewatta Street, and Chestnut Place, but not within the 17th Street ROW.

2. Curb cuts and driveways shall be perpendicular to the public streets.

3. Curb cuts and driveways shall be appropriately marked with horizontal and vertical elements coordinated with the public space design. These elements shall consider the needs and abilities of all users.

4. Sightlines for entrance/exits to service and parking shall be free of any obstructions.

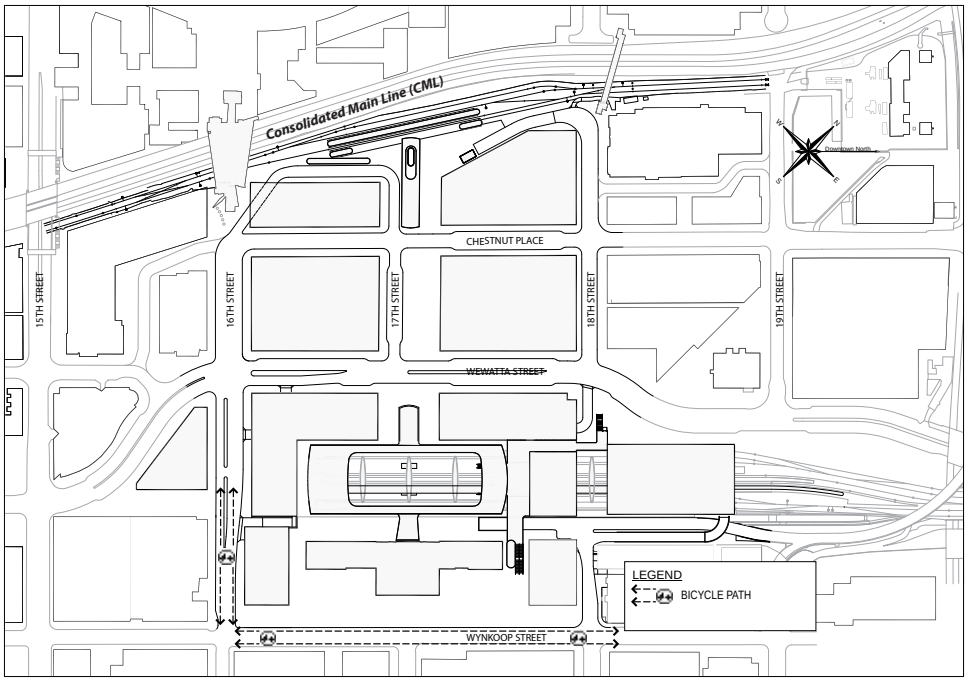


Fig 2.3e: Bicycle routes through the DUS site

Design Guidelines

1. Where possible, curb cuts should be shared by buildings and uses.

2. Curb cuts should be no wider than the minimum City requirements.

2.4 SITE PLANNING

General Intent

1. To establish a hierarchy of site planning elements – public spaces, streetscapes, buildings, parking, and service areas – that supports transit access and pedestrian circulation within the DUS site, while establishing a framework for the public space design (Section 2.6).

The general location of transit facilities, public spaces, and infrastructure has been established by the Master Plan Supplement, DUS Zoning, and the General Development Plan, and has been further defined during the design process for those elements. These facilities – the Regional Bus Station and the Commuter Rail Terminal and associated track alignments – are considered fixed for the purposes of these Site Planning Design Standards and Guidelines.

2.4.1 Streetscape Design

Streetscape design provides for the essential continuity of the public realm between the public open spaces, transportation facilities, and the development sites. These elements serve to define the character of the Transit District, and to weave the fabric of the DUS site and Transit District into the fabric of the existing and future adjacent neighborhoods.

Intent

1. To develop a distinctive hierarchy of streetscapes that respond to the unique conditions of the site – the presence of multiple modes of transportation, the centrality of the historic Station building, and the civic importance of the new district.

2. To recognize the primacy of pedestrians in the planning of streets, sidewalks, intersections, and streetscapes.

3. To ensure that the DUS site and the greater Transit District constitute a pedestrian-friendly urban environment that is safe, inviting, and active.

Design Standards

1. The approved Major Encumbrance Permit (2006) issued to the Central Platte Valley Metropolitan District shall be the basis for the streetscape design of Wewatta Street and for the design of 16th Street along the south side of the DUS site between Wynkoop and Wewatta streets.

2. Every sidewalk shall include as a minimum, an eight-foot wide pedestrian walk or clear zone and a five-foot wide Amenity Zone for trees or other landscape treatment.

3. Street trees and other plantings shall be of high quality, appropriate to an urban setting and Denver's climate, and be installed using the best planting practices.

Design Guidelines

1. Where possible, sidewalk design should exceed the minimum requirements listed above, while not exceeding the maximum overall width of 20 feet.

2. Durable, high-quality unit pavers, colored and textured pre-cast concrete units, durable natural stone, appropriately finished natural concrete, and/or high-quality tinted cast-in-place concrete should be considered for sidewalks.

3. Required irrigation should be water-conserving.

2.4.2 Building Location, Orientation and Use

The standards and guidelines dealing with building location, orientation and use vary considerably between sub-areas within the DUS site; see the relevant sub-sections in Sections 3 and 4.

2.4.2.1 Build-To Requirements

Intent

1. To promote the role of the buildings in defining, activating, and creating a strong sense of place for the transit areas, streetscapes, and public spaces .

Design Standards

1. Any gaps (recesses, returns, or actual breaks) between buildings or parts of buildings that are not part of a vehicle access shall be treated in a manner consistent with, but not necessarily identical to, the adjacent streetscape or public space design.

2. Building facades located along 16th, 17th, 18th or Wewatta streets , or streets rights-of-way extended, shall be located on or near the property line to spatially define the street space, create a clear urban character and concentrate pedestrian activity. Such buildings shall provide at least 80 percent of the façade length at or near the property line for at least the minimum building height.

Design Guidelines

1. The use, size, shape, and design of the adjacent public space and ground floor building use should influence the build-to approach.

2.4.2.2 Pedestrian Active Use Requirements

Intent

1. To maximize the extent of pedestrian active uses bordering the transit areas, streets, and public spaces .

2. To provide continuity of pedestrian-oriented uses that supports an active public environment that is pedestrian in scale, and that engages people passing by, and that provides eyes on the street.

Design Standards

1. Specific areas for active uses, and standards for percentages, are listed in sections 3.4.2.2 and 4.4.2.2.

2. Where pedestrian active uses are not feasible, building facades shall have a pedestrian-friendly design.

Design Guidelines

1. All building facades that are not service areas, regardless of orientation, should accommodate pedestrian active uses.

2.4.3 Parking Location and Access

This sub-section addresses issues of location and access to parking facilities within the DUS site. Issues of design are addressed below and in sub-sections 2.5.6, 3.4.3, and 4.4.3. Preliminary locations of these access points are shown in figure 2.4.

General Intent

1. While it is recognized that parking is necessary for the viability of commercial and residential components of the mixed-use development, the DUS site specifically, and the Transit District generally, will be exceptionally well-served by public transit. Therefore, parking facilities will be kept to a minimum and will have as little visual and environmental impact on the site as possible.

Parking Facilities – General Requirements

Intent

1. To minimize the visual and environmental impact of parking garages, mainly through location and design.

Design Standards

1. Entrances to parking facilities shall be located in coordination with the City through the site planning process.

2. Curb cuts and parking access points shall be set perpendicular to the building face.

3. Parking garage access portals shall have jambs and a soffit measuring at least five feet in depth perpendicular to the street or alley. These jambs shall be clad in the same building enclosure system as the adjacent building façade. The soffit shall consist of a similarly formal and finished assembly.

Design Guidelines

1. Parking access points should have sightlines sufficient for drivers to identify pedestrians on adjacent sidewalks.

2.4.4 Service Areas

Intent

1. To physically separate and visually screen service areas from pedestrian areas and public spaces.

Design Standards

1. Where feasible, service areas shall be located inside the development blocks, hidden from view from public areas and minimizing impact on pedestrian circulation.

2. Where fully internal service areas are not feasible, the service areas shall be bounded on three sides by the building being served, with only one side open to the service drive. The open side shall be screened to the greatest extent possible.

3. Service areas shall not directly face the pedestrian areas or public spaces.

Design Guidelines

1. If possible, service areas should not be located within 25 feet of public entrances to buildings or transportation facilities.

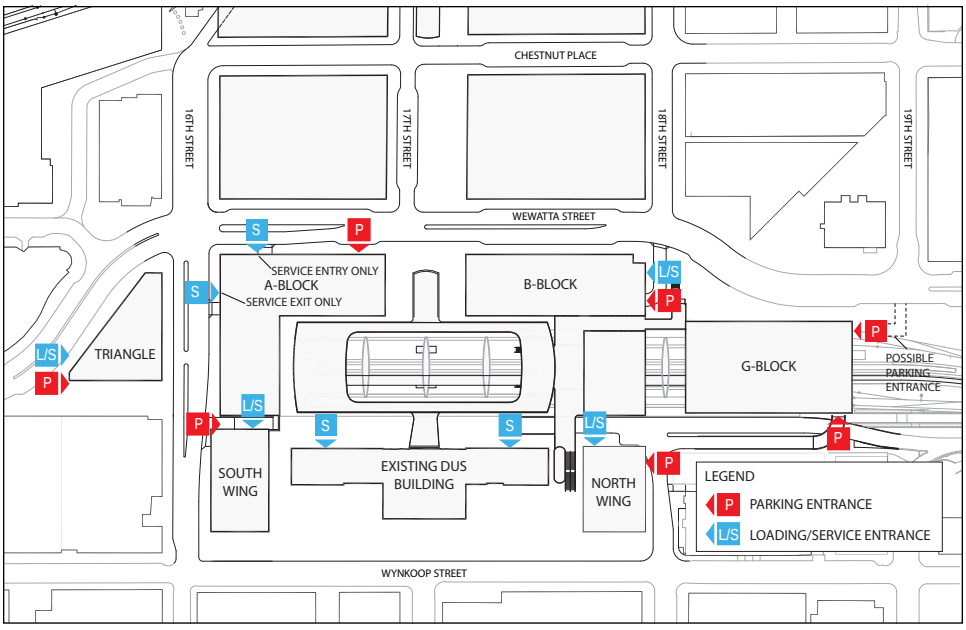


Fig 2.4: Site-wide Parking and Loading/Service access points

2.5 BUILDING DESIGN

The mixed-use buildings are called upon to play an urban design role unique in the city. While being contemporary in design and "of our time", they must be complementary to and designed in relation to the historic Denver Union Station building and the new transportation architecture. They must frame the historic Station and define the space around the Train Hall and the access paths to the platforms. They must also play a role in reinforcing the civic nature of the site and activating the street and adjacent public spaces.

See Sections 3 and 4 for standards and guidelines specific to Sub-Areas 1 and 2.

2.5.1 Building Massing and Form

Intent

1. To frame the historic Denver Union Station building and adjacent public and transportation spaces.

2. To reinforce the civic role of the transportation architecture and provide a sense of permanence.

3. To promote sun and sky exposure to public streets, plazas and open space.

4. To provide active edges to streets and public spaces.

Design Standards

1. Several strategies shall be employed to achieve the urban design intent. These might include the use of proportional systems, breaks in the mass, or changes in material between uses or parts of the building. Specific standards are listed in Sections 3 and 4 dealing with Sub-Areas 1 and 2 respectively.

Design Guidelines

1. The massing and form of new buildings should take into account the transportation architecture (Train Hall and related structures) and strongly consider playing the role of "background buildings" to the primary structures of the site – the historic Station and transit facilities.

2. New buildings, especially those closest to the historic Station, should take into account the horizontal datum and overall articulation of the various facades of the historic Station building (Fig. 2.5), while not being required to carry these into the massing and form of the new buildings.

2. Building forms should respond to their specific locations, whether they occupy a gate way location or a corner, terminate a view, or perform some other urban design func tion in the site.

2.5.2 Building Character

Mixed-use buildings need to form a dignified setting for the historic and new transportation structures, and generally reinforce the civic character of the site.

2.5.2.1 Materials

Intent

1. To ensure that new buildings near the historic Station are constructed of high-quality materials and workmanship, so that they may be as enduring as the historic Station itself.

2. To differentiate the palette of materials used for buildings within the DUS site from the vernacular architecture of LoDo.

3. To indicate through the selection and detailing of materials for new buildings that the DUS site is a distinctive and elevated place with respect to the surrounding urban fabric of LoDo and the CPV.

4. To promote the use of materials that express the civic function of the DUS site.

5. To ensure the consistent use of high-quality materials appropriate to an urban environment.

6. To promote the use of materials that are durable and low maintenance.

Fig 2.5: The horizontal datums and overall articulation of the facades of the historic Station building should be considered.

Existing materials used in the DUS building and surrounding public spaces

Design Standards

1. Primary building materials shall be used for all four facades of the buildings on the DUS site, since all sides will be visible from one or another point in the public realm. These buildings will be "four-sided buildings."

2. Materials shall be high-quality, durable and express a sense of permanence appropriate to the civic character of the site. The selected materials shall have a timeless quality and avoid passing trends.

3. Exterior insulation and finishing systems (EIFS), stucco, tilt-up concrete panels, and concrete masonry units shall not be permitted in any quantities on the facades of new buildings in the DUS site.

4. Synthetic materials that imitate natural materials are not permitted.

Design Guidelines

1. Preferred exterior building materials are:

   - Glazed cable wall systems
   - Glazed curtain wall systems
   - Metal panel curtain wall systems
   - Natural stone
   - Architectural cast stone
   - Architectural pre-cast concrete
   - Terracotta
   - Architecturally finished structural steel

2. If brick is used, its type, color, quality and detailing should be such to elevate it to the quality of the materials cited in the previous item.

3. Innovative and energy-efficient enclosure systems should be encouraged, as long as their appearance fulfills the urban design intent and the materials are comparable in quality to those listed above.

4. Choice of materials should take into account the nature of the transportation architecture, the historic Station, and other structures in the vicinity.

5. The most durable materials should be used at the ground floor, except for storefronts. If more delicate materials are used, they must be detailed in such a way as to retain their initial appearance under normal ground-level use conditions.

6. The number of primary materials used in a given façade should be limited to two or three (excluding glazing, trim, mullions and building accessories).

2.5.2.2 Fenestration

Intent

1. To provide a high degree of transparency at the ground level.

2. To ensure appropriate degrees of transparency at upper floors, depending on uses.

3. To limit the glare from reflective glass.

Design Standards

1. Commercial ground floor facades facing streets or public open spaces shall provide no less than 60 percent glazed area. The area to be measured is the entire story, from ground to the bottom of the structural slab of the first floor above the ground floor.

2. Commercial facades above the ground floor shall provide no less than 40 percent glazed area, unless the use (interior function) requires a solid/opaque façade.

3. Residential facades shall provide no less than 20 percent glazed area above the ground floor and the ground floor shall provide no less than 40 percent transparency.

4. Glazing shall have a maximum reflectance of 20%.

5. No first-surface reflective coatings are permitted.

Design Guidelines

1. Sun shading devices are permitted, as long as they are part of a comprehensive façade design.

2. Glazing with a pronounced tint (such as blue, green, brown or gold) beyond the naturally occurring tint of different varieties of nominally "clear" glass should not be used.

2.5.2.3 Façade Articulation

Intent

1. To promote the role of building facades in framing the public spaces.

2. To promote visual interest, especially at the ground floor.

Design Standards

1. Buildings with facades measuring 200 feet or less in width shall employ the same system of façade articulation for the entire length of the façade. Within a single system of articulation it is possible to introduce variations that account for difference of exposure, orientation, or use. The four facades shall be consistent and responsive to adjacent buildings, public spaces, transportation facilities, and internal uses.

2. Buildings shall incorporate a system of scaling elements for the articulation of the façade. These can take the form of reveals, mullions, or a more pronounced system of relief (projections and recessions).

3. Parapets and other forms of terminating the building shall be detailed with a coping or cap piece appropriate to the building enclosure system.

4. As the "fifth façade" of the building, the roof shall be detailed with care for organization, appearance, and quality. Mechanical equipment shall be screened from view. Stair bulkheads, penthouses, and other enclosed building elements shall be clad by an enclosure system of comparable quality to that of the principal facades. Solar, wind and other energy collection systems shall be allowed and incorporated into the rooftop design.

Design Guidelines

1. Buildings with facades longer than 200 feet should employ multiple masses, variety of façade articulation, changes of plane, variations in materials, and other means of articulation to create visual interest and engagement for pedestrians and to signal changes of use.

2.5.3 Building Entries

2.5.3.1 Pedestrian Access and Entry

Intent

1. To promote interaction between building entrances and streets and public spaces.
2. To create street-level interest.
3. To promote pedestrian safety by separating pedestrian and vehicle access to buildings.
4. To provide ease of entry for all regardless of ability.

Design Standards

1. Every building or combined structure fronting on a street or public space shall have a pedestrian entry directly from the street or public space. The only exception to this Standard regards the parking garage built over the CRT tracks on the north side of the DUS site.
2. Pedestrian building entries shall be separated from vehicle entries by a minimum of 25 feet.

3 Building entries shall be readily identifiable by pedestrians.

Design Guidelines

1. Canopies or inset entries should be used to protect the entry.
2. The major entry or entries to a building or ground floor uses should be visually emphasized through scale and architectural variety, enhanced lighting, color, material, art, or greater level of detail.

2.5.3.2 Vehicle Access and Entry

Given the configuration of the site in the Master Plan Supplement and General Development Plan, several vehicle access points for parking and service will need to be incorporated into the façades of the mixed-use buildings.

Intent

1. To provide safe ingress and egress for vehicles accessing internal parking and service areas.

Design Standards

1. Parking access control gates shall be recessed not less than 20 feet from the property line.

2. Vehicle entrances and pedestrian entrances shall not be combined (except when combined at an internal hotel drop-off and entrance), and shall be separated by 25 at least feet.

3. Vehicular access points shall not occur at corners.

Design Guidelines

1. In order to minimize the number of curb cuts, parking and service entries should be combined, where feasible.

2. No off-street vehicle pick-up/drop-off areas associated with building entries are anticipated in the DUS site area.

2.5.4 Building Accessories

Examples of building accessories:

- Canopies
- Awnings
- Ramps
- Stairs
- Decorative railings
- Balconies

Intent

1. To ensure that building accessories are complementary to and integrated with the building and public space design. Building accessories extending into the public ROW require special permits from DPW.

Design Standards

1. All building accessory materials shall be custom-detailed, constructed of high-quality materials, and produced according to high standards of craftsmanship.

Design Guidelines

1. Building accessories on facades directly fronting on public spaces should take into account both the specific design of the building façade to which they are attached, as well as the public space design.

2. If accessories are seasonal, they should be able to be removed without detriment to the building finishes, appearance and façade design.

3. For Lighting, see Section 2.7

4. For Signage, see Section 2.8.

2.5.5 Building Service Areas

See above, Section 2.4.4

2.5.6 Structured Parking Garages

Intent

1. To minimize the visual impact of parking structures on the pedestrian experience, the street environment and adjacent properties.

2. To screen from public view the parked vehicles, internal light sources, car headlights and angled ramps within parking structures.

Design Standards

1. The design standards and guidelines for underground parking facilities shall also apply to above-grade structured parking.

2. No ground level parking areas shall be permitted.

3. Any parking floors in mixed use building shall be detailed in a manner similar to the building and shall be flush with floors above and below.

4. Above-grade parking levels shall be developed with opaque spandrel panels, or other screening devices that shield the headlights of vehicles parked at the perimeter of these decks. The interior lighting of garages shall be screened from view.

5. The façade shall screen both the structural elements and the parked vehicles from view. The percentage of opening shall be the minimum required for natural ventilation.

6. Above-grade parking structure facades shall be similar to the primary building façade design and adjacent buildings in character and quality.

7. Interior lighting of parking structures shall not be directly visible from the public ROW or adjacent buildings.

8. Concrete structural elements (in situ or pre-cast) shall not be exposed to the street or public view.

9. No sloped decks or ramps shall be exposed to the street or public space.

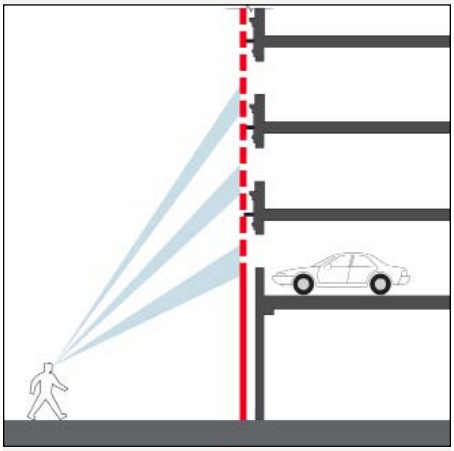
Design Guidelines

1. Schemes that locate above-grade structured parking to the interior of building blocks – i.e., wrapping the parking with other uses – are preferred.

2. No more than 50% of a block frontage should be above-grade parking (except north of 18th along Wewatta Street).

3. Other schemes and devices that minimize above-grade parking, such as mechanized parking systems, should be considered.

4. Lighting should evenly illuminate parking areas and be fully shielded from neighboring buildings.



Screening of above-grade parking structures should be maximized to meet the relevant legally required ventilation limits.

2.6 PUBLIC SPACE DESIGN

General Intent Statement

To plan and design a network of public spaces and pedestrian connections using a combination of hardscape and landscape elements. Public spaces serve as areas for relaxation and community interaction, as well as pedestrian circulation. Their design should create variety and interest in the public realm. The spaces should be designed according to a hierarchy of importance and elaboration. The spaces should be integrated by specific elements of continuity, but provide a variety of characters The public space network should facilitate access to and from both the transportation facilities and the active ground floors of the historic Station building and the new development sites. Successful public space design should also contribute to making the open spaces destinations in themselves. The design should convey the significance of DUS as the hub of regional transportation and the historic place of arrival and commerce for Denver, the region, and the Rocky Mountain West. Several key urban design principles apply:

- To provide basic protection from the elements for transit users.
- To present a distinct and identifiable image for transit facilities.
- To create coherent and unified outdoor and indoor spaces for transit.
- To promote a distinctive sense of place, with an appropriate sense of civic permanence.
- To respect and complement the historic Station by being a contemporary design.
- To promote smooth access to transit from the surrounding streets and plazas.
- To promote functional interaction with the surrounding development buildings, while maintaining integrity as public buildings.
- To respect the 17th view corridor protecting views of the historic Station from the west.

2.6.1 General Public Space Design Requirements

1. Develop a comprehensive design that links all parts of the public space network (see Fig. 2.d) on the DUS site to the Transit District and adjacent neighborhoods.

2. Design elements of underlying continuity while promoting different uses and characters of the different spaces. Variations on a theme are encouraged.

3. Public space design must be continuous with and include all outdoor and covered transportation spaces – CRT Train Hall, elevated deck over CRT, and connections to below-grade facilities.

4. Incorporate universal access principles into the public spaces to accommodate the needs of people with a variety of abilities.

5. Promote a strong urban design relationship with the enclosed transportation spaces – the historic DUS Train Room and the Regional Bus Station.

6. The varying sun/shade conditions existing in different parts of the public space at different times of the year shall influence the arrangement of functions, selection of plants, and organization of amenities.

7. Ensure that public spaces can be activated at all times of the day, evenings and week ends, not just during peak commuter periods and special events.

8. Accommodate a variety of uses, including temporary and special events.

9. Draw on the unique geography and history of the site, the city and the region as inspiration for materials, landscape, orientation and views incorporated into the public spaces.

10. Aspire to design excellence, using high quality materials and craftsmanship.

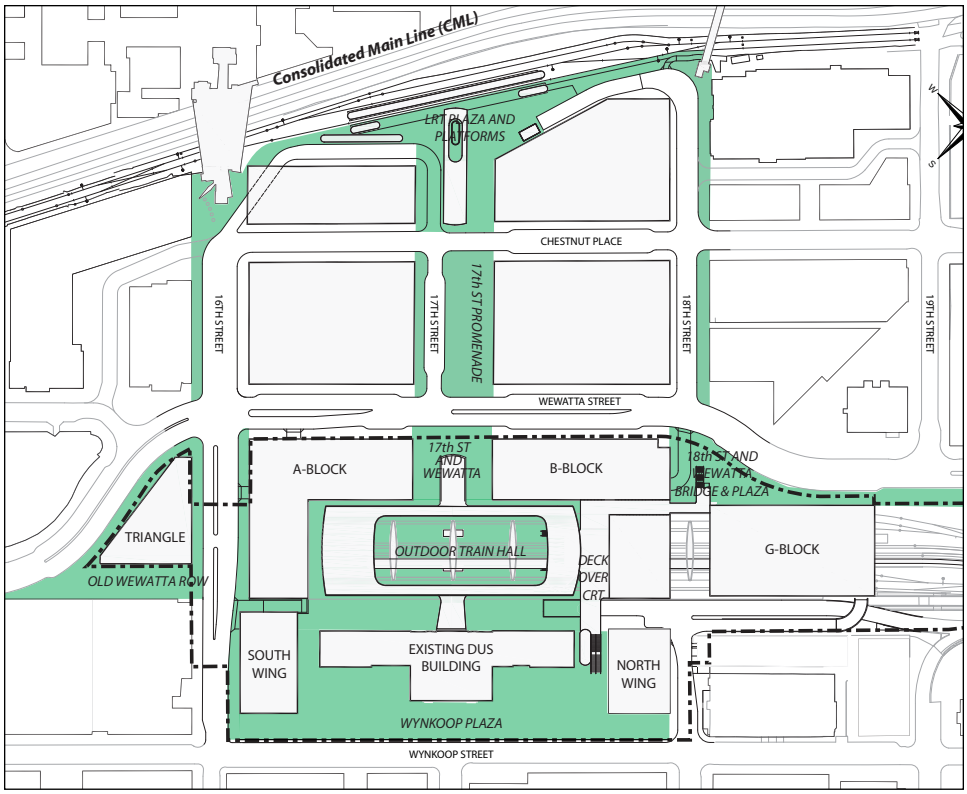


Fig 2.6: DUS and Transit District Open Space Network

Additional General Requirements from Master Plan Supplement

1. Proportion and articulate public spaces to encourage pedestrian activities within them and along their edges.

2. Place active uses along the edges of the public spaces to provide visual interest, amenities, and "eyes on the street."

2.6.2 Landscape

Intent

1. To implement a comprehensive landscape design that supports the different character and uses of the diverse public open spaces within the DUS site.

2. To use quality plant materials that are of sufficient size and quantities to emphasize important streets and open space and connections

3. To implement a landscape design that respects the principles of durability, sustainability, appropriateness to regional climate.

Design Standards

1. The landscape design and plant selection and arrangement shall take into account the particular characteristics of the local climate.

2. All plants shall be A-Grade or No. 1 Grade, free of any defects, of normal health, height, leaf density and spread appropriate to the species as defined by the American Association of Nurserymen or as approved by the City Forester.

3. Coniferous trees shall not be located within the public amenity zones of the public streets, but may be considered for other public spaces.

4. Grates, fencing, and other containment of trees or other plantings along sidewalks and within the public ROW must meet City standards..

5. No artificial trees, shrubs, or plants shall be used.

Design Guidelines

1. Utility and landscape plans should be coordinated to provide ease of maintenance and to minimize conflicts between plantings and utilities.

2. The plantings should not require excessive amounts of irrigation to remain healthy.

3. The landscape should be successful and visually interesting in all four seasons.

2.6.3 Hardscape

Intent

1. To provide a network of special, decorative pedestrian surfaces for public spaces, public sidewalks, and certain areas of streets coordinated with the landscape design to form a comprehensive public realm design.

2. To establish a formal language and set of materials that denotes and defines the public realm and that connects the DUS public spaces with the surrounding streetscapes.

5. To extend the comprehensive scheme to all surface areas within the public realm or visible from the public realm and within the DUS site.

6. To implement a quality of paving materials and patterns consistent with the quality of surrounding architecture and open spaces.

7. To provide safe paving conditions for all persons.

Design Standards

1. Hardscape materials, assemblies and detailing shall not require extraordinary maintenance.

2. Public vertical circulation elements (monumental staircases, elevators and escalators) shall be integrated into the comprehensive hardscape design scheme.

3. Tactile paths shall be incorporated to assist the visually impaired navigate the public space.

Design Guidelines

1. Water features may be incorporated in one or more of the public spaces.

2. Hardscape material selections should take into account the varying subsurface conditions throughout the DUS site. Some areas are fully on soil, others on a minimum overbuild covering of the Regional Bus Station or underground parking, and a portion is on structure.

3. Materials should be attractive and functional in all seasons and all types of weather.

4. Provide electrical service as appropriate to support temporary installations and special events.

2.6.4 Screening, Fencing, Walls and Railings

Intent

1. To screen service areas and utility fixtures from public view.

2. To ensure that such screening elements are designed in coordination with the rest of the public space design and the adjacent buildings.

3. To provide security for private and common spaces not open to the general public

Design Standards

1. Screening enclosures visible from public spaces shall be incorporated into building architecture and utilize building materials and architectural detailing compatible with the building.

2. Screening, fencing, or walls used to shield service areas shall not obstruct the visibility of transportation vehicles.

3. Such elements shall be purpose-designed and constructed with high-quality materials. Off-the-shelf assemblies such as typical chain-link fencing shall not be permitted.

Design Guidelines

1. These elements should be "decorative", the product of thoughtful design and quality construction, rather than simply utilitarian.

2.6.5 Site Furnishings

Intent

1. To provide outdoor furnishings that encourage and enhance the use, and visual quality and function of public areas, while maintaining clear pathways to transit and building entries, cross walks and other destinations.

2. To reinforce the distinctive identity of the district.

3. To provide opportunities for both permanent and temporary arrangements of furnish ings to meet a variety of seasonal needs and the ability to meet future needs.

Design Standards

1. Site furnishings shall be designed according to a consistent language or form, materials and color. This design shall be coordinated and consistent with district lighting, and signage.

2. Public spaces shall have a mix of built-in seating (benches, planter edges, seat walls, or portions of monumental stairs) and areas for loose seating (seats, benches, tables), and space for trash receptacles.

3. Location of seating shall take into account the needs of transit users, visitors, and neighborhood residents and workers.

Design Guidelines

1. Benches should be provided in the sidewalk amenity zone where appropriate to serve bus stops and other specific needs.

2.6.6 Provisions for Public Art and Interpretive Displays

Intent

1. To create the conditions for and locations of integral public art, both permanent and temporary, within the DUS site.

2. To develop interpretative programs, exhibits and displays that communicate the history and significance of the site and historic Station building and transportation functions.

3. To encourage those works to engage the specific conditions and characteristics of the site.

Design Standards

1. The public open space design shall identify locations for works of public art (such as sculptures).

2. Integrate public art and interpretive displays into embedded and permanent elements of the public space and transit elements.

Design Guidelines

1. Art should be integrated into buildings and transit infrastructure.

2. Consider inviting artists to work with the public space designers on the design of functional aspects of the public space.

3. Special landscape designs should be considered for the public art program.

2.7 LIGHTING

The lighting of the buildings, the site and the public open spaces can contribute significantly to the quality of the DUS site and Transit District as a nighttime destination for commuters, residents and visitors.

2.7.1 Open Space Lighting

Intent

1. To promote a sense of safety in the public open spaces, streets, and other pedestrian areas of the site.

2. To ensure clear wayfinding throughout the site.

3. To provide even lighting and avoid extremes of bright, dark, and glare.

4. To promote a district-wide identity, in coordination with the other elements of the public space design and the transportation architecture.

5. To draw attention to the transportation facilities entrances and other important destinations within and routes through the site.

6. To support the goals of Dark Skies.

Design Standards

1. An overall lighting plan shall be developed in order to coordinate with public street lighting and to establish hierarchy of illuminated areas.

2. Lighting shall be coordinated with the design of the landscape, hardscape, furniture, signage, and other fixed and movable elements of the public open space design.

3. Lighting elements shall be selected from a palette of contemporary lighting that provides compatibility throughout the site..

4. Lighting elements shall be constructed of durable materials suitable to an urban environment and the climate of Denver.

5. Site lighting shall be even across public spaces, avoiding dark or overly bright areas.

6. Lighting shall be located, oriented, and shielded – if need be – so as to reduce glare for surrounding buildings, especially residential buildings.

7. The lighting scheme shall provide for seasonal and holiday lighting of public spaces.

Design Guidelines

1. Public space lighting should take into account the historic illuminated signage of the DUS building, including holiday lighting.

2. Landscape area, water features, public art, and other focal points should be illuminated.

2.7.2 Building Lighting

Intent

1. To provide building lighting that is compatible with the public space lighting and the lighting of the historic Station building.

Design Standards

1. Building lighting shall be general or focus on specific building elements.

2. Building lighting fixtures shall be of architectural quality, consistent with the design of the building, or hidden from view.

3. The lighting of service areas shall be tightly controlled so that it does not illuminate or cast glare onto adjacent buildings or private areas.

4. Junction boxes, conduits, and other functional elements shall be concealed from public view and access.

Design Guidelines

1. Building lighting should not compete with the historic lighting of the DUS building.

2. Building lighting should draw attention to public entrances and other key functional elements.

3. Building lighting should complement and defer to the public space lighting scheme.

4. Building lighting should promote a sense of safety.

2.8 SIGNAGE

The DUS site will have several types of signage – transportation signage within the transportation facilities, district signage in the public open spaces and streets, and building signage identifying individual businesses and structures. Within this last category there may be private and public groups of signage.

2.8.1 District Signage

Until a district signage master plan is approved, the following principles should apply to any district signage:

Principles

1. To aid in the creation of a unique identity for the DUS site and the wider Transit District based on the presence of the many transportation facilities.

2. To identify the key destinations including streets, cross walks, building entries and transportation facilities.

3. To provide wayfinding to and between transportation facilities to improve intermodal connections for all users. Signage shall be useful to people of varying heights, mobility, and sensory impairments.

4. To identify pedestrian routes through the DUS site, such as the elevated deck connection and the CRT headhouse area.

5. To provide directional signage to nearby destinations such as the Lower Downtown, Millennium Bridge, the Museum of Contemporary Art, Larimer Square, Confluence Park, Commons Park, Pepsi Center, and Coors Field.

6. Large format outdoor advertizing (i.e. billboards) shall not be allowed.

2.8.2 Building Signage

Intent

1. To integrate private business signage in a manner that facilitates commerce, enlivens the public realm, and respects the character of the historic Station, Transit District, and surrounding area.

2. To ensure that the signs of individual buildings and businesses can express a unique identity, while not detracting from the more important wayfinding and identification signage.

3. To encourage creative sign design.

Design Standards

1. All building signs shall conform to the Denver Zoning Code and the district signage master plan.

2. Buildings with ground floor uses shall provide a uniform zone for signage over the ground floor.

3. All signs shall be measured in conformance with Section 59-536-538 of the Denver Zoning Code.

4. The signage zone shall be provided with electrical power to enable the installation of illuminated signs.

5. All building signs shall be constructed of durable materials suited to the urban environment and climate of Denver.

6. All conduits, junction boxes, and other functional elements shall be completely hidden from view and safely concealed once the sign is installed.

7. No flashing signs shall be permitted for private buildings or businesses.

8. Advertising signage, if included, shall be presented in fixed installations whose design is coordinated with the design of the district signage, use high-quality materials and craftsmanship.

9. Mixed-use buildings shall provide locations on the commercial areas of building fronts that are designed to accommodate changeable tenant signage.

Design Guidelines

1. The uniform signage zone may extend the full width of the ground floor, but individual signs for adjacent tenants should be separated by a minimum of 10 feet of horizontal distance.

2. Building signs should not be mounted in locations that may adversely impact the residential portions of the mixed-use buildings.

3. Special static and dynamic signage may be considered in association with the transportation facilities.

4. Signs should fit within architectural features of the façade and complement the building's architecture.

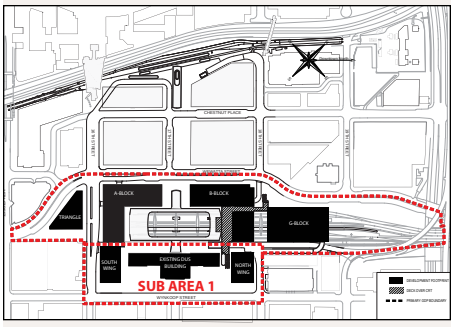
5. Projecting signs may be used so long as they conform to Section 59-554 of the Denver Zoning Code or the Comprehensive Sign Plan facilitates the intentions of Vital Signs.

2.9 Sustainability

While most aspects of sustainable design of buildings and public spaces are subject to building codes and specific sustainablility design standards, please refer to the Sustainability Vision for the DUS site in the Appendix to this document

3. Sub-Area 1 – Special Urban Design Standards and Guidelines

3.1 INTRODUCTION



The historic Denver Union Station building ranks among the most significant Historic Landmarks of the city of Denver and the region. The building fabric has been altered by fire, changing needs, deliberate alterations, neglect, and the weathering of the elements. Likewise, the immediate grounds of the Station have changed over time (see Section 2). While the historic building and its setting were relatively unchanged during the last years of the 20th century, they will undergo a transformation as the centerpiece of the new Transit District.

The historic Denver Union Station building is the centerpiece of the entire DUS site and greater Transit District, and is the defining structure of Sub-Area 1. Sub-Area 1 extends from the centerline of the Wynkoop Street ROW to 25 feet beyond the west facade of the historic Station, and from the centerline of the 16th Street ROW to the north property line (approximately the centerline of 18th Street extended (see illustration).

As a designated Denver Landmark Structure, any exterior alterations to the historic Station, as well as the design of the new buildings and public spaces, will be reviewed by the Landmark Preservation Commission. Therefore, the following design standards and guidelines also apply: Design Guidelines for Landmark Structures and Historic Districts (March 1995), Contemporary Design in Historic Districts: New Construction and Additions and Alterations to Existing Structures (September 2006), and Design Standards for Landmark Lighting (August 1997).

Important Note: the following intent statements, design standards and guidelines are supplemental to the Site-Wide Urban Design Standards and Guidelines set forth in Section 2, above. Designers must consult both Section 2 and the relevant Sub-Area section. Site-Wide standards and guidelines are not repeated in the Sub-Area section, but shall be considered applicable.

3.2 GENERAL INTENT STATEMENTS

1. Incorporate the Historic Station into the regional multi-modal transportation hub both physically and functionally so that it once again serves as the iconic gateway to Denver and the region.

2. Establish the restored and activated historic Station building as a "must-see" destination, beyond its symbolic function as the center of the multi-modal transportation network and district.

3. Activate the DUS building with complementary uses, while preserving its physical integrity and historical place in the community.

4. Ensure that the historic Station building remains the urban focal point of the DUS site with the build-out of the transportation facilities, private development, and public spaces.

5. Ensure that new structures, the public space and the historic Station building work together to form a powerful destination and urban ensemble.

6. Ensure that the historic Train Room is an integral part of the transit functions, pedestrian circulation and the public space.

3.3 SITE CIRCULATION

Sub-area 1 will be a predominately pedestrian environment with transit and private vehicles confined to adjacent streets.

3.3.1 Pedestrian Circulation

Intent

1. To ensure that the DUS building will support pedestrian access from the east (LoDo) side and passage through to the CRT on the west, and vice versa, serving as a vital link to pedestrian movement.

2. To provide clear pedestrian access routes to and from the historic Station and Lower Downtown, as well as to and from the transportation facilities and private development to the west (see fig. 3.3).

Design Standards

1. The entire 160' width of the central Train Room section of the historic Station shall be kept clear between the front of the station and Wynkoop Street for pedestrian access, as well as visibility.

2. A pedestrian route approximately 30 feet in width shall be maintained clear and free of obstructions from Wynkoop Street to the gap between the historic Station and the South Wing Building.

3. A similarly sized route shall be maintained between Wynkoop Street and the base of the vertical circulation to the elevated deck at the north of the historic Station.

4. Sidewalk or continuous walkways shall be provided adjacent to all streets.

5. A pedestrian zone of at least 15 feet in width shall be maintained parallel to Wynkoop Street. This zone shall provide pedestrian continuity with the more typical sidewalk conditions north and south of the DUS site along Wynkoop Street, but shall be designed in coordination with the adjacent DUS plazas.

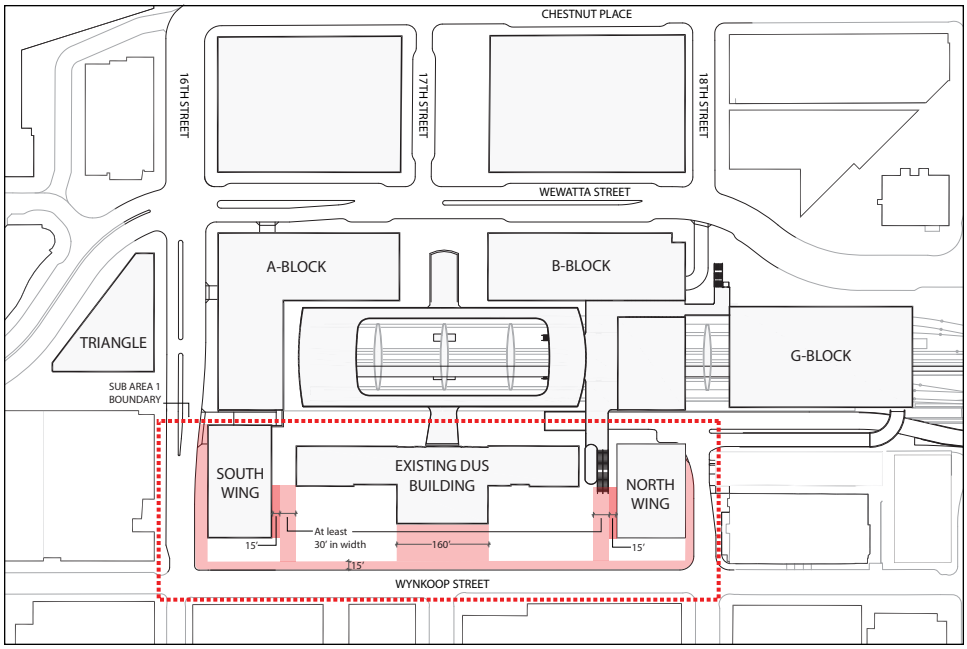


Fig 3.3: Pedestrian Route Clearances

Design Guidelines

1. Pedestrian access to the existing doorways of the historic wing buildings should be maintained; see Fig. 3.5.2.

2. If the vertical circulation to the deck is attached to or inside the North Wing building, the pedestrian circulation zones can be locally modified.

3.3.2 Bicycle Circulation

See Section 2.3.2

3.3.3 Vehicle Circulation

Intent

1. To ensure that the areas where vehicles are present do not interfere with views of the Train Room.

Design Standards

1. No pick-up/drop-off areas shall be constructed directly in front of the Train Room.

2. Pick-up/drop-off areas provided along the west side of Wynkoop Street shall not obstruct the cross walks.

Design Guidelines

1. Traffic calming devices should be considered for Wynkoop Street.

3.4 SITE PLANNING

3.4.1 Streetscape Design

Intent

1. To develop a hierarchy of streetscape designs that recognizes the different functions of streets and public spaces within the Sub-Area.

2. To integrate the sidewalks, streetscape features, and pedestrian routes into the general public plaza design.

3. To recognize the change in scale, function and civic stature of the Wynkoop Street frontage between 16th and 18th.

Design Standards

1. The intersections of Wynkoop Street at 16th Street, 17th Street and 18th Street shall be treated as integral to the public space design of the DUS plazas.

2. The sidewalk along the western edge of Wynkoop Street within the DUS site shall be treated as part of the public space design of the DUS plazas.

Design Guidelines

1. The 16th Street sidewalk pavement design should be integral to the design of the street.

2. 18th Street should receive a surface treatment that distinguishes it from the typical asphalt or concrete street surface to acknowledge its restricted use for buses, parking, and service access .

3. The re-paving of the Wynkoop ROW as an extension of plaza is encouraged. The paving should serve as a uniform "carpet" linking DUS and Lower Downtown and defining the entire building face-to-building face area as an "urban room."

16th Street Mall

3.4.2 Building Location, Orientation and Use

3.4.2.1 Build-To Requirements

See Figure 2.2.

Intent

1. To ensure that buildings frame the historic Station as the center of the urban composition as similar bookends.

Design Standards

1. The wing buildings shall be located the same distance from and parallel to Wynkoop Street in order to reinforce the symmetry of the historic Station and its placement on the site.

2. Building facades facing Wynkoop Street or Wynkoop Plaza shall be constructed at or near the setback line for at least 75 percent of the building frontage.

Design Guidelines

1. Buildings have four sides with public orientation.

2. The new buildings should have a major orientation to the new DUS plaza spaces, as well as to 16th and 18th Streets and to Wynkoop Street.

3.4.2.2 Pedestrian Active Use Requirements

See Figure 3.4a.

Intent

1. To promote street-level pedestrian active uses to enliven the public realm.

Design Standards

1. Pedestrian active uses shall be provided for all ground floor facades facing 16th Street. Wynkoop Street, Wynkoop Plaza, and wrapping around the corner of the north side of the North Wing Building.

2. Pedestrian friendly frontage shall be provided along the west-facing ground floor facades of the buildings.

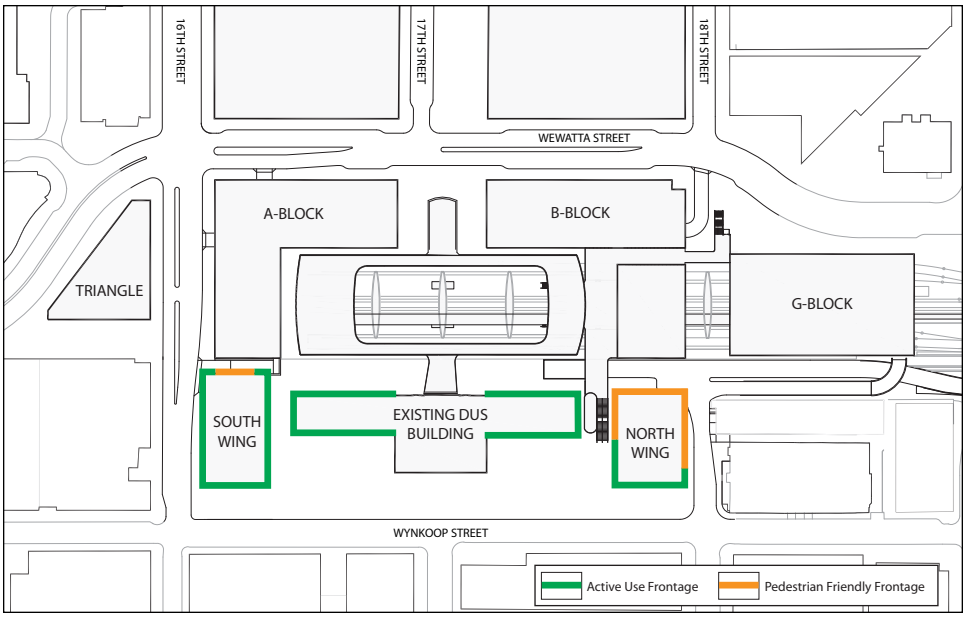


Fig 3.4a: Sub-Area 1 ground level active use facades

Design Guidelines

1. 15-feet wide zones along the plaza-side and Wynkoop Street side edges of the two new buildings should be kept free for outdoor uses such as café seating served from the buildings.

2. The 18th Street side of the north building should have pedestrian friendly frontage, except at the northeast corner where active uses are appropriate.

3. The historic Station should have pedestrian active uses at the ground floor to activate the plazas.

3.4.3 Parking

Intent

1. To minimize the presence and visibility of parking and parking entrances from public areas within Sub-Area 1.

Design Standards

1. No above-grade or on-grade parking shall be constructed in Sub-Area 1.

2. Only underground parking shall be permitted in Sub-Area 1.

3. Parking entrances shall be from 16th and 18th Streets – not from Wynkoop Street (see Fig. 3.4b).

Design Guidelines

1. Signage for parking entrances within Sub-Area 1 should be consistent with the district signage plan.

3.4.4 Service Areas

Intent

See Section 2.4.4.

Design Standards

1. The service areas of Sub-Area 1 shall be located on the west side of this Sub-area, see Fig. 3.4b).

Design Guidelines

See Section 2.4.4.

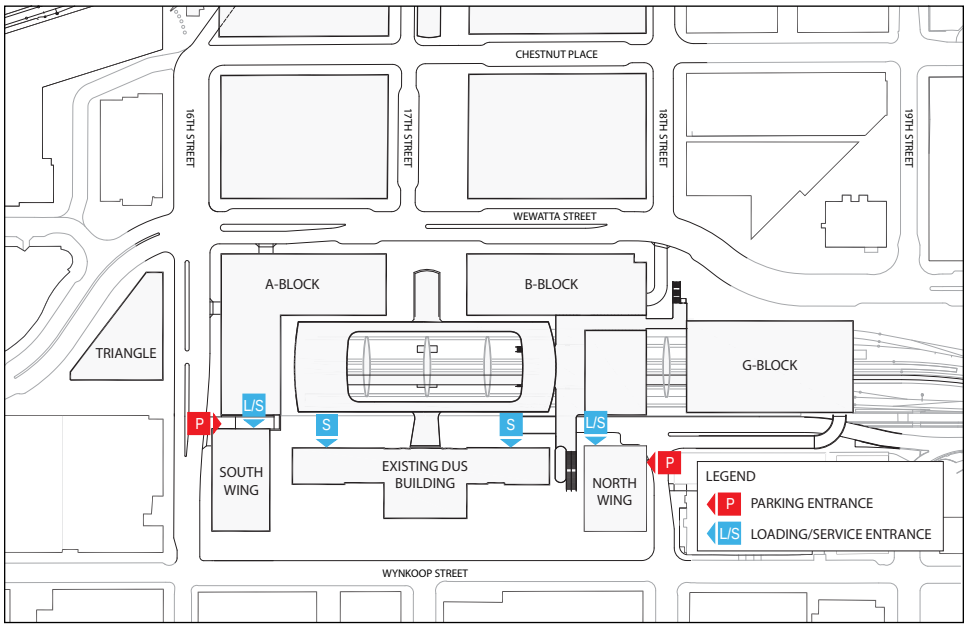


Fig 3.4b: Location of Parking and Loading/Service Access points in Sub-Area 1

3.5 BUILDING DESIGN

3.5.1 Authority of the Landmarks Preservation Commission

Consult the latest edition of the Design Guidelines for Landmark Structures and Historic Districts and Contemporary Design in Historic Districts: New Construction and Additions and Alterations to Existing Structures.

3.5.2 Historic Station

Intent

1. To preserve, rehabilitate and restore the historic Station, in a manner befitting one of the city's most important Historic Landmarks and according to the standards, guidelines, and regulations of the Landmark Preservation Commission.

2. To ensure that the historic Train Room remains in active use and accessible by all transit users, as well as employees, residents and visitors.

3. To ensure that the historic Station remains the physical and visual terminus of 17th Street.

Design Standards

1. The creation of new openings and/or the modification of existing historic doors and windows of the historic Station shall be discouraged.

Design Guidelines

1. There is a non-contributing addition at the west side of the historic Station that should be considered for removal.

2. While Landmark regulations govern the exterior of historic buildings only, it is strongly encouraged that the interior public areas of the Station be renovated, using a combination of preservation, selective restoration and adaptive reuse in order to support both the enhanced transportation role of the building and the objective of making the Station a destination and gateway.

3.5.3 Additions to the Historic Station

Intent

To ensure that any new canopies or enclosed construction added to the historic Station conform to the design standards and guidelines of the Landmarks Preservation Commission.

Design Standards

1. Any new canopies or protective structures associated with passenger movements to and from the Station shall be ground-mounted and have a minimal and reversible physical attachment to the historic Station.

2. Such protective structures shall be designed as part of the "family" of transportation structures in Sub-Area 2.

3. Additions, if required, shall be light and largely transparent, employing glazed curtain wall or storefront systems for 90% of facades within 25 feet of where the new structure joins the historic building fabric.

New buildings should respect the massing, scale, and articulation of the DUS building

The 3 main windows along the eastern facade of the Station

The non-contributing addition on the western facade of the historic Station

The interior of the existing station

Design Guidelines

1. Replicative design for additions and new structures built in proximity to the historic Station is strongly discouraged, because such would convey a false sense of history.

2. The canopy covering the path between the CRT platforms and historic Station should have as few vertical structural elements as possible, should be as light as possible while providing continuous cover for transit users to connect to the CRT or the below grade bus/passenger concourse from the historic station west doors, and should have no mechanical connection or attachment to the historic station building fabric.

3.5.4 New Buildings

General Intent Statements

The Wing buildings play an important role in framing the historic Station building and activating the adjacent streets, and Wynkoop Plaza. Several key principles apply:

1. Be respectful and compatible, without being falsely replicative.

2. Be "of our time," while conveying a sense of permanence and civic gravitas appropriate to their urban role.

3. Be "contemporary and compatible," innovative and forward looking, making use of current technology, while respecting the generally quiet massing of the historic Station.

4. Incorporate scaling elements, ground floor active uses and pedestrian-friendly design.

5. Be loosely symmetrical in massing and façade articulation. They need not be identical structures – rather than "identical twins," they should be close relatives.

General Design Standard

1. The Wing buildings shall respect the historic nature of the DUS building by not replicating its general historic styles or specific motifs. Replicative design is not permitted for new structures.

3.5.4.1 Building Massing and Form

Intent

1. To ensure that new buildings are shaped as secondary, framing buildings, acknowledging the primacy of the historic Station.

2. To ensure that new buildings – whatever their use – are shaped by their role as key components of a civic composition bordering important public spaces and adjacent to the LoDo Historic District.

Design Standards

1. New buildings shall have generally cubic massing, with vertical walls, right angle corners, and horizontal roof lines.

2. New buildings flanking the historic Station shall have a "quiet", well-proportioned massing.

Design Guidelines

1. The upper stories may overhang the ground floor, as long as the edge of the overhang remains horizontal and continuous across the entire length of the façade.

2. The South Wing building should reinforce the continuity of the 16th Street Mall environment along its south face (see Fig. 3.5a).

3. The North Wing building at 18th Street should acknowledge and facilitate pedestrian circulation to and from the staircase connecting the plaza with the elevated waiting deck of the CRT Station.

3.5.4.2 Materials

See Section 2.5.2.1

3.5.4.3 Fenestration

See above, Section 2.5.2.2.

3.5.4.4 Façade Articulation

Intent

1. To promote calm, dignified façade articulation that expresses the role of the new buildings as frames for the historic Station in a civic context.

Design Standards

1. Facades of new buildings shall be articulated by a system of reveals, joints or mullions following a proportional system that largely balances the relative visual weight of horizontal and vertical elements.

2. Vertical breaks or recesses in facades of new buildings shall not be greater than one foot in depth.

3. Horizontal breaks and recesses – other than between the ground floor and the first story above grade – shall also be no more than one foot in depth.

Design Guidelines

1. The different façade articulation and proportion systems of the historic Station, as well as the neighboring historic and contemporary structures, should be used to relate to and complement the context.

3.5.4.5 Building Entries

Intent

1. To promote orientation of building entrances to public spaces and streets.

Design Standards

1. Building entries shall face or be visible from Wynkoop Street, 16th Street, or the Wynkoop Plaza.

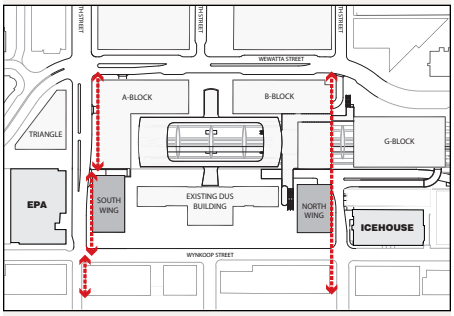


Fig 3.5: Street Wall Continuity

Design Guidelines

1. Unless there is an overriding design concept for the building that requires a more opaque treatment, building entrances and ground floor lobbies should be highly transparent, being articulated with clear glass doors and a minimum 80% glazed area.

2. Operable wall systems should be provided to facilitate interaction with the plaza.

3. The South Wing building should incorporate public access from three sides, 16th Street, Wynkoop Street, and the plaza.

4. The North Wing building need not have a public entrance from 18th Street, given that the continuation of 18th Street mainly serves access to parking, the building's service area, and the Regional Bus Station.

3.5.4.6 Building Accessories

See above, Section 2.5.4.

3.5.4.7 Building Services

See above, Section 2.4.4.

3.6 PUBLIC SPACE DESIGN

General Intent

1. To create a worthy setting for the historic Station and Wing buildings .

2. To facilitate pedestrian access to the entire site.

3. To accommodate permanent and temporary uses.

4. To enhance the sense of safety at all times.

5. To achieve a public space that is unique, active and meaningful in its own right.

3.6.1 DUS Wynkoop Plaza

Intent

1. To form a new urban frame and enhanced setting for the historic Station .

2. To relate Wynkoop Plaza to the historic Station and Lower Downtown Historic District.

3. To provide clear visual and physical access to the Historic Station, transportation facilities to the west, to the Wing buildings

4. To accommodate programmed activities and to reinforce pedestrian continuity along Wynkoop Street.

5. To remain successful over time:
    - Attract different types of people at different times of day and at night.
    - Balance the needs of all users.
    - Be family-friendly.
    - Be flexible and responsive to changing needs.
    - Add to the quality of the pedestrian environment along the adjoining streets.
    - Positively interact with the Historic Building, Wing buildings, and the buildings across.
    - 16th, 18th and Wynkoop Streets.

6. To promote visibility of the central block of the Historic station, as well as to the pedestrian routes around the north (leading to the deck over the CRT tracks) and south ends of the historic station.

Design Standards

1. The public space shall contain a mix of hardscape and landscape areas. The proportions may vary in different parts of the plaza spaces.

2. The public space shall be able to support more active uses in one part of the plaza and more passive uses in the other.

3. The public space shall be flexible, allowing portions of the public space to be temporarily converted to use for special or seasonal events.

4. The public space shall be equally complete and effective during all four seasons of the year.

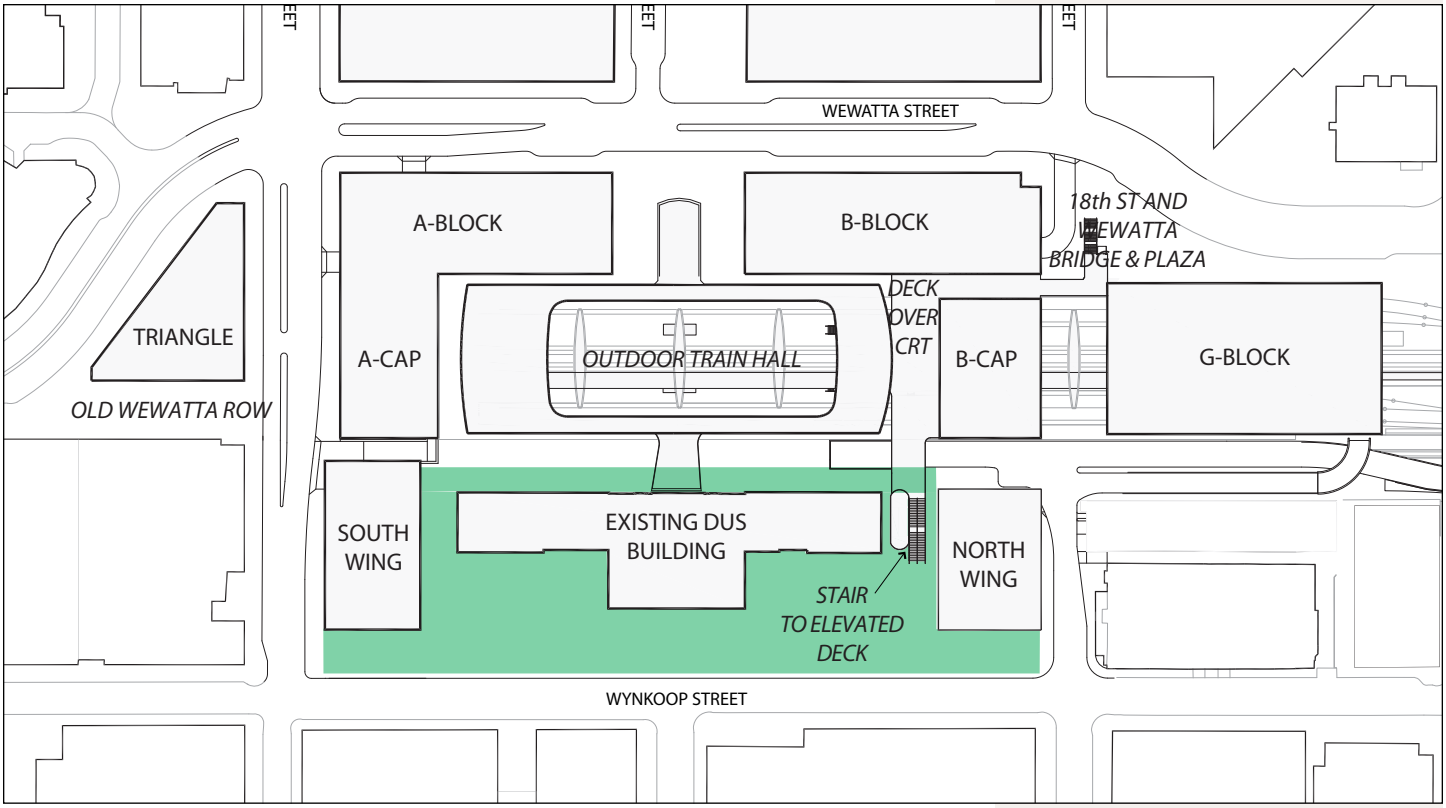


Fig 3.6: Primary Open Spaces in Sub Area 1

5. Free areas 20-feet wide shall be maintained at the face of the historic Station and along the Wing buildings facing into the plazas in order to accommodate outdoor uses; however, these outdoor uses shall not interfere with the pedestrian circulation zones defined in Section 3.3.1 and Fig. 3.3.

6. Provide a visual connection to the Train Room from the adjacent public space.

7. Views of the large arched windows of the Station from along the 17th Street corridor, both east and west of the Station, shall be preserved.

Design Guidelines

1. The design should consider the use of water features in forms that are not visually or physically intrusive when not in use or that impede pedestrian access.

2. The public space elements and amenities should consider the possibility that adjacent streets might be closed for special events.

3.6.2 Stair to Elevated Deck

Intent

1. To establish a clear and direct pedestrian route through the plaza from Wynkoop Street to the elevated deck over the CRT tracks.

2. To ensure that this route is safe at all times of the day and evening.

Design Standards

1. The staircase shall be "monumental", capable of allowing seating, while providing a minimum of 15 feet free width for the passage of pedestrians.

2. The landing of the stair shall be kept clear of significant permanent obstructions for a distance of 20 feet in order to facilitate access to and from the stair.

3. The stair and associated elements shall be at least 15 feet from the north side of the historic Station.

Design Guidelines

1. The design of the stair and associated elements should appear as an extension of both the transportation architecture of Sub-Area 2 and the public space design of Sub-Area 1.

2. The stair and associated elements should be constructed of durable materials appropriate for an urban setting and heavy use.

3. Lighting should be provided as part of the overall public space lighting scheme.

4. Signage directing pedestrians to the stair should be provided at strategic points in the site as part of the district signage plan.

5. The stair and other vertical circulation elements should be coordinated with and even integrated into the adjoining North Wing building to the greatest extent possible.

3.6.2 Other Public Spaces

Intent

1. To ensure that all areas adjacent to the historic Station are treated as part of the pedestrian public realm, with respect to hardscape, landscape, lighting, signage and all other enhancements.

2. To ensure that passage between the transportation facilities and the public spaces is free and unimpeded for the anticipated pedestrian flows.

Design Standards

1. Paving and hardscape materials consistent with those of the Wynkoop Plaza shall be extended to the north, south and west sides of the historic Station (Fig. 3.3).

2. Ensure that a 25 feet wide zone west of the historic Station remains clear for emergency vehicle access.

Design Guidelines

1. The location of benches, waste receptacles and other site furnishings should be coordinated with the transit-related pedestrian flow patterns on the west side of the historic Station.

2. The pavement on the west side of the Station should be smooth enough for rail passengers to pull wheeled luggage across it without difficulty.

3.7 LIGHTING

3.7.1 Site Lighting

Site Lighting is a site-wide element, as set forth in Section 2.7.1.

Intent

See Section 2.7.1, Intent statements.

Design Standards

See Section 2.7.1, Design Standards.

Design Guidelines

1. The site lighting scheme within Sub-Area 1 should take into account the historic lighting of the historic Station.

2. Site lighting should take into account the presence of existing residents and restaurants to the north and east of the plaza.

3. The site lighting within Sub-Area 1 should be coordinated with the lighting of the new CRT train hall.

3.7.2 Building Lighting

Intent

1. To draw attention to the historic Station building at night as an iconic structure.

2. To provide a hierarchy of building lighting in coordination with the site lighting of the public ROW and public spaces within Sub-Area 1, as well as with buildings and spaces in Sub-Area 2.

Design Standards

1. Exterior and interior night lighting of the historic Station building shall be provided in accordance with the design guidelines set forth in the Design Guidelines for Landmark Lighting (August 1997).

2. All sides of the Station shall be lighted, taking into account the historic lighting features, such as the famous "Travel by Train" signs.

3. The lighting program for the historic Station shall be coordinated with the DUS plaza design, as well as the CRT design in Sub-Area 2.

4. The lighting of the Wing buildings shall be even and uniform on all four sides and shall be secondary to the historic Station .

5. Lighting shall be dimmable after hours.

Design Guidelines

1. Building lighting should take into account the presence of existing residences on the east side of Wynkoop Street, north of 18th Street, and in the new mixed-use structures of the DUS site.

3.8 SIGNAGE

3.8.1 Signage

Signage is a site-wide element, as set forth in Section 2.8.1.

Intent

See Section 2.8.1, Intent statements.

Design Standards

See Section 2.8.1, Design Standards.

Design Guidelines

1. While being strategically located and clearly visible, district signage should not compete with or interfere with views of the historic Station building.

3.8.2 Building Signage

Intent

1. To provide appropriate new identifying signage to support new uses in the historic Station and adjacent new buildings.

Design Standards

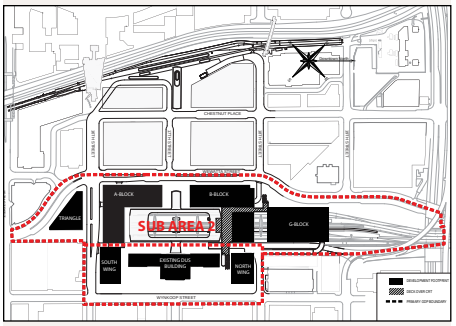
1. New signage on the historic Station building shall be strictly controlled as to size, type, location, mounting, and overall design. All signage shall conform to the relevant regulations set forth the Design Guidelines for Lower Downtown Streetscape (1991).

2. Building signage shall be coordinated with district signage design.

3. Building signage shall not be dynamic within Sub-Area 1, with the exception of transportation-related signage.

4. Sub-Area 2 – Special Urban Design Standards and Guidelines

4.1 Introduction and Overview



Sub-Area 2 contains the eastern core of the transportation facilities – the Commuter Rail Terminal, the eastern entrances to the Regional Bus Station, as well as the connections between these facilities and the 16th Street Mall Shuttle. Sub-Area 2 also contains key pedestrian connectors in the form of elevated walkways between the Wynkoop Plaza on the east and the 17th and 18th Street on the west, as well as an elevated connection to the G Block.

The historic Station building, located in Sub-Area 1 and immediately bordering Sub-Area 2, is the dominant structure in the area. However, the highest concentration of new mixed-use structures is located in Sub-Area 2 at Blocks A and B, which are permitted by Zoning to rise to 220 and 200 feet respectively. In short, Sub-Area 2 contains the most intensive concentration of the area's distinctive characteristics – the CRT Train Hall, high- and mid-rise mixed-use development, critical pedestrian routes and transportation access points – all facing the western façade of the historic Landmark Station.

4.2 General Intent Statements

1. To ensure that the transportation architecture and mixed-use development join the historic Denver Union Station building in forming a worthy gateway and arrivals experience for transit riders and visitors.

2. To ensure that the historic Station continues to be understood as the centerpiece of the Sub-Area, the site and the Transit District as a whole.

3. To ensure that the CRT Train Hall acquires its own identity, while being compatible with the historic station. The CRT Train Hall should be visible from adjacent public spaces and streets.

4. To extend the civic presence of the historic Station to the rest of the site through transportation architecture that is progressive and "of our time," while also being compatible with and deferential to the historic building.

5. To encourage mixed-use development that reinforces the civic nature of the area and provides a worthy frame to the historic Station, the CRT train hall, and the public realm.

4.3 Site Circulation

4.3.1 Pedestrian Circulation

Intent

1. To facilitate smooth pedestrian circulation through and within the Sub-Area and to surrounding streets, and to public spaces in Sub-Area 1 and adjacent areas, for commuters, residents and visitors.

Design Standards

1. Passages and pedestrian zones shall be sized to accommodate the maximum projected commuter pedestrian flows, as represented in Fig. 4.3.

2. The passage through the A Block building from the CRT to 16th Street shall be a minimum of 30 feet in width (or slightly less if the structural bay dimension is 30 feet) and have adequate height to maximize the view and provide a sense of public rather than private space.

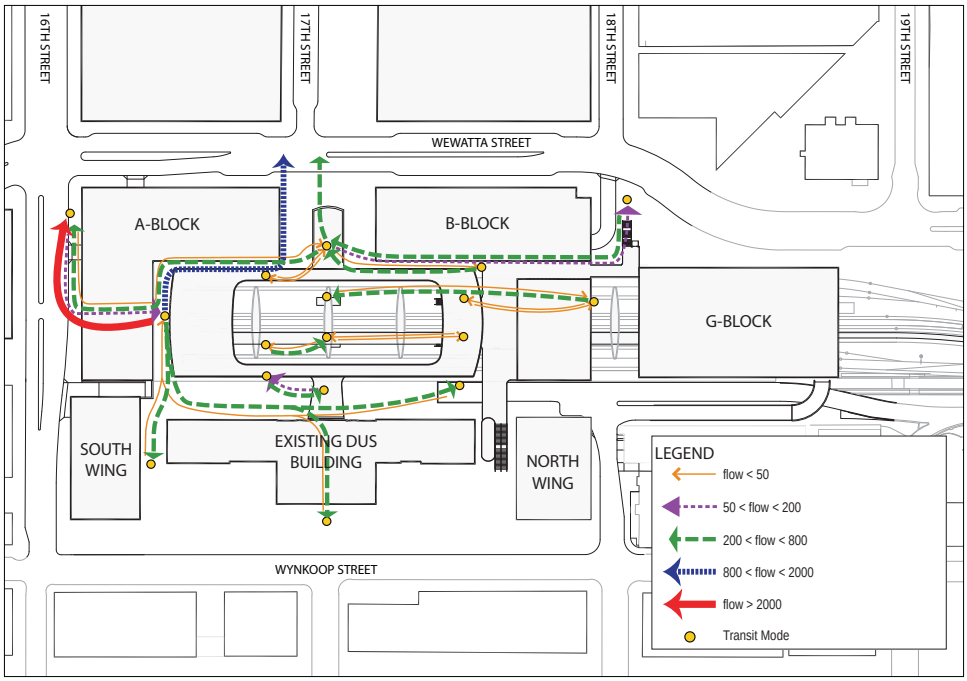


Fig 4.3: Morning peak-hour pedestrian circulation flows through the CRT Train Hall and DUS area

3. The elevated deck shall provide a minimum 20-foot wide pedestrian zone.

4. Pedestrian zones approximately 20 feet by 20 feet should be kept clear at the head of any vertical circulation elements, such as stair-escalator sets serving the underground Regional Bus Station.

Design Guidelines

1. Pedestrian zones should be kept clear and separate from amenity zones to aid in circulation to building entries and transit access.

4.3.2 Vehicle Circulation

Intent

1. To protect the pedestrian character of the DUS site, while facilitating vehicular and service access to the buildings in Sub-Area 2.

Design Standards

1. Pick-up/drop-off areas provided along Wewatta Street shall not obstruct the crosswalk or view of the historic station from 17th Street.

Design Guidelines

Service and parking entrances should be combined, if feasible, in order to limit the number of curb cuts and driveways.

4.4 SITE PLANNING

4.4.1 Streetscape Design

Intent

See Section 2.4.1, Intent statements

Design Standards

See Section 2.4.1, Design Standards

Design Guidelines

1. There should be pedestrian continuity along the east side of Wewatta Street across the 17th Street ROW.

2. The passageway connecting the head of the commuter rail platforms with 16th Street and the 16th Street Mall Shuttle stops shall be clearly marked.

3. The extension of 18th Street is primarily a service drive; however, sidewalks and amenity zones consistent with streetscape treatments elsewhere on the site should be provided.

4. Consider paving the entire 160' ROW of 17th Street as a crosswalk of Wewatta Street.

4.4.2 Building Location, Orientation and Use

4.4.2.1 Build-To Requirements

Intent

See Section 2.4.2, Intent statements.

Design Standards

See Section 2.4.2, Design Standards.

Design Guidelines

See Section 2.4.2, Design Guidelines.

4.4.2.2 Pedestrian Active Use Requirements

Intent

1. To provide ground floor pedestrian active uses whereever possible, recognizing that pedestrian-friendly frontage may be necessary in some locations due to interior functions or transportation facilities.

2. To provide pedestrian active uses to the fullest extent possible at the deck level of the CRT.

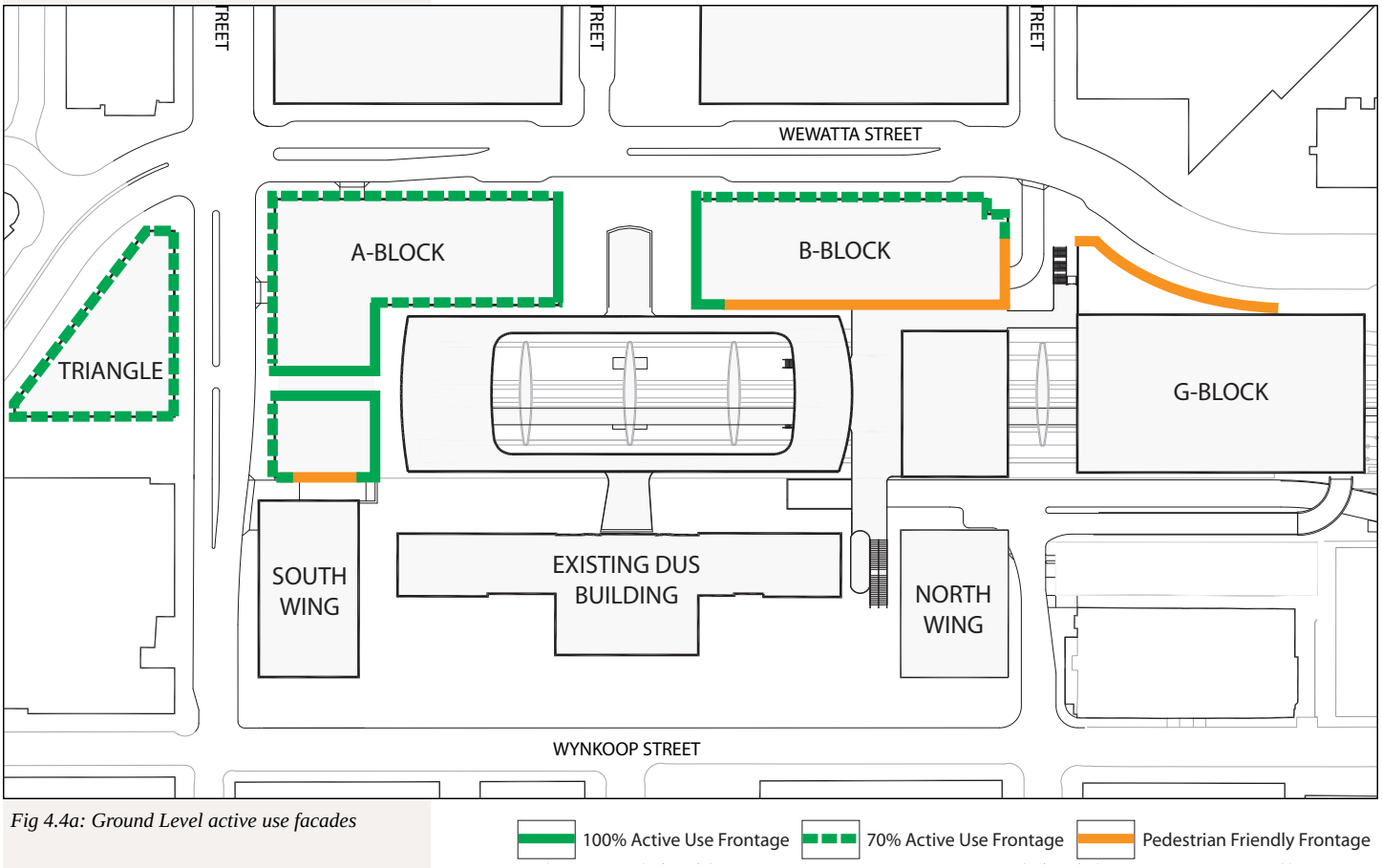


Fig 4.4a: Ground Level active use facades

Design Standards

See Figures 4.4a and 4.4b.

1. Active uses are required to occupy the full extent of the East-West façades of the Block A cap building facing 16th Street and the head end platform of the Commuter Rail Terminal, as well as the passageway through the building to 16th Street.

2. Active uses are required to occupy 100% of the two facades bounding the 17th Street ROW as extended into Sub-Area 2.

3. Active uses are required to occupy 75% of the facades of Blocks A and B facing Wewatta Street.

4. Where pedestrian active uses are not feasible, ground floor facades shall receive pedestrian-friendly treatment and architectural cladding fully consistent in quality, materials, and articulation to the balance of the façade.

Design Guidelines

1. Active uses are strongly recommended to occupy the full extent of the inner façade of the Block B cap building facing the elevated deck area over the rail tracks.

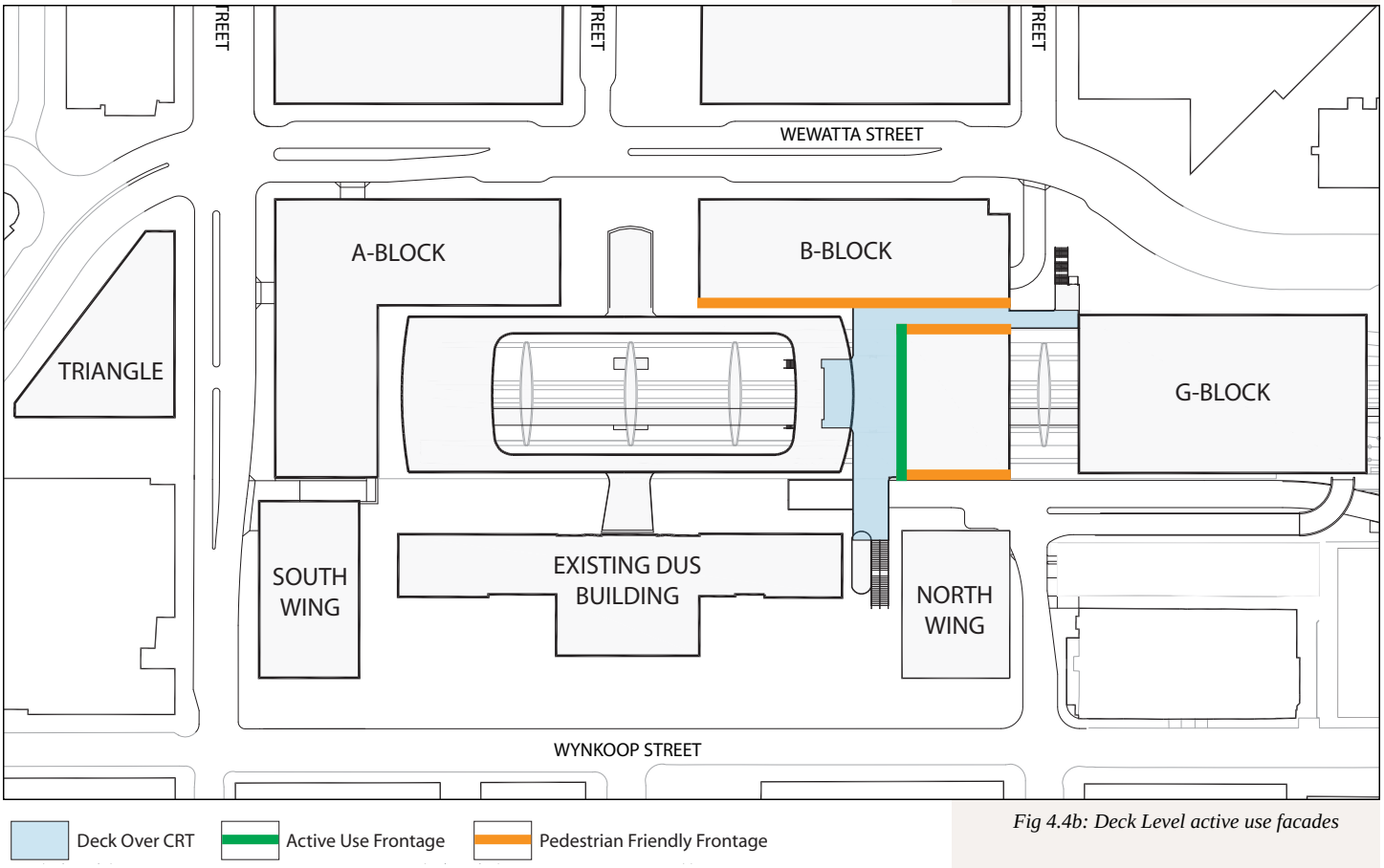


Fig 4.4b: Deck Level active use facades

4.4.3 Parking

4.4.3.1 Underground Parking Garages

See Section 2.4.3 for Intent, Design Standards, and Design Guidelines.

4.4.3.2 Structured Parking Garages (Integrated)

See Section 2.5.6 for Intent, Design Standards, and Design Guidelines.

4.4.3.3 Structured Parking Garages (Free-Standing)

A stand-alone parking structure may be constructed over a portion of the CRT tracks between 18th and 20th Streets. This structure will have a very prominent west façade along Wewatta Street, as well as south and east facades visible from transit and mixed-use areas, as well as from the surrounding areas. The design of this structure requires special consideration.

Intent

1. To ensure that a free-standing parking garage engages and enhances the public ROW and public spaces which it abuts and is compatible in character and quality with adjacent buildings.

Design Standards

1. All four sides of the G Block parking structure shall have architecturally-finished façade composition consistent with other design attributes of buildings and appropriate for the particular orientation of the façade,

2. The public lobby access and elevator core shall be located on a prominent façade and be glass, to promote sense of safety, and be illuminated at night.

3. Light fixtures on the garage roof shall be full cutoff hoods to prevent direct light from shining on adjacent buildings.

4. Lighting shall illuminate the parking areas, but be shielded from the neighboring buildings or the street.

Design Guidelines

1. Consider a "wrapper" or "liner" building for the long Wewatta Street façade, one with planar variations to break up the principal façade.

2. The urban design role of the parking entry and vertical circulation elements should be developed in conjunction with the stairs/ vertical circulation and bridge to the CRT station deck.

3. Pedestrian access to the G Block parking structure should be combined with or located adjacent to the stairs accessing the transit deck over the CRT in order to concentrate uses and maximize the sense of safety. The access may also be incorporated into the liner or wrapper building to increase security.

4. The stair tower can also enliven the façade and should be a vertical marker on 18th St. for pedestrians coming from the pedestrian bridge over the CML.

5. The roof of the G Block parking structure is the "fifth façade" and will be seen from the surrounding developments. It should include planters or trellises and be part of the landscape design program.

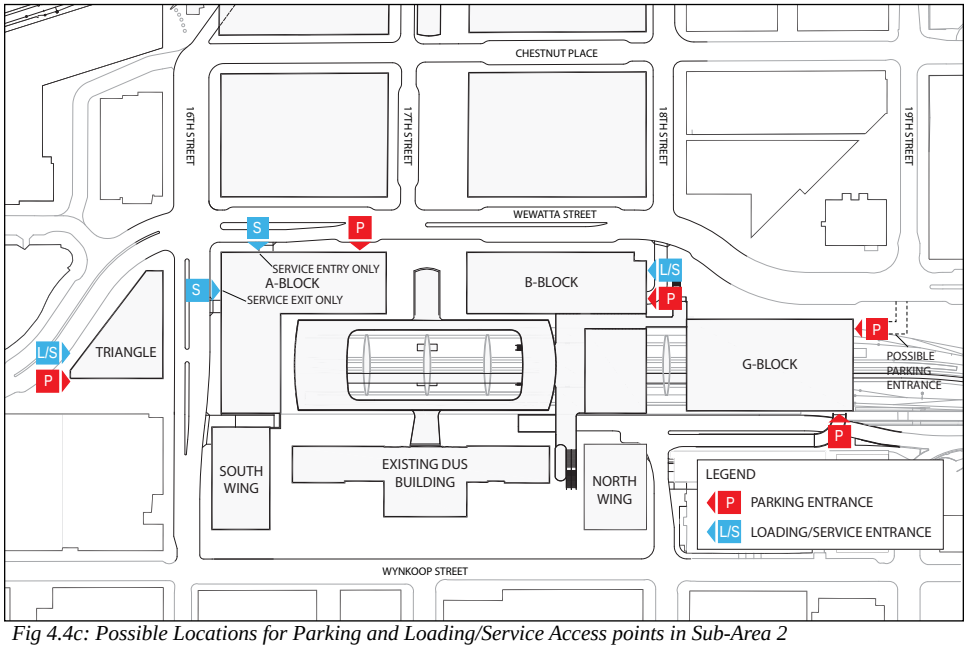


Fig 4.4c: Possible Locations for Parking and Loading/Service Access points in Sub-Area 2

6. The roof of the parking structure should be considered as a location for photovoltaic panels.

7. Plantings are encouraged, either in beds or in planters, on the roof of the garage or the sides.

4.4.4 Service Areas

See Section 2.4.4 for Intent, Design Standards, and Design Guidelines.

4.5 BUILDING DESIGN

General Intent Statements

1. To maintain the historic Station building as the focal point of the new development, with the new mixed-use buildings of Sub-Area 2 playing the role of complementary "background" buildings to the historic Station building and transportation architecture, which provide the centerpiece of this new urban composition.

2. To ensure that new buildings interact with and activate the ground level and deck level public spaces through the provision of active uses and pedestrian-friendly design.

3. To realize the opportunity for complementary and mutually beneficial functions be tween the transportation and development buildings.

4.5.1 Building Massing and Form

See Section 2.5.1 for general Intent, Design Standards, and Design Guidelines regarding building massing and form.

Additional Design Guidelines

1. The building on the triangular site south of 16th Street need not relate to the major transportation facilities, and should present a pedestrian-friendly façade along the Old Wewatta ROW and the other perimeter streets. This building should have a more distinctive massing and form, because its urban position allows it to function in a completely different way than the framing buildings of Blocks A and B.

4.5.2 Building Character

4.5.2.1 Materials

Intent

See Section 2.5.2.1

Design Standards

See Section 2.5.2.1.

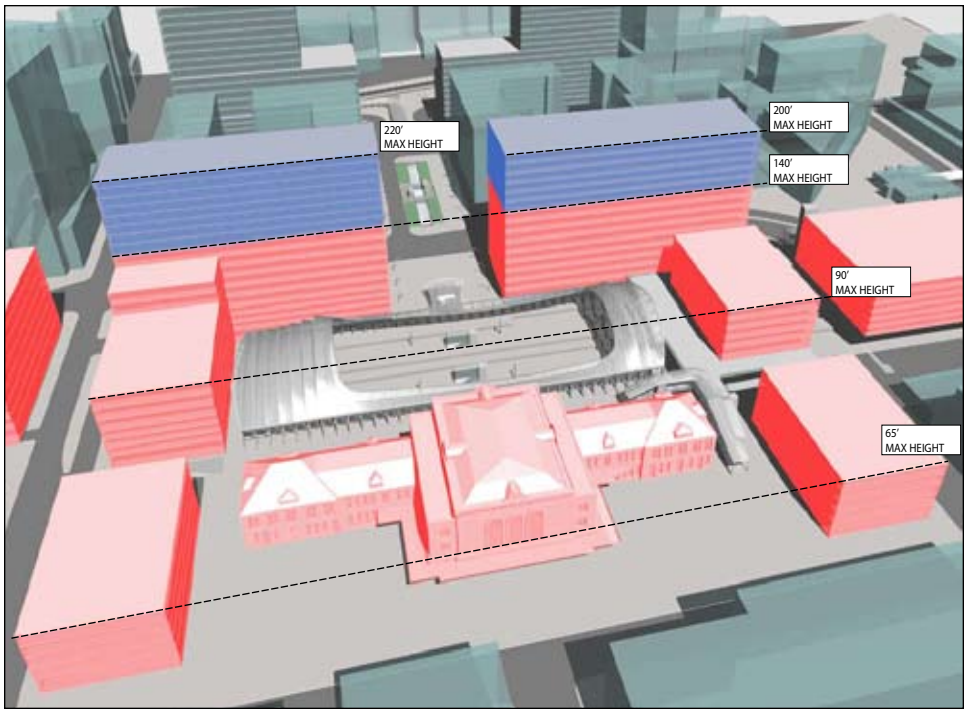


Fig 4.5a: Illustrative diagram of the possible massing for the DUS Transit District

Design Guidelines

1. New buildings should employ the highest quality materials for facades, curtain walls, entrances, and open areas around the building.

2. The Triangle site south of 16th Street could participate more in the material palette of LoDo and the rest of the CPV.

4.5.2.2 Fenestration

See Section 2.5.2.2 for general Intent, Design Standards, and Design Guidelines regarding fenestration.

4.5.2.3 Façade Articulation

See Section 2.5.2.3 for general Intent, Design Standards, and Design Guidelines regarding façade articulation.

Intent

1. To promote interaction between the mixed-use buildings and transportation facilities.

2. To create pedestrian interest at street level through changes in plane, color, materials, or rhythm.

Design Standards

1. All façade articulation and primary cladding systems shall be carried to grade, even if there is no ground floor pedestrian active use; i.e., no utilitarian façade treatments shall be permitted except within service areas.

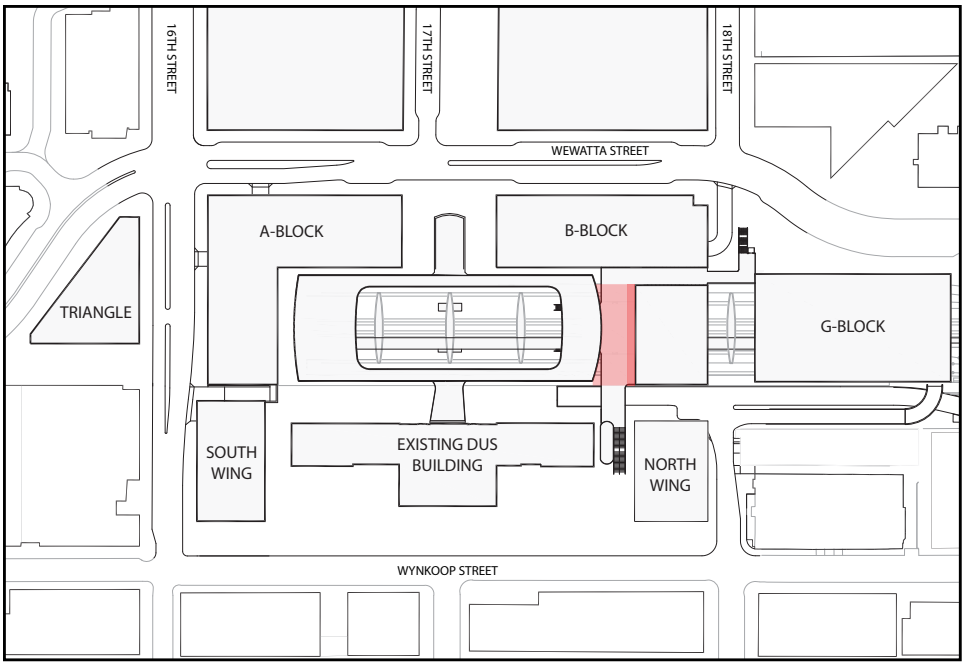


Fig 4.5b: Facade Articulation

Design Guidelines

1. The façades of the B-Block building at the track and elevated deck levels should be articulated with the heavy presence of pedestrians in mind. These facades require either pedestrian-active uses or pedestrian-friendly design articulation, as shown on Figs. 4.4a & b.

2. The façade of Block A facing 16th Street takes on special importance as one of the major transportation portals of the district, required to accommodate heavy pedestrian traffic. The façade on 16th Street should be developed in coordination with the transportation architecture, that is, the Commuter Rail Terminal outdoor Train Hall to be both legible as a transportation portal from 16th Street and to promote visibility of the CRT platform from 16th Street.

4.5.3 Building Entries

See Sections 2.5.3 for general Intent, Design Standards, and Design Guidelines regarding pedestrian and vehicle entries.

Intent

1. To promote interaction between mixed-use buildings and transportation facilities and the adjacent public spaces with well articulated entry features that face streets and/or public spaces.

Design Standards

1. Primary entries shall face streets and/or public spaces and be prominent through use of recesses or changes of materials, scale, detail or heightened design.

2. Secondary entrances to mixed-use buildings shall be coordinated with the transportation facilities, which shall take precedence in such matters as the location of signage and lighting of entries.

3. All pedestrian active uses shall include direct access from the street or public space without an intermediate building lobby.

4.5.4 Building Accessories

See Sections 2.5.4 for general Intent, Design Standards, and Design Guidelines regarding building accessories.

Additional Design Standards

1. Any building accessories facing, or built in close proximity to, transportation facilities, must be coordinated and compatible with those facilities and any structures (such as OCS, lighting, signage, etc.) that support or are part of the transportation facility.

4.5.5 Building Services

See Sections 2.4.4 for Intent, Design Standards, and Design Guidelines regarding building services.

Additional Design Guidelines

1. No service or utility areas should be accessed directly from, or face into, public spaces or pedestrian areas of the transportation facilities.

4.5.6 Parking Garages

See Sections 2.4.3 and 4.4.3 for general and specific Intent, Design Standards, and Design Guidelines regarding parking garages.

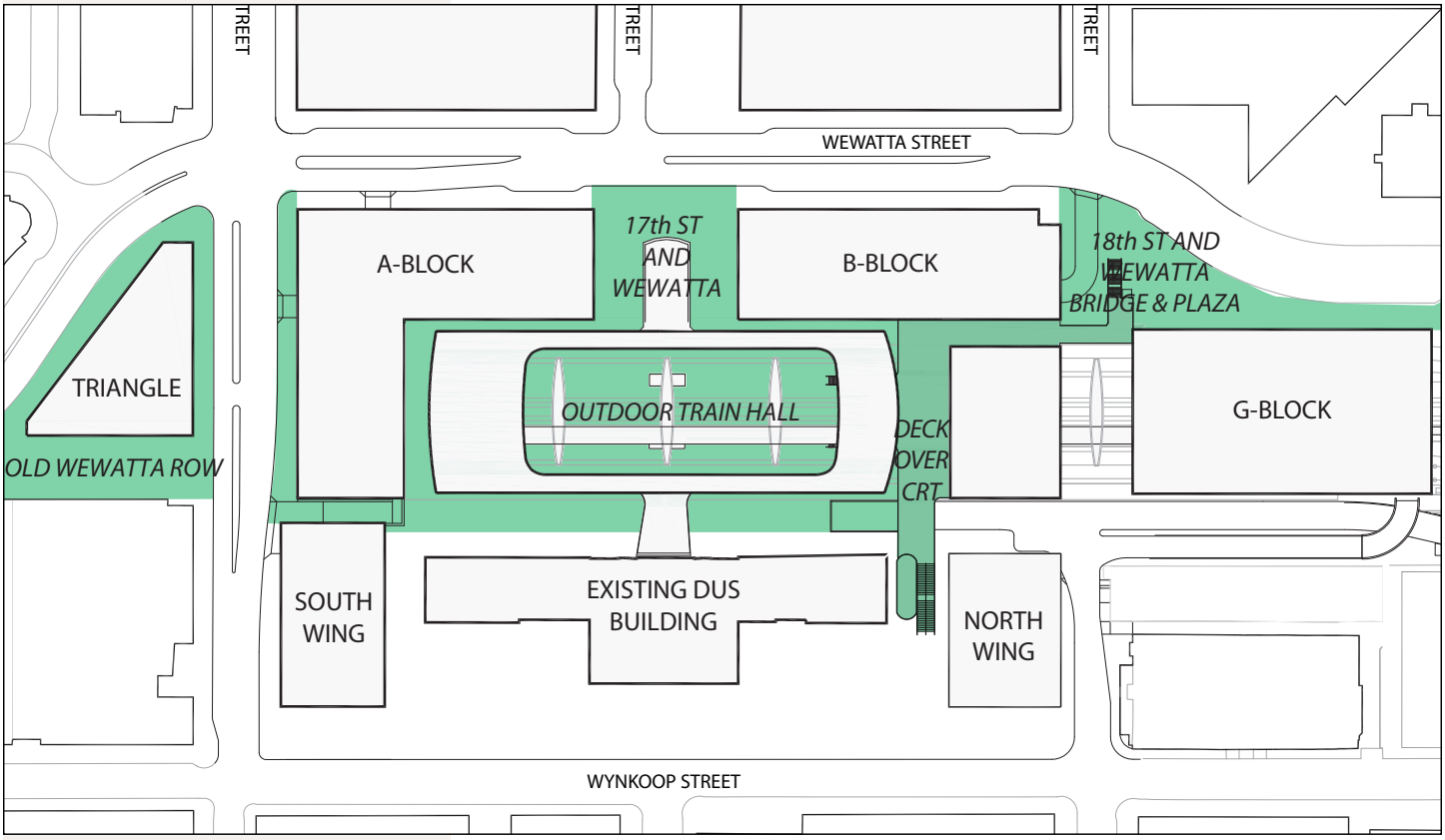


Fig 4.6: Primary Open Spaces in Sub-Area 2

4.6 PUBLIC SPACE DESIGN

General Intent Statements

1. To promote pedestrian movement through the site and to and from the transportation and mixed-use development, by way of a capacious, clearly defined, intuitive and safe pedestrian network that is activated by uses.

2. To identify the urban design and architecture of Sub-Area 2 as being part of a larger Transit District extending from Wynkoop Street (Sub-Area 1) to the Light Rail Transit station at the CML, with extensions to 20th Street and Speer Boulevard.

3. To maintain views to and from the historic Station within the parameters of the Zoning, the Master Plan Supplement, and the General Development Plan, while creating new views from transit facilities to public spaces. Views must be considered at pedestrian level as well as more distant views of the historic Station and Train Hall canopy.

4. To ensure the continuity of the public realm and pedestrian passage through Sub-Area 2 from Sub-Area 1, both at the ground surface and the elevated deck passages.

5. To extend landscape and planting design concepts from the Wynkoop Plazas in Sub-Area 1, modifying them as required where soil is not present over underground facilities.

6. To identify appropriate locations for stand-alone works of public art, as well as integrated public art.

4.6.1 CRT Station Area and Platforms

The CRT platform area should be designed as a single space, an outdoor room defined by adjacent building facades. It should be designed with a sense of place and cohesive design. Platforms, waiting areas, and circulation areas should be coordinated to support the wayfinding and convenience of all users.

Intent

1. To ensure that the CRT pedestrian areas are perceived as continuous with the public space or "outdoor urban room" of Sub-Area 2, and by extension, with Sub-Area 1, which directly borders the CRT.

Design Standards

1. The transportation program and its various elements shall be coordinated with the urban design of the outdoor urban room.

2. The CRT canopy shall provide the required coverage of platforms, while allowing exhaust from diesel train engines to escape.

3. The CRT canopy structure should be light enough to permit good visibility throughout the CRT station area, as well as of the ground level of the west elevation of the historic Station – repeated vertical elements (i.e., columns) shall have clear space between them measuring no less than 12 feet.

4. The CRT canopy structure shall form a continuous whole, supporting the understanding of the CRT as an outdoor urban room.

5. All structures within a 160 foot corridor extended west from the historic station centered on 17th Street shall be lower than the sill of the upper windows of the west façade of the historic station.

Design Guidelines

1. Within the CRT, furnishings, signage and lighting are provided by the transportation program, but district signage should be present to guide pedestrians to points outside the CRT area.

4.6.2 Elevated CRT Deck

The elevated CRT deck is an important public space and pedestrian connection that provides access to the center tracks of the CRT from the north. It also facilitates pedestrian movement through the site from the Wynkoop Plaza to both 17th and 18th Streets on the west side of the DUS site, as well as to the B Block building and the parking garage. This route connects Lower Downtown to the Central Platte Valley not only for transit passengers, but for residents, employees, and visitors.

The elevated deck should be designed as an attractive gathering place for rail passengers and others at all times of the day and night, with its own sense of place, amenities, and seating. This area, which will be in sunlight at most times of the day throughout the year, presents a special opportunity for an exciting observation point of the train tracks below.

See Section 4.3.1 for Design Standards pertaining to this element.

Intent

1. To integrate this area into the overall public space scheme and adjacent buildings.

2. To promote pedestrian active uses at deck level.

3. To establish the deck as a unique destination place.

Design Standards

1. The paving of the elevated deck shall be a version of the overall hardscape scheme.

2. The required barriers separating users from the catenary system over the tracks shall be as transparent as possible, with glass being the preferred material.

3. District signage shall be prominently located to direct pedestrians to transit, 17th Street, 18th Street, the parking garage, or Wynkoop Street, and other destinations.

4. In addition to the CRT lighting, this area shall receive its own special lighting program to enhance a sense of safety, as well as to draw pedestrians up from the ground level.

Design Guidelines

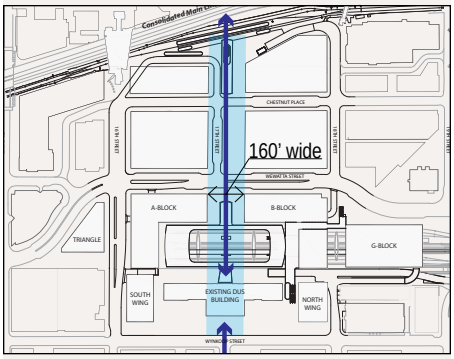
1. The elevated nature of the deck eliminates opportunities for planting in earth. Plantings in containers in a form and arrangement related to the overall landscape scheme for the site should be provided.

2. Pedestrian active uses and building entrances should be promoted at the corresponding levels of the adjacent B-Block buildings; see Fig. 4.4b.

4.6.3 17th Street Plaza

The 17th Street Promenade has one short segment within Sub-Area 2. This is a very important space, serving as a forecourt to the CRT and the access to the Regional Bus Station from Wewatta Street. This area establishes a transit presence on Wewatta Street. At

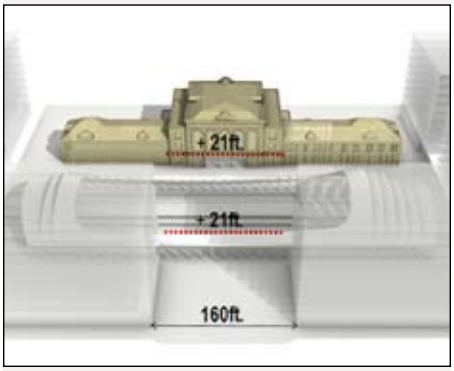
the same time it forms the eastern terminus 17th Street Promenade. The adjacent A and B Block buildings form a gateway to Sub-Area 2 though this space. The public space requires special treatment, both for the aforementioned reasons and because it will be a heavily used pedestrian route.



17th Street View Corridor

Intent

1. To develop a special urban place that links the 17th Street Promenade, CRT train hall and historic Station.
2. To establish the 17th Street Promenade as the defining pedestrian connection for the Transit District.
3. To provide a safe, attractive, and active connection along the 17th Street Promenade between Wewatta Street and the Light Rail Station.
4. To provide a major access point to the below-ground Regional Bus Station.
5. To accommodate the numerous pedestrian movements through this area, coordinated with a crosswalk of Wewatta Street.



View of the west-facing facade of DUS which is to be maintained

Design Standards

1. The salient components of the 17th Street Promenade shall characterize this space, modified as required to meet its unique conditions.
2. Clear and unobstructed pedestrian paths a minimum of 25 feet wide shall be maintained adjacent to the A and B Block buildings.
3. The enclosure of the access point to the Regional Bus Station shall be highly transparent on all four sides.
4. The vertical circulation enclosure shall use forms similar to the CRT train hall canopy.
5. Coordinate the hardscape, lighting, signage and site accessories with both the 17th Street Promenade and the CRT.

Design Guidelines

1. Consider providing water features for the 17th Street Plaza in forms that do not impede pedestrian circulation.
2. Consider this area for stand-alone works of public art, or integrated works of public art.

4.6.4 18th Street and Wewatta Street Building Site and Vertical Circulation Core

Refer to Section 4.4.3.3 for Intent, Design Standards, and Design Guidelines for the G-Block Parking Garage.

Intent

1. To create a gateway place at the northwest corner of the DUS site as a terminus to 18th Street that gives access to the elevated deck over the CRT, parking garage and adjacent development.

Design Standards

1. The components of the public space and vertical access at 18th and Wewatta shall be part of and coordinated with landscaped edges of Wewatta adjacent to the parking structure.

2. All elements of the vertical circulation core shall be clearly visible from the public spaces to the west.

3. The elevator core and cab shall have glass sides.

4. This area shall receive appropriate quantities of site furnishings, as well as district signage and site lighting.

Design Guidelines

1. This area should take into account the visual and pedestrian connection along 18th Street to the Pedestrian Bridge crossing the CML.

2. The building should add activity and security to the 18th Street extension and stair by providing transparency to active uses adjoining the connections.

3. If appropriate, incorporate the vertical circulation into the building.

4.6.5 16th Street Mall Shuttle Stop

The 16th Street Shuttle pick-up and drop-off areas of 16th Street with access to the CRT will see some of the heaviest passenger loads of the entire Transit District.

Existing 16th St Mall Shuttle route

Intent

1. To create and shape the public space on both sides of 16th Street, public passage through the A Building, and building façade to denote a significant place in the Transit District.

Design Standards

1. The pick-up zone (see Fig. 1.2d for stop locations) in particular shall have adequate waiting/standing area, as well as adequate weather protection in the form of canopy coverings.

2. Canopy design shall be similar to the forms of the CRT Train Hall structure.

3. The building façade shall express a gateway function, either through accessories (canopy), recess, or some other architectural form.

4.6.6 Old Wewatta ROW

In proximity to the 16th Street Mall Shuttle stop and passage from the CRT, the Old Wewatta ROW provides views and a pedestrian passage south toward the Pepsi Center, Cherry Creek, and other nearby destinations.

Intent

1. To maintain views through the ROW to the south.

2. To enhance pedestrian circulation and experience through the ROW to Cherry Creek and adjacent development.

3. To create a small public plaza.

4. To provide space for services such as bike parking.

Design Standards

1. A network of landscape and hardscape shall be integrated into the site-wide public space, with the forms and motifs carried into the ROW.

2. A minimum 20 feet wide clear pedestrian path through the ROW shall be created and maintained free of plantings and other obstructions.

3. Site furnishings, as well as district signage and site lighting, consistent with those in the rest of the DUS site shall be provided.

4. Landscape elements shall not impede views to the south or the alignment of the pedestrian path.

5. The existing rails and tracks shall be reinstated as reminders of the site's history.

Design Guidelines

1. The Old Wewatta ROW should be considered as a location for a segment of the bicycle network and as a location for bicycle parking and associated facilities.

2. If a bicycle path is provided, it should be in addition to the pedestrian path and safely separated from it.

4.7 LIGHTING

4.7.1 Site Lighting

District Lighting is a site-wide element, and therefore relies on the Intent statements and Design Standards and Guidelines set forth in Section 2.7.1. However, some specific suggestions are made in sub-sections dealing with individual elements of the public space design and buildings.

See Section 2.7.1, Intent, Design Standards, and Design Guidelines.

4.7.2 Building Lighting

See Section 2.7.2, Intent, Design Standards, and Design Guidelines.

4.8 SIGNAGE

4.8.1 District Signage

District Signage is a site-wide element, and therefore relies on the Intent statements, and Design Standards and Guidelines set forth in Section 2.8.1.

See Section 2.8.1, Intent, Design Standards, and Design Guidelines.

4.8.2 Building Signage

See Section 2.8.2, Intent, Design Standards, and Design Guidelines.

5. Design Review and Approval Process

In Denver, most development projects are subject to site plan review and approval processes. In addition, improvements on the DUS site will be subject to design review and approval through process established in the Landmark Preservation Ordinance or the DUS T-MU-30 zoning. The table provided on the following page (Fig. 5.1) shows the components and coordination of these review processes. Process and application details are available through the City's website, Denvergov.org, as noted in the chart.

Fig. 5.1 Design Review and Approval Process

Phases	Recommended Submittals	Design Review Process		Development/ Site Plan Review
		Landmark	**Urban Design**	
		Any single structure will be subject to one of the two design review processes, not both. Should a structure be located in both areas, CPD will be responsible for coordinating between Landmark and Urban Design.		All projects subject to development/site plan review. All development plan review to be coordinated with design review.
Intent Statement Submittal Pre Submittal Conference with Review Team	Applicant submits Intent Statement: 1. Location 2. Conformance to GDP 3. Design intent 4. Project scope & program 5. Project uses & adjacent uses 6. Site description 7. Context photos 8. Site Plan 9. Special considerations 10. Project phasing CPD case manager forms multidisciplinary team to discuss process and identify all requirements, presumptions, and considerations, and assign appropriate design review process and site plan review process Applicant meets with team 10-15 days after Intent Statement been submitted			
Schematic Design/ Concept Phase/ Preliminary Staff Review	Design Review Application (in addition to development review application) Detailed statement of how Design Guidelines have been met (electronic and hard copy) Site plan Ground floor plans Elevations All items under Pre Design Meeting to review application following receipt of agency comments If needed, meeting to reconcile any conflicts between team and design review	Concept Review by Preservation Architect usually within 3 weeks: Grant administrative approval OR Schedule for Formal Review at LPC	Notify all RNO's within 200', City Council members whose district contains the proposed project or is within 200', and At Large City Council members Written comments from above within 20 days after notice is sent Review: 30 days	See denvergov reference for application requirements Development Review Committee (DRC) agencies have 15 working days to review

Phases	Recommended Submittals	Design Review Process		Development/ Site Plan Review
		Landmark	**Urban Design**	
Design Development/ Formal Phase Review	Final application Updated detailed statement of how Design Guidelines have been met and reply to CPD comments (electronic and hard copy) Landscape/Streetscape Plan Building Sections – if requested Façade details & treatments Materials Schedule & Sample Board All items under Schematic Design Renderings - optional Comment Review Meeting	Staff report with recommendation forwarded to LPC	Review: 30 days CPD to recommend approval, approval with conditions or denial and forward to Planning Board CPD to notify RNO's within 200' of the property and the city councilperson in whose district the property is located of their recommendation Urban Design staff recommendation	Final Application (see Denvergov) for submittal requirements 15 working days to review Resubmittal as necessary
Design Review Public meetings **Planning Board** **Landmark Preservation Commission (LPC)**		Landmark Preservation Commission Meeting Formal design review takes place at regularly scheduled meeting of the LPC Applicant presentation Public comment LPC may approve, approve with conditions, ask for restudies, continue the proposal, or deny the application. FOR LPC Submittal 15 sets Project model if requested Staff signs permit on basis of LPC decision	Planning Board Public Meeting Hold within 60 days of CPD receiving the application CPD to notify RNO's within 200' of the property and the city councilperson in whose district the property is located at least 15 days prior to the meeting Planning Board to approve, approve with conditions or deny the application and forward the recommendation to the Zoning Administrator not later than 15 days after the meeting Zoning Administrator to approve, approve with conditions or deny the permit application	
Final Recordation Phase	Final Design Development Documents			Signing of approvals and recordation of plans
Amendments				Minor (Red-line) Amendments Administrative approval by DRC agencies LPC/Urban Design staff Major Amendment Resubmit to be treated as new application.
Construction/Permitting	Final Construction Documents			Building Permit submittal

Fig. 5.1 Design Review and Approval Process

APPENDIX

SUSTAINABILITY VISION

As the Master Developer of the Primary GDP Area, the Union Station Neighborhood Company has adopted the following vision regarding that development:
"The Union Station Neighborhood development will be a leading example of sustainable urban redevelopment in North America. The redevelopment of the 19.5 acre Union Station Neighborhood District area provides an opportunity to integrate and model sustainable design, construction and operation, creating a model development for the region and extending the relevance and significance of this historic site for many decades to come."
To fulfill this vision, Union Station Neighborhood Company has adopted, and the City acknowledges, the following guiding principles for sustainable development in the Primary GDP Area:

1. PROMOTE TRANSPORTATION ALTERNATIVES: Build on Denver Union Station's role as an unprecedented regional transit crossroads to support and encourage multi-modal site access. Support safe bicycle connections, and energize the pedestrian environment and links to surrounding areas.

2. ADVANCE SUSTAINABLE URBAN DESIGN: Seamlessly integrate public and private spaces and functions to create vibrant, inspiring and sustainable places where people can live, work, play and easily access other parts of the region. Ensure a scale and density of development necessary to support desired qualities.

3. BUILD GREEN: Demonstrate leadership in high performance green building tech niques at both the individual building and district levels, in design, construction and operation. Integrate historic renovations and green development goals in a way that respects and advances both, with the adaptive reuse of the historic station building as a centerpiece.

4. MINIMIZE WASTE: Seek to minimize waste site-wide through design, construction and operation practices (including procurement strategies and reuse/ recycling of waste generated onsite).

5. REDUCE ENERGY COST AND DEMONSTRATE NEW TECHNOLOGIES: Incorporate energy efficiency and renewable energy resources to reduce reliance on fossil fuels and related costs on site.

6. BE CLIMATE WISE: Reduce or eliminate greenhouse gas emissions wherever possible in development and measure/report on GHG avoided through transit use and other measures.

7. CLEAR THE AIR: Promote excellent indoor and outdoor air quality, with related public health and productivity benefits, throughout the development area.

8. CONSERVE WATER: Demonstrate aggressive water conservation practices in all development, working in partnership with the Denver Water Department.

9. USE STORMWATER AS A RESOURCE: Utilize innovative on-site storm water management techniques to reduce flood risk and improve water quality and site aesthetics.

10. ENGAGE VISITORS AND RESIDENTS IN SUSTAINABILITY GOALS: Build on the unprecedented regional crossroads and marketplace functions of the development to engage metro area residents and local inhabitants in sustainability goals, lessons and opportunities.

11. EVOLVE: Adapt to new best practices over time – tomorrow's technology, marketplace and standards may make new practices and achievements possible.