PEÑA STATION NEXT

DESIGN STANDARDS AND GUIDELINES

Disclaimer: Design Standards and Guidelines are subject to change without prior notice.

March 2016 | Revised June 2025

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1. OVERVIEW

Peña Station Next is located immediately adjacent to RTD's A Line Rail Station where 61st Avenue terminates east of the Peña Boulevard Corridor. The boundaries of Pena Station Next are generally defined by Panasonic Way to the west, 64th Avenue to the north, Tower Road to the east, and 60th avenue to the south. Peña Station Next will develop as a Transit Oriented Development (TOD) with a compact, dense, urban form. The Peña Station Next contains a mix of uses that create activity and sense of place that are truly a catalyst for the region.

This document contains a set of design standards and guidelines for Peña Station Next that allows projects to contribute to realizing the urban design vision of the site. These standards and guidelines are intended to assist in the development of Peña Station Next with excellence in urban design, architecture, and sustainability. All property that is subject to the Design Declaration is also subject to these standards and guidelines*. This document outlines a framework for site and building development to shape Peña Station Next into a local, regional, national and international destination.

*NOTE: These Design Standards and Guidelines are authorized and contemplated by the Design Declaration for Peña Station Next(Design Declaration) dated October 20, 2015 and recorded in the real property records of the City and County of Denver at Reception No. 2015149245. Parties should refer to the Design Declaration to determine the applicability of these Design Standards and Guidelines to their particular site and/or activity. In the event of a conflict between these Design Standards and Guidelines and the Design Declaration, the Design Declaration shall control.

A. The Vision:

Peña Station Next is an opportunity to develop an integrated, mixed- use development to serve the residents of northeast Denver, national and international employers, users and workers at Denver International Airport (DEN) and users and visitors throughout the region. Just one transit stop away from DEN, Peña Station Next is a destination that attracts and connects residents, businesses, and users looking for new possibilities to integrate live, work, and play with global air travel access.

The intent of Peña Station Next is to create a walkable, mixed-use Transit Community. The Transit Community is supported by the 60th and Peña rail station that serves as a vibrant center of the region. This transit community is pedestrian friendly and contains a mix of housing, work, and shopping opportunities that are all located within walking distance of a major transit stop, only a 12-minute train ride from DEN, and 25-minutes from Downtown Denver.

B. Guiding Principles:

Peña Station Next principles have been shaped by the City's adopted Far Northeast Area plan, the 61st and Peña Station Next Area Plan as well as the 61st and Peña General Development Plan. The following principles outline the goals and direction that Peña Station Next is focused toward:

- **Transit Community** – Peña Station Next is a pedestrian-friendly, transit-oriented community with a rich mix of uses and a variety of building types that promote a strong sense of place.

- **Connected** – Peña Station Next optimizes connectivity of the rail station to the entire station area and surroundings through a comprehensive, multi-modal approach to mobility and accessibility.

- **Vibrant** – The Peña Station Next core creates a vibrant, compact, walkable center characterized by quality urban places, a mix of users and land uses, and interconnected open space accessible to a wide variety of users.

- **Catalyze** – Peña Station Next seeks to catalyze a sustainable development pattern for the region, promoting economic vitality and housing opportunities, while respecting the unique High Plains ecosystem for the betterment of today's residents and future generations.

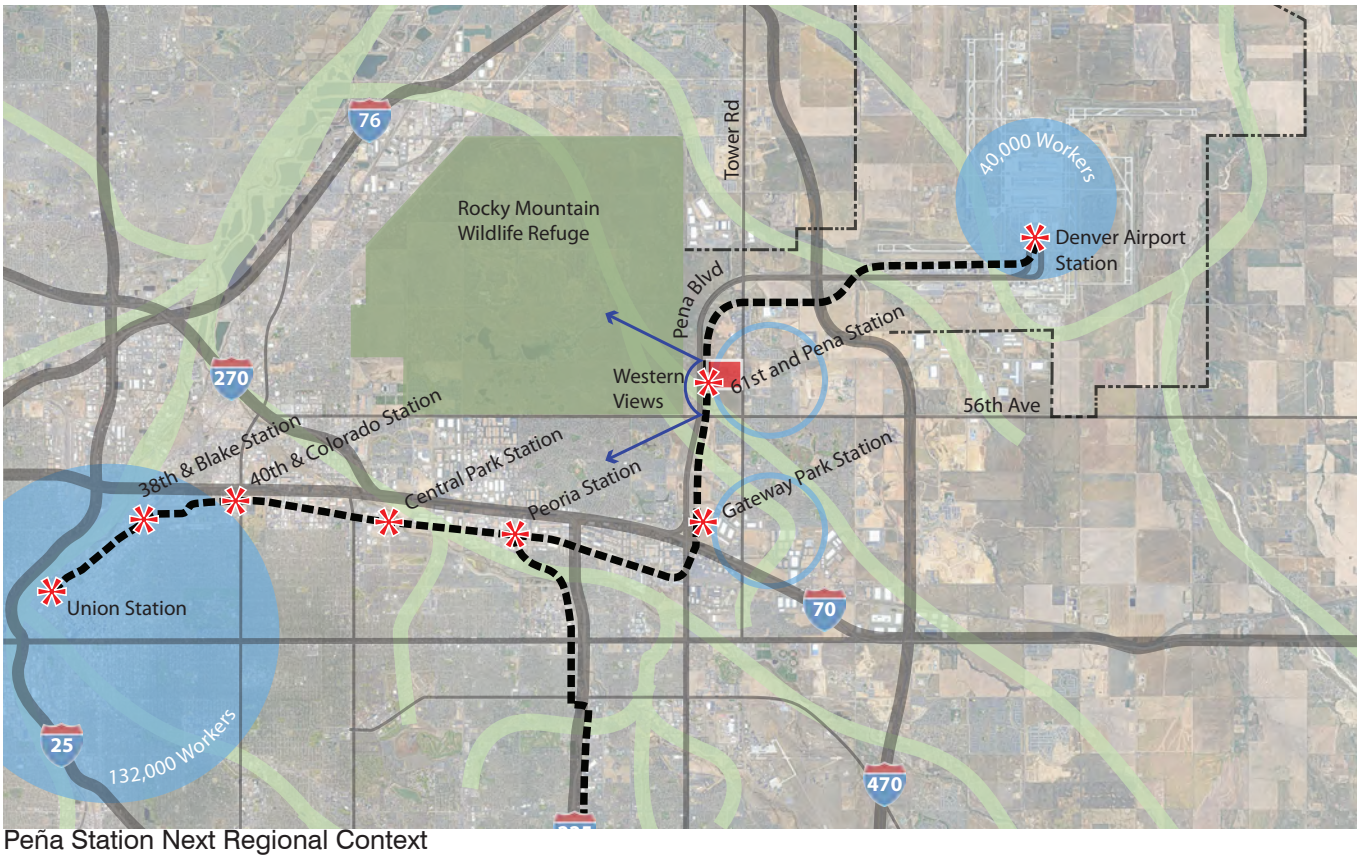
- **Sustainability** – Peña Station Next integrates sustainability principles at its most fundamental level including but not limited to:
  - Street and block pattern conducive to walking.
  - Bike and pedestrian systems that link the neighborhood to the commuter rail.
  - A plan informed by and organized around existing natural features, including Blue Grama and First Creek, which will function as natural habitat, drainage and pedestrian/ bicycle trail corridors.

- Interconnected open space and trail system designed to connect the rail station to the regional open space and local trail network.
- Mix of land uses that provides nearly all daily living needs.
- Variety of alternative transportation options.
- Variety of living and employment opportunities.
- High Plains landscape emphasizing water conservation using plant materials appropriate to the ecosystem.
- Protection of air, water, and natural environments.
- Potential project-wide alternative energy sources.
- Individual building and site sustainability standards for energy reduction, material use, water efficiency, indoor environmental quality and integrative processes.

Sustainability elements are included throughout these guidelines as recommendations for environmental responsiveness and the enhancement of Peña Station Next. Sustainability elements throughout these guidelines are designated by an '✲'.

C. Peña Station Next Regional Context

Peña Station Next is located northeast of Downtown Denver, southwest of DEN, and is the front door of Denver International Airport. The site is located between Richfield Street to the west, Tower Road to the east, 60th Ave (56th Ave for DEN property) to the south and 64th Ave to the north. The site had historically been agricultural land and contains two drainages moving through the site and south of the site from southeast to northwest. The site is just east of the Rocky Mountain Wildlife Refuge. The RTD commuter rail stop at Peña Station Next is the last transit stop before arriving at DEN.



Peña Station Next Regional Context

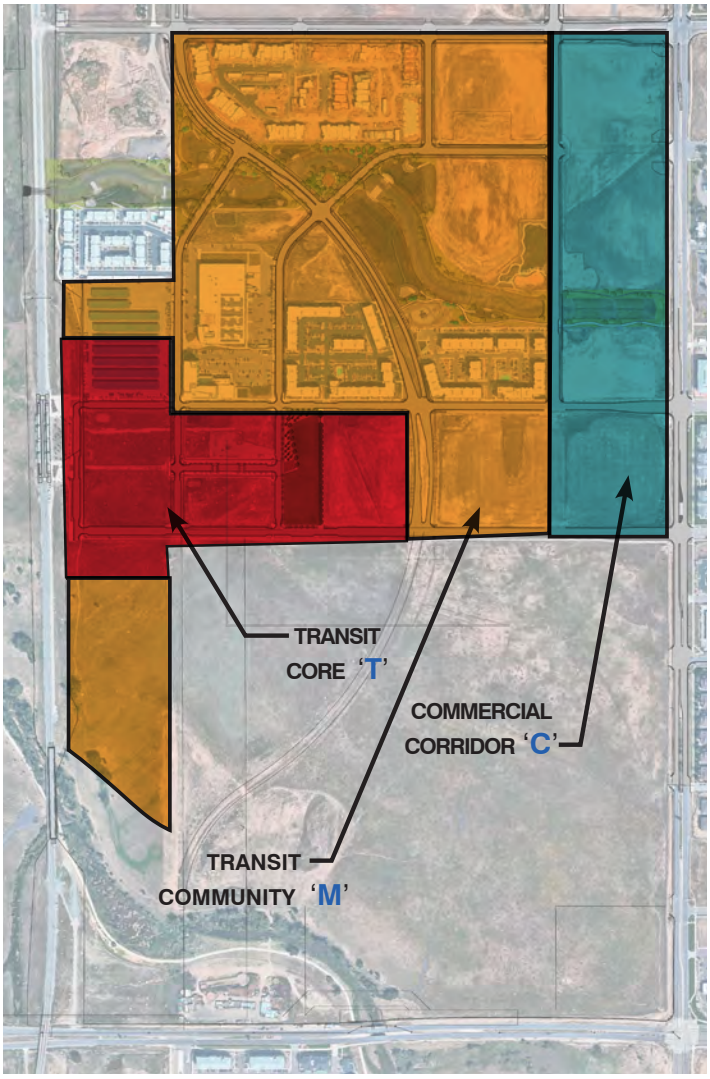
D. Master Plan

i. Conceptual Master Plan

This Current Master Plan was developed to maximize the opportunities at Peña Station Next and to provide flexibility as the development grows. The Master Plan was influenced by various documents including: the Far Northeast Area Plan, the 61st and Peña Station Area Plan, 61st and Peña Station GDP, Gateway Design Guidelines, Blueprint Denver, Transit Oriented Denver and the adjacent Development.

ii. Development Areas

Within the Peña Station Next project area there are a variety of adjacencies, uses, and goals that require different treatments in the public realm, land use, and building design. To achieve a consistent treatment, Peña Station Next is categorized into three development areas, Transit Core (T), Transit Community (M), and Commercial Corridor (C) that address specific requirements and guidelines. The architectural design, streetscape, and landscape guidelines will have unique characteristics within these



*Conceptual Master Plan shown for informational purposes only.

areas.

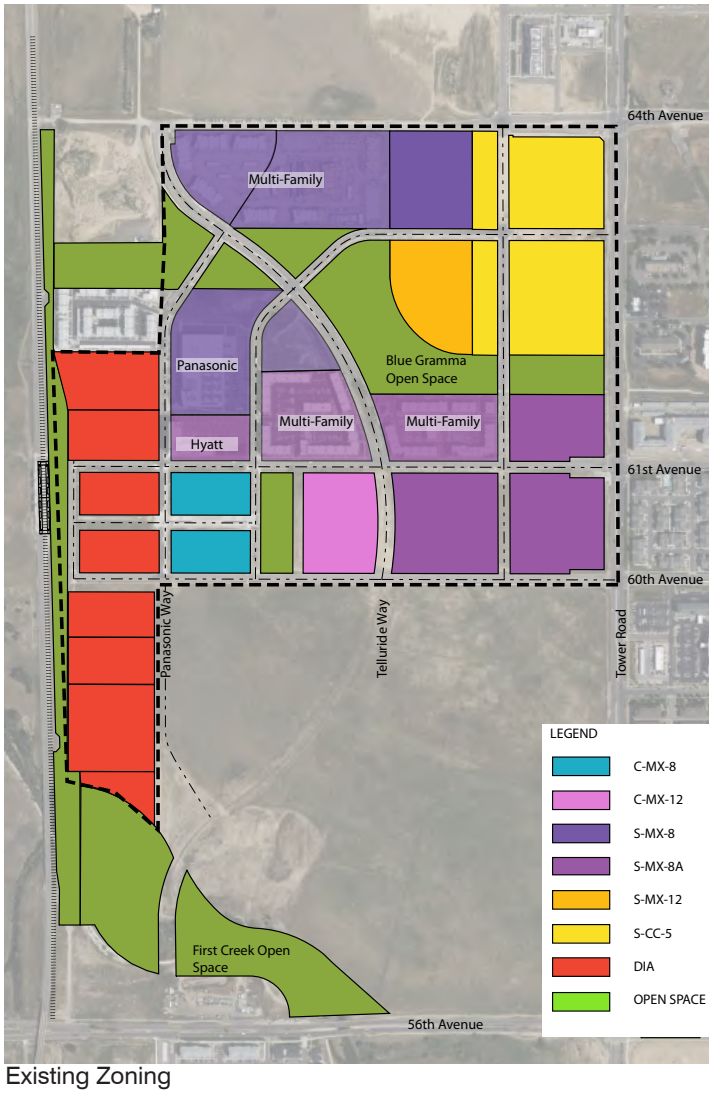
Transit Core (T): The Transit Core refers to the six blocks immediately adjacent to the transit station. The focus for this area is density, employment, and activity. The Transit Core includes a mix of uses that creates a vibrant, walkable center. The area may include residential product types consistent with zoning restrictions, office, hotels, and a mix of neighborhood and transit serving commercial and retail uses. Aviation Place, the heart of the Transit Core, is envisioned to be street-oriented mixed-use buildings, emphasizing active, retail neighborhood services on the first floors. Design Standards and Guidelines elements specific to this area are distinguished with a 'T'.

Transit Community 'M': This Area is envisioned to include uses that support transit, but that may be less dense than the Transit Core area. The network of streets, development blocks, parks, and trails create a connected, walkable community with the additional ease of auto connections. Design Standards and Guidelines elements specific to this area are designated by a 'M'.

Commercial Corridor 'C': At the edge of Peña Station Next, this area is influenced by the large arterials along Tower Road and 56th Ave at the edge of the property as well as the surrounding adjacent uses. Though the Commercial Corridor area is approximately 1/2 mile from the transit stop, it is still influenced by the transit stop and the uses here have greater flexibility within the overall development. Design Standards and Guidelines elements specific to this area are designated by a 'C'.

E. Zoning

The current zoning of the property is comprised of several different land use zones including: C-MX-8, C-MX-12, S-MX8, S-MX-8A, S-MX-12 and the DIA and AIO overlay district. The DIA zoning designation and AIO overlay districts are from the 2010 Denver Zoning Code. The AIO overlay district restricts residential uses within the Peña Station Next area. These zones allow for the desired mix of uses at Peña Station Next.



Existing Zoning

F. Organization of Design Standards and Guidelines

The Peña Station Next Design Standards and Guidelines consist of both minimum standards and suggested guidelines necessary to achieve a high level of quality, promote design flexibility, and establish continuity within the context of the emerging Peña Station Next neighborhood.

The content of the Design Standards and Guidelines are organized into three basic categories; Site Design, Architecture, and Landscape. Within these categories the specific design and planning elements and topics are structured as follows:

i. Intent Statement

Intent statements define the goals of a design element for projects at Peña Station Next.

ii. Standards

Design Standards are objective criteria that provide specific direction for a particular aspect of design based upon the related intent statement and are considered critical to achieving the intent. Standards use the term "shall" to indicate that compliance is required unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:

- An alternative method better achieves the stated Intent;
- The Intent will not be achieved by application of the Standard in this circumstance;
- The effect of other Standards or Guidelines will be improved by not applying this Standard.

The Design Review Board (DRB), as defined in Appendix B of this document, is the final decision making authority regarding any waivers or exceptions to these Design Standards and Guidelines.

iii. Guidelines

The term "guidelines" provides further considerations promoting the goals defined by the intent statements. Guidelines use the term "should" or "may" to denote that they are pertinent to achieving the stated intent, but allow consideration for site and project conditions. Achieving the Guidelines may help to identify alternative approaches to achieving the Standards. Should there be a request for a waiver or variance of the Standard, the Guidelines shall be strongly considered during the review process.

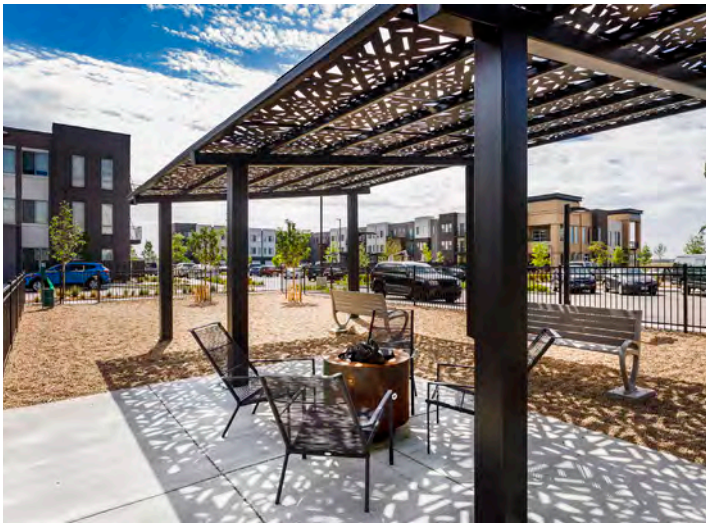
iv. Interpretation of Design Standards and Guidelines

The following rules shall apply for the purpose of interpreting these Design Standards and Guidelines:

- The use of "may" or "should" means permissive, recommended, or advised, but is not mandatory; the use of "shall", "must", or "will" means compliance is mandatory and not voluntary or permissive.
- Where terms or phrases are subject to more than one (1) reasonable interpretation, the more stringent interpretation shall be intended.
- Where two (2) or more provisions conflict, the more specific shall control over the more general.
- Where an applicable governmental code, ordinance, or regulation conflicts with a provision of these Design Standards and Guidelines, such code, ordinance or regulation shall control.

2. Site Design

The approach to site design at Peña Station Next establishes a framework of streets, buildings, and open spaces with the goal of creating an interconnected community. The site design should balance the need for vehicular mobility with the creation of a compact walkable center. The street and block characteristics within the site differ depending on their location within the development and underlying zoning. Site design solutions should utilize building forms, landforms, and landscaping to take advantage of prevailing summer winds and to serve as buffers against winter wind conditions. The block pattern is situated to increase opportunities for western views of the Front Range.



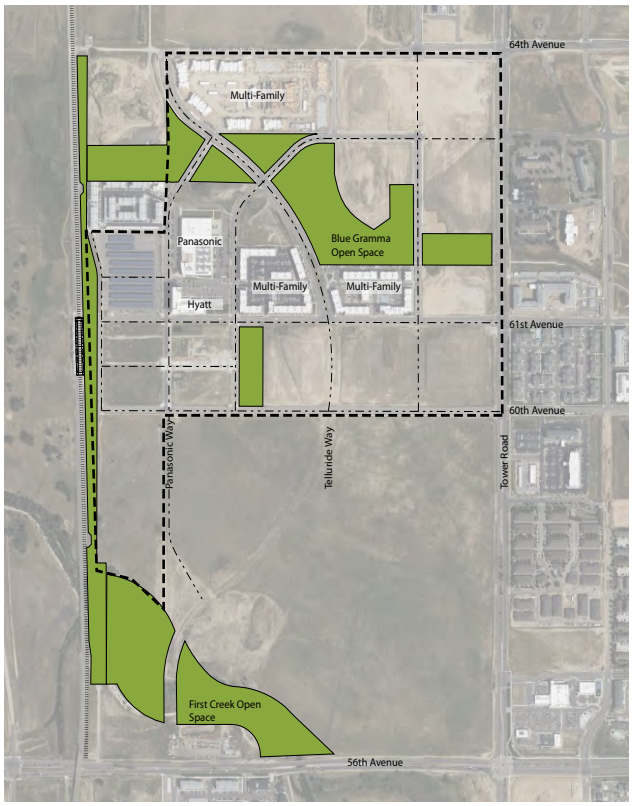
A. SITE LAYOUT

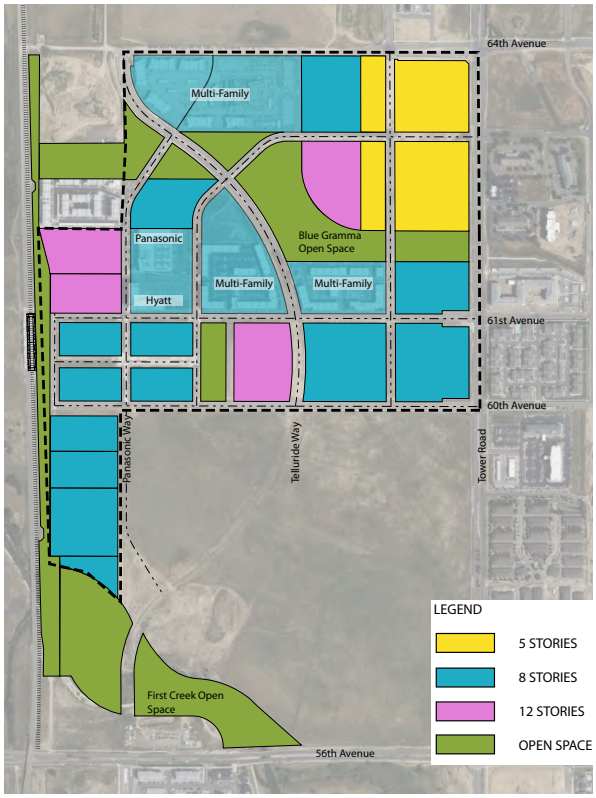
i. Site Circulation

The street and block pattern are laid out so that Telluride, a secondary arterial street, is the physical demarcation of the 3/8 miles radius from the transit station. The overall block pattern promotes easy connectivity within the area for bicyclists, pedestrians, automobiles, and buses.

ii. Building Heights

Similar to the street network, the building heights are restricted in some areas and encouraged in others in order to enhance the overall development.



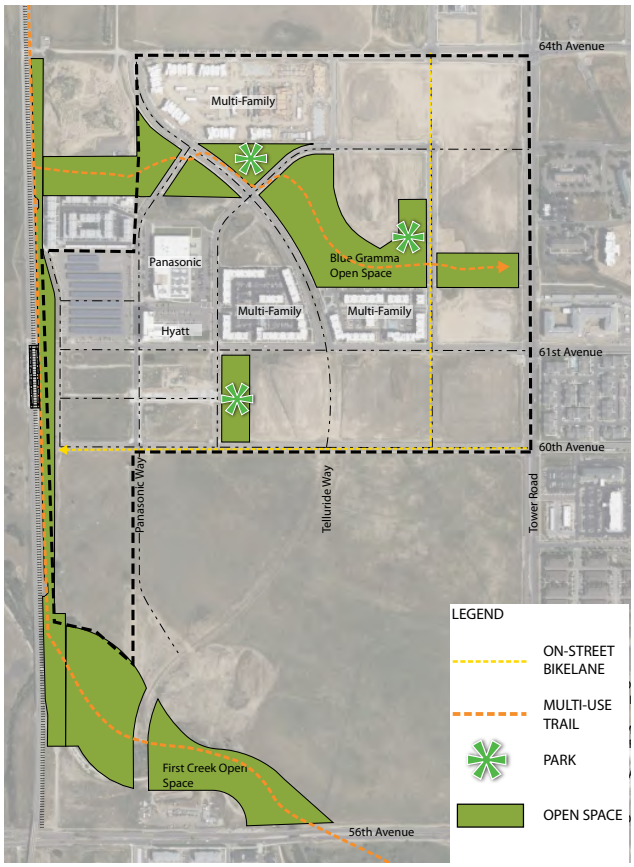


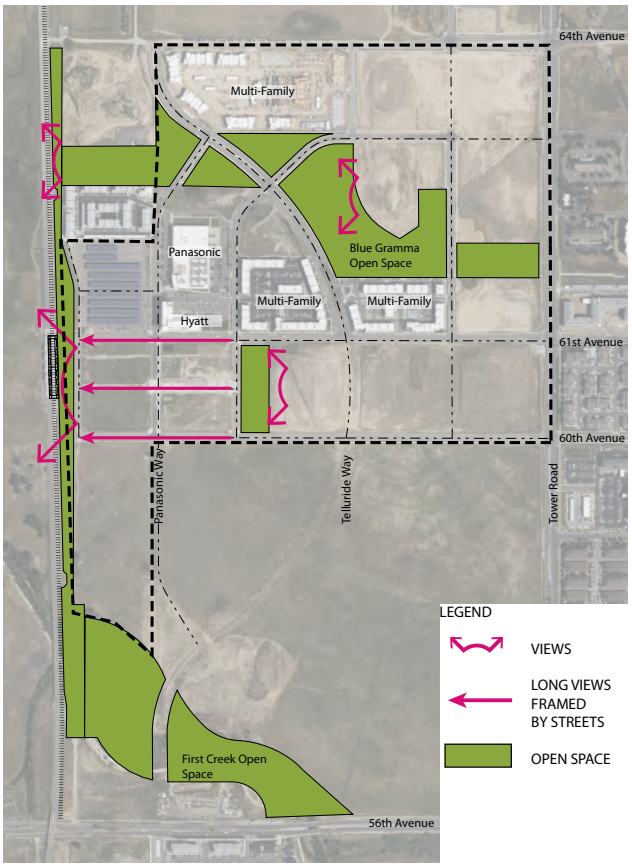
iii. Open Space

Open spaces within Peña Station Next are centralized and can be used by all. Parks and open spaces are located to provide a variety of users an opportunity to engage in recreational activities. The parks are centrally located for use; one is located in the core of the development (Aviation Park) and one in the northern portion just west of Yampa St. and north of Blue Grama Open Space (approximately 1.5 acres). All parks utilize low water plantings, except where high use areas or recreational fields are needed. The locations of these neighborhood parks are located next to publicly accessible open spaces or near high pedestrian traffic areas. These locations enhance the pedestrian and bicycle connections within Peña Station Next and regionally.

iv. Views

The existence of wide, protected vistas of the Front Range is one of the many amenities of Peña Station Next. Views are not just available to the parcels at the west edge of the development, but view opportunities are also brought into the development through the layout and orientation of the open space and blocks. Views looking west from Peña Station Next shall be maintained to the greatest extent possible. In addition, lower buildings along the view corridors should be designed to allow sun to reach the pedestrian level.





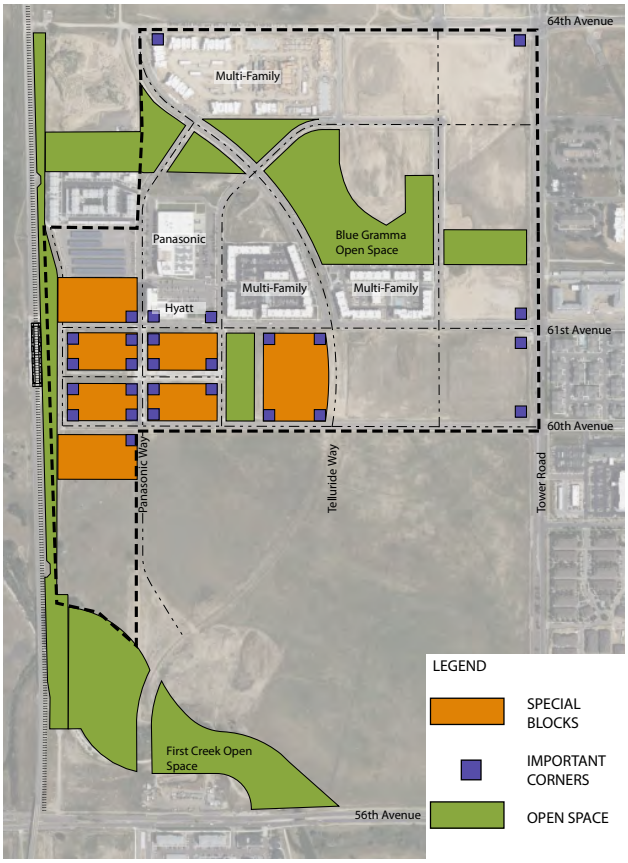
v. Special Blocks and Important Corners

Establishing important public realm areas and street corners within Peña Station Next sets up a framework for an activated development. Locations where attention should be placed on the detailing of building corners, building relationship to the street, activation at the pedestrian level, access points, views, and building placement are critical in creating a unique and vibrant development.

As Peña Station Next is developed, interim conditions may exist which support the overall development but do not utilize a specific block/ parcel to its full potential, for a limited amount of time. These exceptions in the fabric of Peña Station Next will be determined and approved by the DRB on a case-by-case basis. The determination will be made based on their overall contribution to the development as a whole as well as the intended timeline for the parcels' full build- out.

Special Blocks should be developed densely and should incorporate ground floor uses that encourage high pedestrian activity. Buildings within these blocks should be oriented to maintain sun exposure at the pedestrian level.

Important Corners should incorporate special, unique architectural or landscape treatments that enhance the site and building design as well as the pedestrian experience. Corners should act as a gateway and wayfinding device within Peña Station Next to suggest to users that they are in a unique place. In addition, the southwest corner of 64th and Tower Road will incorporate a monument sign to enhance the corner and indicate the importance of Pena Station.



B. STREET NETWORK

i. Active Edges

Urban neighborhoods need buildings that contribute to a safe and vibrant pedestrian environment. As buildings develop at Peña Station Next, edges, orientation, transparency, and frontages shall adhere to the structure and hierarchy of the street network. Undeveloped parcels or parcels with an interim condition may have alternative edge conditions that will be remedied as development occurs.

Promoting active edges on buildings located along pedestrian Primary Streets (as defined in the Appendix of this Document), key inter- sections, and urban park spaces add to the urban experience and increase visual and physical interaction between the public and private realm. Buildings with active edges may include the following elements:

- Prominent, street-facing entries.
- Ground floor windows and entrances.
- Pedestrian-oriented design emphasizing pedestrian comfort, shade, safety, scale and amenities.
- Building entrances that address the street.
- Entries and ground floor uses when all or part of the building is structured parking.
- Stoops, raised porches, terraces, and small quasi-private open space in residential areas.

ii. Building Frontages

A fundamental urban design principle is to have continuous building fronts define the public realm. This urban design principle is applicable on key streets throughout the station area and is vital to the overall pedestrian experience. Building frontages may contain the following elements:

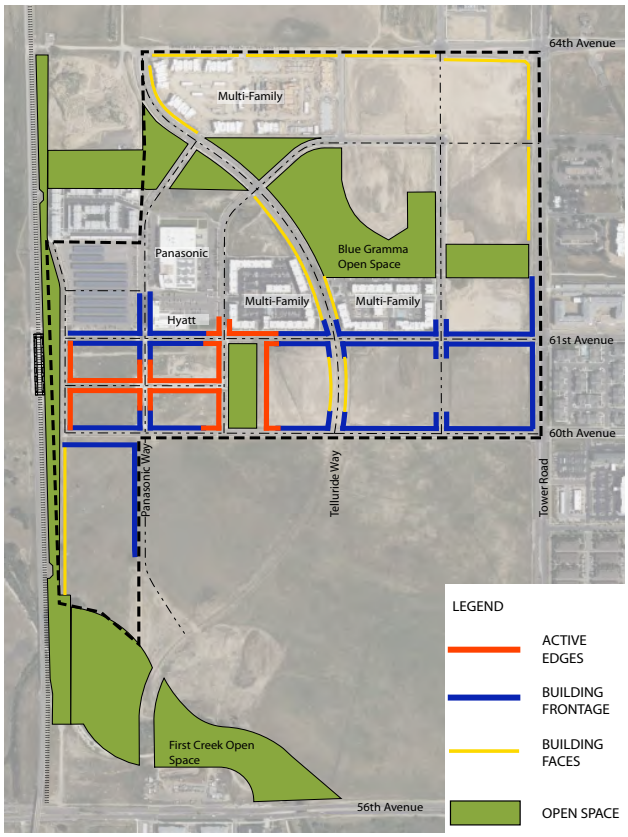
- Building edges within a build-to-zone.
- No surface parking between the primary structure and the primary street.
- Scaling and setback elements to break up the appearance of tall buildings and continuous street edges.

iii. Building Faces

Safe, connected, street networks have buildings that are oriented toward a Primary Street and engage the pedestrian zone through facade articulation, exterior spaces, transparency on the ground floor, and other architectural devices.

The Peña Station Next Transit Core lays out street edges and building frontages to set up a hierarchy of how buildings should engage the pedestrian area. In the Transit Community and Commercial Corridor, buildings' presence at the street is no less important to the vitality and experience of the pedestrian. The buildings in these areas are less dense, but should also utilize the following elements:

- Street presence.
- Relationship to adjacent buildings.
- Limited auto access
- Limited parking adjacent to the street(s) the building fronts on.
- No service areas directly off the Primary Street.



iv. Amenity Zone

Hard Edges

Urban neighborhoods need streetscapes that respond to the use and density of the area. Similar to the buildings on Primary Streets and within the transit core, creating active streetscape edges in these zones should respond to the pedestrian use and interaction by utilizing tree grates, pavers, and other 'hardscape' elements in order to accommodate increased pedestrian traffic and use.

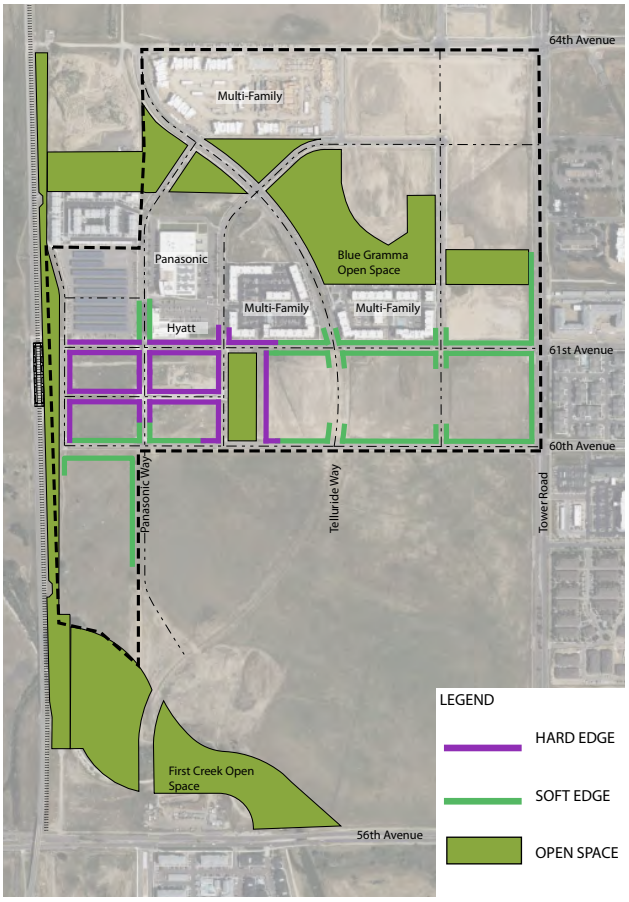
Active streetscape zones shall be installed concurrently with building development. Undeveloped parcels or parcels with interim conditions may be a soft edge until building development occurs.

Hard Edge

Soft Edge

Soft Edges

Along Primary Streets and within the transit core where the intensity of use is not expected to be as high, softer landscape treatments, such as tree lawns and ornamental plantings, may be utilized as a design theme to reinforce the look, feel, and importance of the Primary Streets. All plantings in these areas shall utilize low water plants with drip irrigation, when possible.



v. Build-To Zone

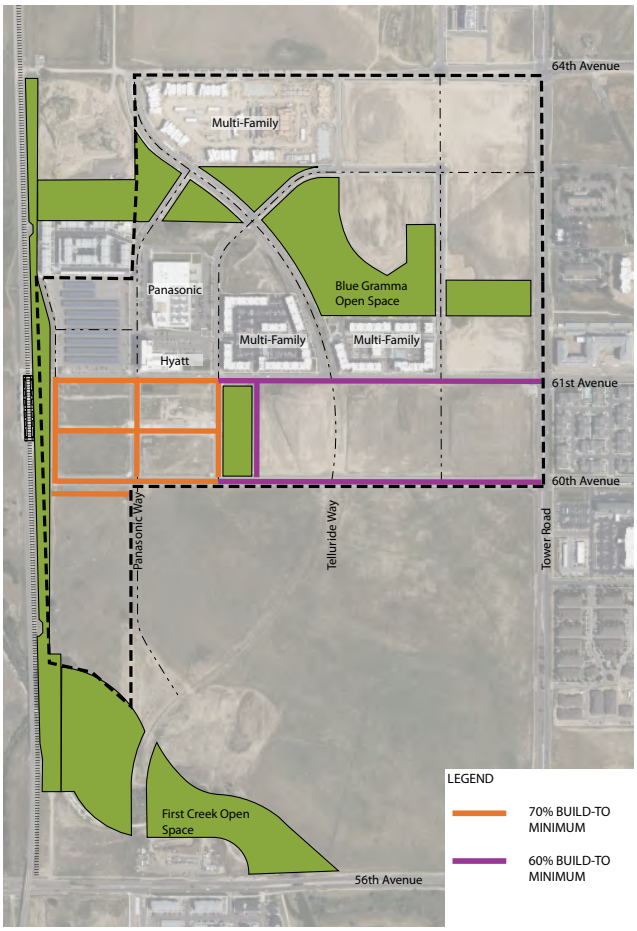
Successful pedestrian areas are framed with architecture that is integrated into the pedestrian experience. Buildings that are sited close to the street establish an exterior framework for the public realm. Build-to zones provide a consistent street edge that enhances the character of the area and helps to define the streets to promote pedestrian activity.

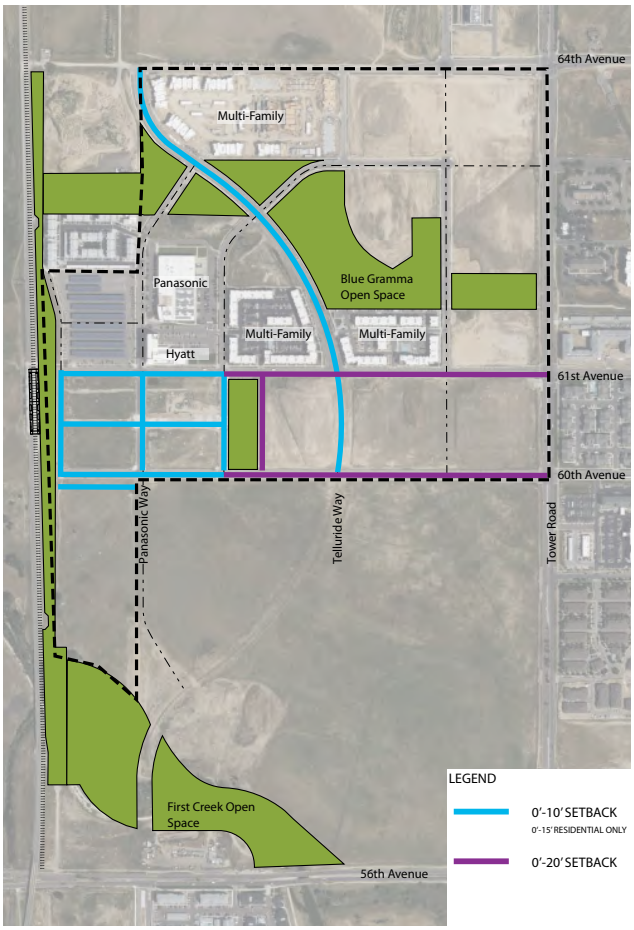
Required build-to percentages may be relaxed with the incorporation of alternative amenities such as outdoor patio seating, private open space, garden walls, pergolas, and/or arcades. Parcels with approved interim conditions, as approved by the DRB, may not initially meet build-to zones but will be required to meet them at final development.

vi. Building Setbacks

Variation of building setbacks within Peña Station Next closely follows the street network hierarchy. Primary Streets and streets in the Transit Core near to the station are intended to have a higher concentration of pedestrian traffic and therefore have a shallow to no setback. This allows the buildings to frame and articulate the pedestrian zone, creating an activated pedestrian environment. Streets that are more automobile oriented, such as primary and secondary arterials, have a greater setback distance.

Building setbacks along open space are also an important attribute of an integrated planning strategy. These setbacks establish a framework for the open space that encourages activation and use.





vii. 61st and Peña Station

As an amenity and point of access to the rail stop at Peña Station Next, an 800-space, solar covered surface parking lot is provided as an interim condition. Located north of 61st Ave and west of Rifle, this parking lot sits at a very prominent corner of Peña Station Next. As an interim condition, and to meet the requirements for the rail stop, the parking lot will adhere to the parking lot screening requirements of this document, but not the internal landscaping requirements. As development occurs and the need for the parking lot parcel changes, the parcel will develop in concurrence with these guidelines.

Location: 61st and Pena Station
Art Piece: Luminous Wind
Artists: Laura Haddad & Thomas Drugan

C. STREETS*

INTENT

1- Create a walkable, pedestrian friendly street that minimizes conflicts between bicycles, pedestrians and vehicles.
2- Provide a high quality image of the development's streetscape network.
3- Recognize the primary importance of pedestrians in the planning of streets, sidewalks, intersections, and streetscapes to create a walkable environment.
4- Provide cohesive street tree plantings while providing diversity of species to protect against tree disease.

T Maintain an amenity zone consistent with the Peña Station Next Transit Core.

STANDARDS

1- Streetscape treatment shall maintain a unifying design aesthetic to Peña Station Next through the use of approved hardscape and landscape palette of materials.
2- All light fixtures designed and installed as part of individual developments will utilize low-wattage or LED fixtures.
3- All utilities shall be buried, no overhead utilities shall be allowed.
4- Street amenity zones shall incorporate Peña Station Next standards for benches, trash receptacles, etc.
5- Pedestrian zones shall coordinate with adjacent developments.
6- No private project improvements shall be located within the public R.O.W. except for driveway and utility access and approved site furnishings.
7- Outdoor café zones will be allowed within the R.O.W.'s with the necessary City revocable permit process.
8- Street trees shall generally be planted on 30 '-35' centers, centered in the tree planting zone, or as directed by the City of Denver Forestry.
9- Street tree species are listed in the Plant List in the Landscape Section and must be approved by City of Denver Forestry.
10- Street trees shall be specimen quality, minimum 2.5" caliper and have high branching form.
11- The use of tree grates and tree wells within the streetscape shall enhance building entries, entry plazas, and higher pedestrian use areas.

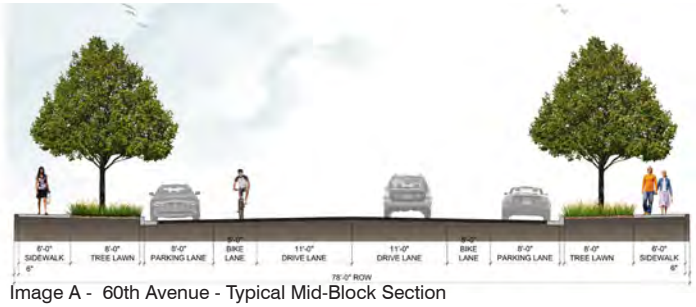


Image A - 60th Avenue - Typical Mid-Block Section

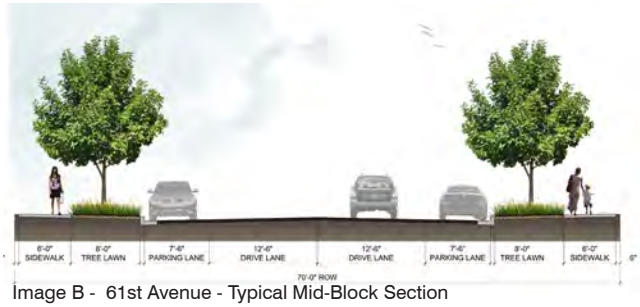


Image B - 61st Avenue - Typical Mid-Block Section

Image C - Salida/Rifle - Typical Mid-Block Section

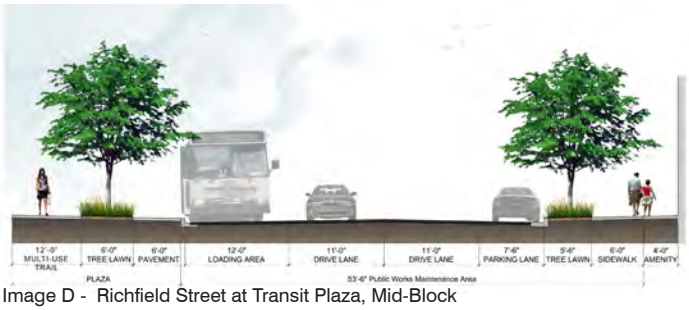


Image D - Richfield Street at Transit Plaza, Mid-Block

C. STREETS (CONTINUED)*

STANDARDS (CONTINUED)

12- Landscape shall be provided between the detached walk and curb.

13- Private streets shall maintain the image and design of Peña Station Next streetscape while allowing for alternative street section, as approved by the DRB and the City of Denver.

14- Streets shall accommodate multi-modal forms of transportation including vehicular, pedestrian, and bicycle.

15- All private streets shall meet City and County of Denver Fire Department requirements.

16- A logical, clear pedestrian sidewalk path free from obstructions shall be provided.

17- Site stairs up to first levels of a building or down to a lower level shall not be allowed within the R.O.W.

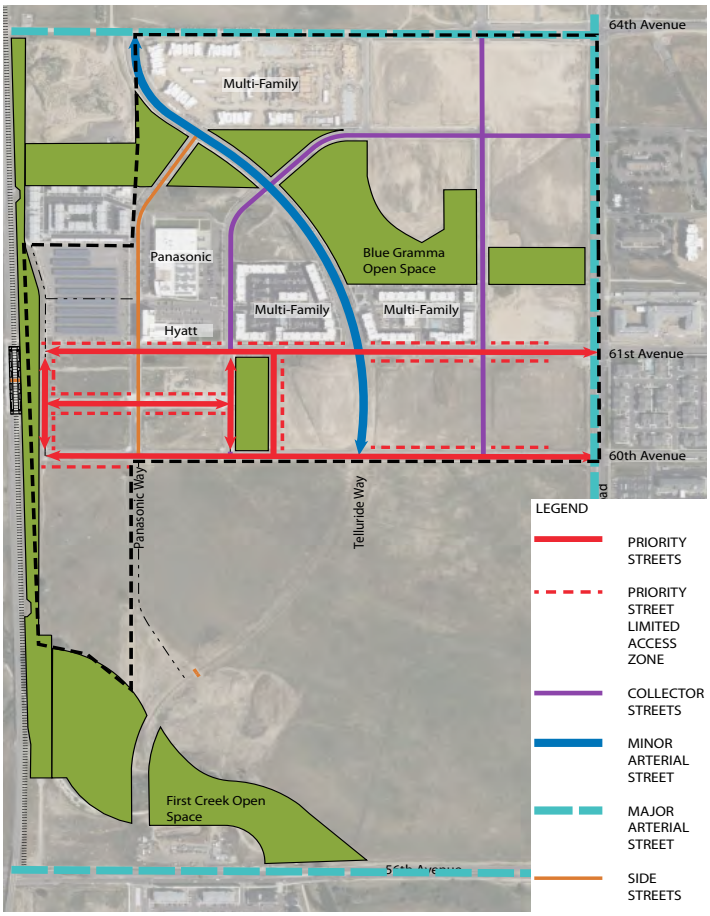
T Amenity zones along Aviation Place will be designed by the Metro District in cooperation with DEN.

GUIDELINES

1- Developers should cooperate with the adjacent and opposing developers to coordinate the aesthetics and construction of road improvements where the developer owns only one side of the street or a portion of the parcel.

2- Where necessary, adjust the regular planting of street trees when conflict with access or other facilities occurs.

Limit the use of sod along the streets and utilize low water use plantings.



* For simplicity in this document all areas between the parcel lines and back of curb will be described as R.O.W. However, streets on DEN zoned property are considered DEN licensed roadways.

D. VEHICULAR ACCESS

INTENT

1- Provide adequate private and commercial vehicle access to the Peña Station Next development that enhances and encourages the pedestrian experience.

2- Provide sufficient property access while minimizing the disruption and visual impact on the streetscape and its patterns.

3- Minimize conflicts between vehicles, bicycles, and pedestrians and enhance pedestrian and bicycle safety.

T Enhance pedestrian character of the neighborhood particularly within the Transit Core and along Aviation Place which shall be an enhanced pedestrian zone.

STANDARDS

1- Minimize vehicular access off Primary Streets west of Salida to one point per block face.

2- Vehicular and service access shall be limited to a maximum of 2 points from a local street for each property along the long side of the block face and 1 point of access along the short side of the block face and shall be coordinated with adjacent and opposing development.

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

4- Curb cuts shall be no wider than the minimum City requirements.

5- Where properties have frontage on two streets, access should be located on the lower classified street.

6- Access points shall be minimized on streets with bike facilities.

T Vehicular access to parking or service areas from Aviation Place shall be limited to access points required for fire protection.

GUIDELINES

1- Pedestrian and vehicular access to buildings should be separate.

2- If additional access is required for fire protection, secondary fire access should be designed to provide required access while limiting its impact through the use of mountable curbs, “grass pave” areas, decorative paving, and gated access, as approved by the Denver Fire Department.

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

E. PARKING - STRUCTURED

INTENT

1- Minimize the visual impact of structured parking on the streetscape and facades.
2- Minimize the impact of headlights, vehicle noise, and parking structure lighting on adjacent properties and streets.
3- Require an enhanced architectural treatment of any parking structure that abuts a public right of way.

STANDARDS

1- Structured parking that is at or above grade shall be treated with architectural facades that are complementary in scale, massing, detailing, and material to the architecture above and/or adjacent.
2- Structured parking facades that face streets shall screen the first 3'-6" of vehicles and, vehicle headlights, and minimize the visual impact of signage within the structure at ground level.
3- There shall be a maximum of two levels of structured parking along a street frontage where no ground level retail exists. More levels of parking may be added with a minimum 20' setback at levels 3 and above.
4- Entrance to parking garage shall not come off a Primary Street Limited Access Zone, page 2-11.
5- Visible ramps on the exterior of the building are not allowed.

- Lighting on top of or within parking structures shall utilize full cut-off LED type fixtures to prevent glare outside of the structure.

GUIDELINES

1- Where possible, structured parking should be integrated into buildings rather than free standing.
2- Planters and vegetation should be provided on and around parking structures.
3- Views of the top deck of parking structures from adjacent properties should be mitigated by covering the structure, screening, and/or providing trees in raised planters.

- The top decks of parking structures are encouraged to utilize solar panels or decorative trellis treatments.
- Parking facilities should be shared when possible.

F. PARKING - SURFACE

INTENT

1- Minimize the visual impact of surface parking on the streetscape and pedestrian experience.
2- Minimize the impact of headlights, lighting, and vehicle noise on the adjacent properties and street.
3- Provide screening along the public street R.O.W.'s of any surface parking.
4- Parking lots that are temporary in nature may be exempt from some of these Standards at the discretion of the DRB.

STANDARDS

1- No surface parking between building and Primary Street. Primary Streets are defined as 60th Ave, 61st Ave, Richfield at the plaza, and the potential future street east of Aviation Park.
2- No more than 30% of any Primary Street frontage west of Telluride may be surface parking.
3- No more than 40% of any Primary Street frontage east of Telluride may be surface parking.
4- Drives and ramps shall cross the streetscape at right angles.
5- Access locations shall be coordinated with the street trees, adjacent development, opposing development, street lighting, and pedestrian lighting to minimize disruption.
6- Surface parking shall be screened from the street and adjacent properties by landscaping, screen walls, or fences along entire length.
7- Headlights from parking spaces shall be screened from entering adjacent properties and ROW.
8- Internal landscaping is required for all parking lots with a row of double-loaded parking; at least 5% of parking area must be landscaped.
9- For every 200 SF of required landscape there shall be 1 tree and 6 shrubs.
10- Parking islands shall occur at least every 15 spaces.
11- Surface parking shall be paved with concrete, asphalt, or approved permeable pavement.
12- Parking lots adjacent to the street shall have a minimum 10' landscape buffer between the street R.O.W. and parking.
13- Surface parking lighting shall utilize full cut-off, LED type fixtures.

GUIDELINES

1- Surface parking should consume as little of the site area as practical.
2- Parking associated with a porte-cochere or drop-off, should utilize enhanced paving such as concrete pavers and colored and/or stamped concrete.
3- Landscape islands, raised planters, and grated trees should provide a minimum un-compacted soil volume of at least 450 cubic feet per tree.
4- Surface parking should be in the rear half of the lot, away from adjacent uses. If parking is in the front half of the lot, it should be screened by the building.
5- Surface parking lots should incorporate covered parking spaces for at least 25% of spaces either in garages, under solar canopies, or under carports.

- Solar covered parking spaces are encouraged.
- Parking facilities should be shared, when possible.
- Surface parking lot runoff is encouraged to be treated on-site with drain interceptors before being released off-site.

G. SIGNAGE

Signage is intended to enhance the unique environment of Peña Station Next by reflecting both sustainability and technology. Overall, signage within Peña Station Next will create a cohesive aesthetic that ties the signage to the buildings it serves as well as to other signage elements throughout the District. The signage regulations are governed by City and County of Denver Signage Code requirements, the Peña Station Next District Signage Plan, as well as this document.

Peña Station Next signage has two overall goals: to help users navigate through the development and to inform users of what is there. Navigational, or directional, signage will generally be designed and implemented District wide. This signage will be designed with a common look and theme. Directional signage, particularly in the Plaza and parking lot, will also coordinate with RTD and the Pena Station Next Sign Code.

INTENT

1- To ensure an advanced and consistent appearance for the Peña Station Next development.
2- Signs provide a vital service in all Development Areas of Peña Station Next, informing the shopper, resident, worker, and visitors - expressing the unique character and tone of the overall project.
3- Provide a clear identification for businesses and buildings.
4- Create signage and graphic elements that are appropriate to and expressive of the building use or product identity.
5- Sign placement and aesthetics should develop a hierarchy.
6- Signage is intended to be flexible and dynamic.

STANDARDS

1- Signage shall have no exposed wiring, conduits, tubing, lamps, ballast boxes, or raceways. All cabinets, transformers, ballasts, attachment devices, and similar equipment shall be concealed.
2- All materials used in signage shall be durable, of permanent nature, require minimum maintenance, and be resistant to weathering and staining.
3- No private signs shall be posted or attached to trees, public utility improvements, lighting poles or fixtures, traffic signs, or traffic control devices.
4- No private signs shall be posted, placed, or erected within public R.O.W., unless approved by the City and County of Denver and the Pena Station Next DRB.
5- All exterior signage must be constructed with a palate of material that is consistent with the predominant material on the adjacent buildings. Final colors and materials shall be approved by the Pena Station Next DRB.

GUIDELINES

1- Signs should be unobtrusive to surrounding uses.
2- Signs should not be designed to maximize square footage, but instead should be designed to enhance their graphic impact to the pedestrian and public realm.

H. WALLS AND FENCES

INTENT

1- Enhance the architecture by coordinating the site walls and fences to the architectural style.
2- Maintain continuity of architectural edge to the streetscape between buildings.
3- Aesthetically screen required functions such as trash, mechanical, transformers, and service areas.

STANDARDS

1- Landscape walls provided to screen parking shall be a minimum of 36" above the adjacent parking surface.
2- Landscape walls shall be between 18" to 42" high and may have architectural piers that extend to 52". Walls over 36" in height should incorporate open materials to achieve a maximum of 60% opacity unless necessary to screen unsightly conditions.
3- Screen walls and fences shall not exceed 6' in height and shall be constructed of materials in keeping with the architectural style of their associated building.
4- Walls and fences should be designed to avoid long uninterrupted surfaces by incorporating changes in material, height, opacity, projections, and recessions.
5- Mechanical systems and trash enclosures shall fully hide the systems either with walls, fences, or evergreen landscaping. Access gates shall be of a durable material.
6- Chain link and wood fences and gates are not allowed.
7- Patio fences visible from the ROW are subject to DRB approval.

GUIDELINES

1- Walls and fences should act to mediate between the public right of way and the private yards of individual units or buildings.
2- Screen walls may be completely opaque.
3- Low landscape walls should be incorporated to maintain the continuity of the architectural edge to the streetscape between buildings. Walls should meet the intent without being continuous or restricting access to public open spaces.

I. GRADING AND DRAINAGE

INTENT

1- Limit the impact of site grading and drainage improvements on the project open space.
2- Integrate the design of the grading and drainage into the overall site development.
3- Encourage the use of water quality and storm water management best practices.
4- Adhere to Mile High Flood District standards and requirements.

STANDARDS

1- Site grading and drainage improvements shall be incorporated into project open space to provide an amenity.
2- Retaining walls shall be limited to 6' maximum height and shall incorporate materials in keeping with the architectural style of their associated building. Rails are required on retaining walls over 30" that are adjacent to pedestrian access.
3- Primary site drainage and detention will be accommodated on a regional basis.
4- Snow storage shall be accommodated in a manner that does not interfere with pedestrian or vehicular traffic.
5- Snow Storage shall be in a location that avoids damage to landscaping elements.

- Exposed drainage and detention structures shall incorporate water quality elements, otherwise all drainage and detention structures shall be hidden or screened with landscaping.

GUIDELINES

1- Site grading should generally avoid slopes exceeding 10:1 to allow the available open space to be usable.
2- Maximum grades for landscape areas should not exceed 4:1.

- The use of rain-gardens, green roofs, bio-swales, and permeable paving is highly encouraged.

J. SERVICE, DELIVERY, STORAGE AND LOADING

INTENT

1- Minimize the visual and auditory impact of service, delivery, storage and loading areas on the public realm streetscape, project residents, office, and retail users at Peña Station.

STANDARDS

1- Service, delivery, storage, and loading areas shall be located away from pedestrian areas.
2- Facilities shall be incorporated into the building architecture or within an architectural enclosure of material and style consistent with the associated building.
3- Where these areas must be located adjacent to any street, they shall be enclosed within the building or screened completely.
4- Where service areas must be located adjacent to neighboring properties, a visual and sound barrier shall be provided.
5- All utilities, their connections, meters, and exterior mounted mechanical equipment shall be located out of view of streets, shall be completely screened, or located underground as permitted by the utility provider or other regulations.
6- Outdoor storage of materials, equipment, finished/semi-finished products may only be stored outside of buildings in screened enclosures.

GUIDELINES

1- Service, delivery, storage, and loading areas should be combined and enclosed or screened together when possible.
2- Where multiple buildings are proposed, service areas should be combined to the extent possible.

K. ACCESSIBLE RAMPS

INTENT

1- Ensure that accessible ramps and entrances are designed as an integral design element of the architecture and to minimize their impact on the public right of way.
2- Provide direct accessibility to all facilities in the site.
3- Reduce the impact of accessibility elements on the pedestrian experience of the site.

STANDARDS

1- Accessible ramps and railings shall not be constructed in the public right of way.
2- The architectural elements of the ramps including retaining walls, guardrails and handrails shall be designed in keeping with the architectural style of the adjacent structure.
3- Accessibility features shall meet all ADA accessibility codes.

GUIDELINES

1- The integration of accessibility elements is an essential design element with regard to the architecture of the building being served.

L. MAIL AND SERVICE BOXES

INTENT

1- Limit the visual impact of mail and service boxes on the streetscape.

STANDARDS

1- Mail and service boxes shall be located as required by the US Postal Service.
T Mail and services boxes shall be located within buildings, when allowed by the US Postal Service.
M When not located within buildings, an architectural enclosure shall be provided that is consistent in design, materials and character to the adjacent building.

GUIDELINES

M Locations should be coordinated to limit visual impact.

M. FLAGPOLES, COMMUNICATION AND ANTENNAE

INTENT

1- Guide the appropriate placement of and limit the visual impact of flagpoles, and communication and television antennae on the project.

STANDARDS

1- Flagpoles, if used, shall be a maximum of 25' in height for a one-story and two-story buildings, 35' for buildings three-stories or more; and may include one project-oriented flag along with a US and State flag.
2- Flags shall be a maximum of 4' by 6' for buildings two-stories or less, and 6' by 10' for buildings three-stories or more.
3- Exterior mounted communication and television antennas and satellite dishes are not allowed at individual residential units.
4- Building antennae and exterior mounted communication and television antennas and satellite dishes shall not be visible from the street and may not exceed 30" diameter
5- Equipment shall be replaced as necessary to prevent wear and tear.
6- Flags may not be illuminated without approval. Any request for lighting must detail the type and location of lighting. Lighting shall be placed so as not to disturb residents or Owners of neighboring Lots.
7- The height of the flagpole must not exceed the height of the roofline.

GUIDELINES

1- Any cabling should run internally when feasible.
2- Any visible wiring may be required to be painted to match the color of the structure to which they are attached.
3- Antennae and communication devices should be located in the rear of the lot, where possible.
4- Any flag displayed from a flagpole shall be from a location in the front of the building.

3. BUILDING DESIGN
LOW RISE MULTI-FAMILY RESIDENTIAL ARCHITECTURE

Low Rise Multi-Family architecture consists of buildings that are three stories or less above a basement. The first floor above a basement shall be within six feet of grade for greater than 50% of the building perimeter.

These buildings are comprised of only residential units that may be for sale or rent. The buildings may contain a common entry area for residents, or each unit may have individual access.

A. BUILDING PLACEMENT AND ORIENTATION

INTENT

1- Buildings should abut the property line along the street to reinforce the urban character desired within Peña Station Next.
2- Active uses are encouraged to support the pedestrian experience.
3- Encourage sun to reach the pedestrian zone through building placement and setbacks.
4- Provide a human scale, 4-sided architectural expression on all building facades.
5- Screen surface and structured parking along the public streetscape edges.

STANDARDS

1- Facades shall be generally parallel to the streets on which they front.
2- Buildings shall be oriented toward the street.
3- Buildings shall be designed to maximize views.
4- Outdoor open space intended for occupant use shall incorporate an elevated level to create separated, defensible space where possible.

- Buildings shall be oriented to support active and passive solar opportunities.

GUIDELINES

1- Buildings should be placed such that they enhance the street layout and the pedestrian experience.
2- Facades should be setback from the street only as much as necessary to accomplish required site circulation and screening requirements.

B. BUILDINGS FRONTING ON TWO STREETS

INTENT

1- Distinguish primary entries and facades from secondary entries and facades.
2- Provide “eyes on the street” and enhance the pedestrian experience.

STANDARDS

1- Fenestrations on facades shall have variations in scale and massing every 25’ minimum.
2- At prominent street corners the building corner shall be turned with a significant architectural massing element or landscape enhancement.

GUIDELINES

1- All street facades should be treated with the same design considerations of scale, material, and detailing.
2- Special care should be taken in the design of the corner elements.

C. MASSING AND SCALE

INTENT

1- Building height and massing should be modulated.
2- Respect the scale of the adjacent developments.
3- Promote an enjoyable pedestrian experience along the street.
4- Break down massing to promote the scale of smaller buildings.
5- Promote building variation and architectural massing which supports human scale and visual interest.

STANDARDS

1- Provide shifts in the building footprint additively and subtractive with balconies, bay windows, and recesses every 50' minimum. The minimum transitional dimension (step in the facade) shall be one foot.
2- Extensive expanses greater than 50' of uninterrupted wall surface at a single height or in a single plane are not permitted.
3- Building massing and roof lines must be articulated to avoid expansive straight lines.
4- Articulate a clear base, middle, and top to the building facade.

GUIDELINES

1- Roof lines should enhance the varied massing of the facade.
2- Architectural details should reinforce the larger scale building massing.

D. ARCHITECTURAL CHARACTER

INTENT

1- Architectural features are encouraged, and some elements may extend beyond the setbacks to the property line.

STANDARDS

1- Provide variation in the facades such as projecting bays and recesses, along with material variations that enforce the changes in plane and massing.
2- Use standard architectural elements such as belt courses, sills, reveals, eaves, and cornices.
3- Primary entry elements on main streets shall be identified by façade articulation, overhead cover, plazas, and landscaping.
4- Material transitions shall occur on inside corners or at architecturally significant locations.

GUIDELINES

1- Outside corners should be turned with consistent material on both facades.
2- Canopies may not be lower than 8'. Canopies that extend beyond the façade should remain 70% open to the ground level.
3- Facades should have details that reinforce scale variation, material, and massing of the adjacent developments.
4- Human scale architectural treatments, material variations, and color variation should be used to provide interest in the structures.
5- Individual entries to ground level units are encouraged.
6- Masonry or metal should be used to provide variation in scale, color, and texture.

- Building elements that control sunlight are encouraged.

E. GLAZING AND WINDOWS

INTENT

1- Express the building program through the use of varied window sizes where appropriate.
2- Maximize transparency of windows at street level to activate the street.

STANDARDS

1- The windows shall be framed with architecturally appropriate details in keeping with the overall style of the building's architecture.
2- Flush windows are not allowed except for retail storefronts or curtain wall systems.
3- Windows shall be recessed from the building facade minimum 1.5" to provide a shadow line. Alternative solutions that provide a shadow line will be considered by the DRB.
4- Provide street level transparency per Denver zoning requirements.
5- At upper levels, Transparency shall be, at a minimum, along the Primary Street 30%; along the Side Street 25%; side elevations 25%; rear elevations 25%.

GUIDELINES

1- Horizontal bands of windows should be composed of sets of vertically oriented windows.
2- Pattern and variation in the windows should enhance the scale and interest of the architecture.
3- The use of tinted glass will be reviewed with the submission of a glass sample, but generally discouraged.
4- Individual window size and proportion shall be varied to create architectural interest within the facade of the building.
5- A 2" to 4" recess for windows in a façade is suggested.
6- Reflective films should be used minimally and will be reviewed by the DRB.
7- Wood windows, because of their propensity to degrade, are discouraged.

F. ROOF FORMS AND PARAPETS

INTENT

1- Complement and respect the typical forms and materials of the area.
2- Encourage elements that add architectural character with shadows and massing.

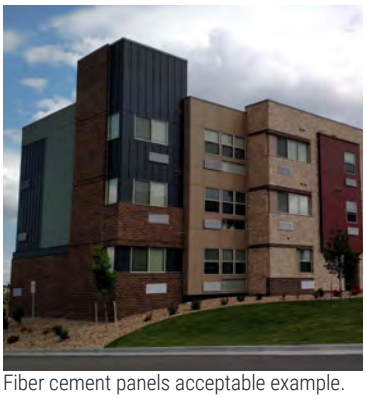
STANDARDS

1- At a minimum, major (main roof) soffits shall be substantial in their depth: a minimum of 18". Minor (porch roof or canopy) soffits shall be proportionately appropriate.
2- Cornices, eaves, and gutters may encroach into the building setback up to 4'.

GUIDELINES

1- Roof forms should work to enhance the architectural interest, scale, and massing of the architecture.

G. EXTERIOR MATERIALS AND COLORS



Fiber cement panels acceptable example.

Fiber cement panels unexceptable.

INTENT

1- Provide human interest, scale, and variety through the use of different materials and colors.
2- Enhance the massing and scale of the architecture through the variation of materials and color.
3- Design should combine an expression of materials and colors indigenous to the High Plains/High Prairie environment of the Site with a blend of Contemporary architecture.
4- Due to the intensity of Peña Station Next's sunshine, colors that reflect the sun should be limited, such as white and shades of white.

STANDARDS

1- Respect the High Plains/High Prairie environment utilizing appropriate materials including brick, granite, sandstone, and natural colors,
2- Exterior wall materials, excluding glazing, should be a minimum of 40% brick, stone, metal, or precast.
3- Fiber Cement products to be patterned or textured and allowed as an accent area only, to be approved on a case by case basis by the DRB.
4- Minimize the use of stucco, EIFS, and similar materials. When used, incorporate reveals in its detailing.
5- The street façade material shall turn the corner onto non-street facades for a minimum of twelve (12) linear feet and terminate on an inside corner or a significant vertical element.
6- Materials shall be located on the facade such that they enhance the architectural style, massing, and detailing.
7- Roof Shingles must be dimensional with a minimum 30-year warranty.
8- Wood shingles are not allowed.
9- Mechanical/electrical equipment must be designed to be an integral part of the building roof-scape. No heating, air conditioning, electrical, window washing, or telecommunications equipment may be installed on the roof of any building unless screened from neighboring properties' view with similar materials as the building exterior.

GUIDELINES

1- Though materials should be respectful of their traditional use and detailing, they do not have to replicate the traditional style.
2- The architecture should clearly express a base, middle, and top.

- The use of high albedo and green roof systems are encouraged.

H. EXTERIOR SPACES

INTENT

1- Encourage building occupants to activate the pedestrian zone by designing exterior spaces integrated into the building.
2- Create a pedestrian friendly streetscape and to provide “eyes on the street”.

STANDARDS

1- Porches and balconies shall be varied in their design in relation to the overall building massing as an additive and/or subtractive design element.
2- Building façade shall partially frame ground floor exterior spaces.

GUIDELINES

1- Porches and balconies are recommended for all units.
2- Porches should enhance the pedestrian experience and the sense of community.
3- Courtyard, plazas, or other areas for gathering are highly encouraged.

I. SERVICE AREAS

INTENT

1- Screen service areas to maintain the high-quality aesthetic of Peña Station Next.
2- Minimize the visual impact of service areas and loading docks.

STANDARDS

1- Screen building service areas from pedestrian corridors, parks, open space, and adjacent building entries with a solid screen or dense vegetation.
2- Free standing trash areas shall be screened with the same architectural style and materials of the building.
3- Screening materials shall coordinate with the architectural style, materials, and colors of the building.
4- Walls that exceed 4’ in height must be 40% open from 4’ – 7’ except where screening unsightly service or utility components.

4. BUILDING DESIGN
MID RISE MIXED-USE
RESIDENTIAL ARCHITECTURE

Mid Rise Mixed-Use architecture consists of buildings that are four or more stories above a basement or three or more stories above a podium. These buildings are typically comprised of more than one type of use. They may incorporate retail on the ground floor and residential above or may combine other uses in one building. The use with the most activity should be located at the ground floor to activate the building and enhance the pedestrian experience.

A. BUILDING PLACEMENT AND ORIENTATION

INTENT

1- Create a pedestrian friendly street experience.
2- Provide an interactive and human scale streetscape.
3- Provide intentional design composition and variation in building massing and scale, with clearly defined base, middle, and top.
4- Promote/maximize views of Front Range Rocky Mountains.

STANDARDS

1- Facades shall be parallel to the streets on which they front.
2- Outdoor open space intended for occupant use shall incorporate an elevated level to create separated, defensible space where possible, while maintaining accessibility.

- Buildings shall be oriented to support active and passive solar opportunities.

GUIDELINES

1- Buildings should about the property line along the street to reinforce the urban character desired within Peña Station Next.
2- Active ground floor uses are encouraged to support the pedestrian experience.

B. BUILDINGS FRONTING ON TWO STREETS

INTENT

1- Distinguish primary entries and facades from secondary entries and facades.
2- Provide “eyes on the street” and enhance the pedestrian experience.

STANDARDS

1- All street facades shall be treated with human scale elements such as bay windows, plazas, and porches.
2- Facades shall have variations in scale and massing.
3- First floor non-residential units shall be accessible from street level via individual entries.
4- At prominent street corners the building corner shall be turned with significant architectural massing element or landscape enhancement.

GUIDELINES

1- All street facades should be treated with the same design considerations of scale, material, and detailing.
2- Special care should be taken in the design of the corner elements.

C. MASSING AND SCALE

INTENT

1- Create an enjoyable pedestrian experience at the street level.
2- Visually break down massing for the first two floors.
3- Promote variation, human scale, and interest.

STANDARDS

1- Provide shifts in the building footprint additively and subtractively with balconies, bay windows, and recesses every 50' minimum.
2- Extensive expanses greater than 50' of uninterrupted wall surface at a single height or in a single plane are not permitted.
3- Building massing and roof lines must be articulated to avoid expansive straight lines.
4- Articulate a clear base, middle, and top to the building facade.

GUIDELINES

1- Provide coordinated variation such that the different pieces support the building as a whole.
2- Architectural details should reinforce the larger scale building massing.

D. ARCHITECTURAL CHARACTER

INTENT

1- Promote a clear hierarchy of pedestrian entries.
2- Enhance the pedestrian street experience.

STANDARDS

1- Primary entry elements shall be identified with features such as facade articulation, overhead cover, plazas, and landscaping.
2- Provide variation in the facades such as projecting bays and recesses, along with material variations that enforce the changes in plane and massing.
3- The minimum transitional dimension (step in the facade) shall be one foot.
4- Use standard architectural elements such as belt courses, lintels, sills, reveals, eaves, and cornices.
5- Material transitions shall occur on inside corners or at architecturally significant locations, such as material off-sets and setbacks.
6- Changes in materials shall be set in a minimum of two (2) inches or separated by a minimum 2" x 2" reveal.
7- Corners should be turned with a consistent material on both facades.

GUIDELINES

1- Building storefront may be recessed up to 5' from the face of the building.
2- Buildings are encouraged to incorporate pedestrian oriented courtyards
3- The building facades should be detailed to reinforce the scale variation, materials, and massing on the first two floors.
4- Above the second floor, detailing should generally be in keeping with the articulation, details, and materials of the first two stories, but with lesser articulation of detail allowed.
5- Human scale, architectural elements, materials, and color variation should be used to provide interest in the structures.
6- Individual entries to ground level units are encouraged where possible.
7- Brick, stone, or metal material should be used to provide variation in scale, color, and texture.
8- The scale of the details should respect the adjacent developments.

E. GLAZING AND WINDOWS

INTENT

1- Maximize transparency of windows at street level to activate the street.

STANDARDS

1- Individual windows shall maintain a vertical proportion.
2- Provide street level transparency per Denver zoning requirements.
3- Ground floor retail facing Primary Streets shall target 75% transparency.
4- The windows shall be trimmed with architecturally appropriate details in keeping with the overall style of the building's architecture.
5- Flush windows are not allowed with the exception of storefront or curtain wall systems.
6- Windows shall be recessed from the building facade to provide a shadow line. Alternative solutions that provide a shadow line will be considered by the DRB.
7- At upper levels, Transparency shall be, at a minimum, along the Primary Street 40%; along the Side Street 25%; side elevations 25%; rear elevations 25%.

GUIDELINES

1- Horizontal bands of windows should be composed of sets of vertically oriented windows.
2- Pattern and variation in the windows should enhance the scale and interest of the architecture.
3- Windows should be clear glazed.
4- The use of tinted glass will be reviewed with the submission of a glass sample.
5- A 2" to 4" recess for windows in a façade is suggested.
6- Reflective films should be used minimally and will be reviewed by the DRB.
7- Wood windows, because of their propensity to degrade, are discouraged.

- The use of low-E glass is encouraged.

F. ROOF FORMS AND PARAPETS

INTENT

1- Encourage substantial soffits and fascia that add architectural character with shadows and massing.

STANDARDS

1- The eave line shall have variation in height, profile, and scale.
2- Soffits shall be substantial in their depth: a minimum of 18" in depth.

GUIDELINES

1- Flat roofs or low-slope roof pitches are recommended in keeping with the adjacent developments.
2- Roof forms should work to enhance the architectural interest, scale, and massing of the architecture.
3- Roofs should enhance the structure.

G. EXTERIOR MATERIALS AND COLORS

INTENT

1- Provide human interest, scale, and variety through the use of different materials and colors.
2- Enhance the massing and scale of the architecture through the variation of materials and color.
3- Design should combine an expression of materials and colors indigenous to the High Plains/High Prairie environment of the Site with a blend of Contemporary architecture.
4- Due to the intensity of Peña Station Next's sunshine, colors that reflect the sun should be limited, such as white and shades of white.

Fiber cement panels acceptable example.

Fiber cement panels unexceptable.

STANDARDS

1- Respect the High Plains/High Prairie environment utilizing appropriate materials including brick, granite, sandstone, and natural colors.
2- Exterior wall materials, excluding glazing, on the street facades and in courtyards shall be a minimum of 40% brick, stone, metal, or precast on the first three (3) stories and 25% on all other stories above. All other facades shall have a minimum 25% brick, stone, metal, or precast.
3- Fiber Cement products to be patterned or textured and allowed as an accent area only, to be approved on a case by case basis by the DRB.
4- Minimize the use of stucco, EIFS, and similar materials. When used, incorporate reveals in its detailing.
5- The street facade material shall turn the corner onto non-street facades for a minimum of twelve (12) linear feet and terminate on an inside corner or a significant vertical element.
6- Materials shall be located on the facade such that they enhance the architectural style, massing, and detail.
7- Roof Shingles (where used) must be dimensional with a minimum 30-year warranty.
8- Wood shingles are not allowed.
9- Mechanical/electrical equipment must be designed to be an integral part of the building roof-scape. No heating, air conditioning, electrical, window washing, or telecommunications equipment may be installed on the roof of any building unless screened from neighboring properties' view with similar materials as the building exterior.

GUIDELINES

1- Though materials should be respectful of their traditional use and detailing, they do not have to replicate the traditional style.

- The use of high albedo and green roof systems are encouraged.

H. EXTERIOR SPACES

INTENT

1- Create a pedestrian friendly streetscape and to provide “eyes on the street”.

STANDARDS

1- Porches, plazas, roof-decks, and balconies shall be varied in their design in relation to the overall building massing as an additive and/or subtractive design element.
2- Exterior spaces shall have varied detail language and railing design to provide a layer of visual interest on the façade.

GUIDELINES

1- Exterior spaces should enhance the pedestrian experience and the sense of community.
2- Internal courtyards or external amenity roof decks are highly encouraged.

I. SERVICE AREAS

INTENT

1- Screen service areas to maintain the high-quality aesthetic of Peña Station Next.
2- Minimize the visual impact of service areas and loading docks.

STANDARDS

1- Screen building service areas from pedestrian corridors, parks, open space, and adjacent building entries with a solid screen or dense vegetation.
2- Screening materials shall coordinate with the architectural style, materials, and colors of the building.
3- Walls that exceed 4’ in height must be 40% open from 4’ – 7’ except where screening unsightly service or utility components.

5. BUILDING DESIGN
OFFICE - RETAIL - HOSPITALITY ARCHITECTURE

Office, Retail, and Hospitality architecture is defined by the type of use, the fact that it does not accommodate residential, and the variety in height. This classification may be low–rise or mid-rise in height. The ground floor of this architectural type must be articulated, activated and pedestrian friendly to enhance the ground-level experience at Peña Station Next.

A. BUILDING PLACEMENT AND ORIENTATION

INTENT

1- Create a pedestrian friendly street experience.
2- Provide an interactive and human scale streetscape.
3- Provide intentional design composition and variation in building massing and scale, with clearly defined base, middle, and top.
4- Promote/maximize views of Front Range Rocky Mountains.

STANDARDS

1- Facades shall be generally parallel to the streets on which they front.
2- Buildings shall be placed such that they enhance the street network and the pedestrian experience, while maintaining accessibility.
3- Outdoor open space intended for occupant use shall incorporate a vertical railing, screen wall, planter, or landscape edge to create partially separated, defensible space where possible.

- Buildings shall be oriented to support active and passive solar opportunities.

GUIDELINES

1- Buildings should seamlessly support the urban character of Peña Station Next.

B. BUILDINGS FRONTING ON TWO STREETS

INTENT

1- Distinguish primary entries and facades from secondary entries and facades.
2- Provide “eyes on the street” and enhance the pedestrian experience.

STANDARDS

1- All street facades shall be treated with human scale elements.
2- Facades shall have variations in scale and massing.
3- At prominent street corners the building corner shall be turned with a significant architectural massing element.

GUIDELINES

1- The street facades should be treated with the same design considerations of scale, material, and detailing.
2- Non-street facades should be designed in keeping with the level of detail on the street facades.
3- Special care should be taken in the design of the corner elements.

C. MASSING AND SCALE

INTENT

1- Create an enjoyable pedestrian experience at the street.
2- Visually break down massing to promote the scale of smaller buildings for the first three floors.
3- Promote variation, human scale, and interest.

STANDARDS

1- Provide shifts in the building footprint additively and subtractively.
2- Articulate a clear base, middle, and top to the building facade.
3- The minimum transitional dimension (step in the facade elevation) shall be one (1) foot.
4- Expanses of uninterrupted wall surface at a single height or in a single plane exceeding 30' are not permitted.
5- Building massing and roof lines must be articulated to avoid expansive straight lines.

GUIDELINES

1- Roof lines should enhance the varied massing of the facades.
2- Provide coordinated variation such that the different pieces support the building as a whole.
3- Architectural details should reinforce the larger scale building massing.

D. ARCHITECTURAL CHARACTER

INTENT

1- Enhance and complement the rhythm and context of adjacent developments.
2- Promote a clear hierarchy of pedestrian entries.
3- Enhance the pedestrian street experience.

STANDARDS

1- Primary entry elements shall be identified by façade articulation, plazas, overhead cover, and landscaping.
2- Provide variation in the facades such as projecting bays and recesses, along with material variations that reinforce the changes in plane and massing.
3- Use standard architectural elements such as belt courses, water tables, sills, reveals, eaves, and cornices.
4- Material transitions shall occur on inside corners or at architecturally significant locations.

GUIDELINES

1- Open space, view corridor, and facade undulation should reflect the surrounding context.
2- Facades should have details that reinforce the scale variation, material, and massing of the adjacent developments.
3- Human scale, architectural treatment, material variations, and color variation should be used to provide interest in the structures.
4- Masonry should be used to provide variation in scale, color, and texture.
5- The scale of the details should respect, not replicate, the neighboring structures.

E. GLAZING AND WINDOWS

INTENT

1- Respect the size, scale, and variation in window size of the context/adjacent developments.

STANDARDS

1- The windows shall be trimmed with architecturally appropriate details in keeping with the overall style of the building's architecture.
2- Provide street level transparency per Denver zoning requirements. Ground floor retail facing Primary Streets shall target 75% transparency.
3- Flush windows are not allowed with the exception of storefront or curtain wall systems.
4- Windows shall be recessed from the building facade to provide a shadow line.
5- At upper levels, Transparency shall be, at a minimum, along the Primary Street 40%; along the Side Street 25%; side elevations 25%; rear elevations 25%.

GUIDELINES

1- Horizontal bands of windows should be composed of sets of vertically oriented windows.
2- Pattern and variation in the windows should enhance the scale and interest of the architecture.
3- The use of tinted glass will be reviewed with the submission of a glass sample.
4- A 2"-8" recess for windows in a façade is suggested.
5- Reflective films should be used minimally and will be reviewed by the DRB.
6- Wood windows, because of their propensity to degrade, are discouraged.

- The use of low-E glass is encouraged.

F. ROOF FORMS AND PARAPETS

INTENT

1- Enhance the architecture and scale of the building.
2- Provide substantial soffits and fascia that add architectural character with shadows and massing.

STANDARDS

1- The eave line shall have variation in height, profile, and scale.
2- Parapets of flat roofs should enhance the architectural style of the building.
3- Asphalt roof shingles are not allowed.

GUIDELINES

1- Roof forms (parapets, projecting eaves, etc.) should work to enhance the architectural interest, scale, and massing of the architecture.
2- Roofs should enhance the pedestrian experience of the structure.

G. EXTERIOR MATERIALS AND COLORS

INTENT

1- Variations in materials and colors should be designed to provide human interest, scale, and variety.
2- Material variations should enhance the massing and scale of the architecture.
3- Design should combine an expression of materials and colors indigenous to the High Plains/High Prairie environment of the Site with a blend of Contemporary architecture.
4- Due to the intensity of Peña Station Next's sunshine, colors that reflect the sun should be limited, such as white and shades of white.

STANDARDS

1- Respect the High Plains/High Prairie environment and including brick, granite, sandstone, and natural colors.
2- Exterior wall materials, exclusive of glazing, shall be a minimum of 40% brick, stone, metal, or precast.
3- Minimize the use of stucco, EIFS, and similar materials. When used, incorporate reveals in its detailing.
4- Materials shall be located on the facade such that they enhance the architectural style, massing, and detail.
5- Roof Shingles must be dimensional with a minimum 30-year warranty.
6- Mechanical/electrical equipment must be designed to be an integral part of the building's roof-scape. No heating, air conditioning, electrical, window washing, or telecommunications equipment may be installed on the roof of any building unless screened with similar materials as the building exterior.

GUIDELINES

1- Though materials should be respectful of their traditional use and detailing, they do not have to replicate the traditional style or mimic the existing context.

- The use of high albedo and green roof systems are encouraged.

H. EXTERIOR SPACES

INTENT

1- Create a pedestrian friendly streetscape and to provide “eyes on the street”.

STANDARDS

1- Plazas, roof-decks, and balconies shall be varied in their design in relation to the overall building massing as an additive and subtractive design element.
2- Plazas, roof decks, and balconies shall be large enough for seating.
3- Roof-decks and balconies shall have varied detail language and railing design to provide a layer of visual interest on the façade.

GUIDELINES

1- Plazas should enhance the pedestrian experience and the sense of community.

I. SERVICE AREAS

INTENT

1- Screen service areas to maintain the high-quality aesthetic of Peña Station Next.
2- Minimize the visual impact of service areas and loading docks.

STANDARDS

1- Screen building service areas from streets, pedestrian corridors, parks, open space, and adjacent building entries with a solid screen or dense vegetation.
2- Screening materials shall coordinate with the architectural style, materials, and colors of the building.
3- Walls that exceed 4’ in height must be 40% open from 4’ – 7’ except where screening unsightly service or utility components.
4- Locate out of view of the street where possible.
5- Locate the service area internal to the building when possible.

GUIDELINES

1- Use building to screen service areas when possible.

6. BUILDING DESIGN
COMMERCIAL - LARGE FORMAT ARCHITECTURE

Commercial and Large Format buildings typically have a large footprint, require moderate to intense vehicular/ truck traffic, and localized pedestrian use to one area of the site. Architecture for these buildings often includes large expansive walls with minimal door and window penetration in order to accommodate uses interior to the building.

It is intended for Commercial /Large Format buildings to be sparsely located in the Peña Station Next development. Where Commercial / Large Format buildings do occur, they shall blend with the intended urban character of the station Area and maintain a pedestrian friendly façade and site design.

A. BUILDING PLACEMENT AND SITE ORIENTATION

INTENT

1- Create pedestrian friendly street experiences.
2- Provide an interactive and human scale streetscape.
3- Provide intentional design composition and variation in building massing and scale.
4- Promote/maximize views of Front Range Rocky Mountains.

STANDARDS

1- Facades shall be generally parallel to the streets on which they front.
2- Buildings shall adhere to build-to lines and setbacks on the street upon which they front.
3- Buildings shall be placed such that they enhance the Peña Station Next layout and the pedestrian experience.
4- Outdoor open space intended for occupant use shall incorporate an elevated level to create defensible space where possible.

- Buildings shall be oriented to support active and passive solar opportunities.

GUIDELINES

1- Buildings should seamlessly support the urban character of Peña Station Next.

B. BUILDINGS FRONTING ON TWO STREETS

INTENT

1- Distinguish primary entries and facades from secondary entries and facades.
2- Provide “eyes on the street” and enhance the pedestrian experience.

STANDARDS

1- All street facades shall be treated with human scale elements.
2- Facades shall have variations in scale and massing.
3- At least 25% of the building corners shall be turned with a significant architectural massing element.
4- Architectural enhancements shall be incorporated into building facades along Primary Streets.

GUIDELINES

1- The street facades should be treated with the same design consideration of same material, and detailing.
2- Non-street facades should be designed in keeping with the level of detail on the street facades, but may have lesser quality materials that street face.
3- Special care should be taken in the design of the corner elements.

C. MASSING AND SCALE

INTENT

1- Create an enjoyable pedestrian experience at the street.
2- Visually break down massing to promote the scale of smaller buildings.
3- Promote variation, human scale, and interest.

STANDARDS

1- Provide shifts in the building footprints additively and subtractively with architectural elements.
2- The minimum transitional dimension (step in the facade) shall be one (1) foot.
3- Extensive expanses of uninterrupted wall surface at a single height or in a single plane are not permitted without color, material, or reveal lines.

GUIDELINES

1- Roof lines should enhance the varied massing of the facades.
2- Provide coordinated variation such that the different pieces support the building as a whole.
3- Architectural details should reinforce the larger scale building massing.

D. ARCHITECTURAL CHARACTER

INTENT

1- Support the rhythm of the urban character of Peña Station.
2- Promote a clear hierarchy of primary pedestrian entries.
3- Enhance the pedestrian street experience.

STANDARDS

1- Primary entry elements shall be identified by façade articulation, overhead cover, plaza, and landscaping. Provide variation in the facades such as projecting bays and recesses, along with material variations that enforce the changes in plane and massing.
2- Use standard architectural elements such as belt courses, water tables, eaves, and cornices.
3- Material transitions shall occur on inside corners or at architecturally significant locations.

GUIDELINES

1- Open space, view corridor, and façade undulation should respect the surrounding context.
2- Facades should have details that reinforce the scale variation, material, and massing of the surrounding developments.
3- Human scale architectural treatments, material variations, and color variation should be used to provide interest in the structures.
4- The scale of the details should respect, not replicate, the neighboring structures.

E. GLAZING AND WINDOWS

INTENT

1- Respect the variation in window size of the adjacent buildings.

STANDARDS

1- Individual windows should maintain a vertical proportion.
2- The windows shall be trimmed with architecturally appropriate details in keeping with the overall style of the building's architecture.
3- Flush windows are not allowed with the exception of storefront or curtain wall systems.
4- Windows shall be recessed from the building façade to provide a shadow line.
5- Provide transparency per Denver zoning requirements.

GUIDELINES

1- Pattern and variation in the windows should enhance the scale and interest of the architecture.
2- The use of tinted glass will be reviewed with the submission of a glass sample.
3- A 4"-12" recess for windows in a façade is suggested.
4- Reflective films should be used minimally and will be reviewed by the DRB.
5- Wood windows, because of their propensity to degrade, are discouraged.

- The use of low-E glass is encouraged.

F. ROOF FORMS, EAVES, SOFFITS AND PARAPETS

INTENT

1- Enhance the architecture and scale of the building.
2- Provide substantial soffits and fascia that add architectural character with shadows and massing.

STANDARDS

1- Soffits shall be substantial in their depth; a minimum of 18" in depth.
2- Parapets of flat roofs should enhance the architectural style of the building.
3- Mechanical/electrical equipment must be designed to be an integral part of the building's roof-scape. No heating, air conditioning, electrical, window washing, telecommunications equipment may be installed on the roof of any building unless screened with similar materials as the building exterior.
4- Mechanical and electrical elements located on the roof shall be screened via a parapet wall or other screening elements that coordinate with the overall building architecture.

GUIDELINES

1- Roof forms should work to enhance the architectural interest, scale and massing of the architecture.
2- Roofs should enhance the pedestrian experience of the structure.
3- The eave line should have variation in height, profile and scale.

- The use of high albedo and green roof systems are encouraged.

G. EXTERIOR MATERIALS AND COLORS

INTENT

1- Variations in materials and colors should be designed to provide human interest, scale, and variety.
2- Material variations should enhance the massing and scale of the architecture.
3- Design should combine an expression of materials and colors indigenous to the High Plains/High Prairie environment of the Site with a blend of Contemporary architecture.
4- Due to the intensity of Peña Station Next's sunshine, colors that reflect the sun should be limited, such as white and shades of white.

STANDARDS

1- Respect the High Plains/High Prairie environment.
2- Exterior wall materials shall be a minimum of 40% brick, stone, metal, or precast on all sides.
3- Minimize the use of stucco, EIFS, and similar materials. When used, incorporate reveals in its detailing.
4- Materials shall be located on the facades such that they enhance the architectural style, massing, and detail.
5- Material transitions shall be clean and complete and shall reflect the traditional locations and use of the materials integrity.

GUIDELINES

1- Though materials should be respectful of their traditional use and detailing, they do not have to replicate the traditional style or mimic the existing context.

H. EXTERIOR SPACES

INTENT

1- Create a pedestrian friendly streetscape and to provide “eyes on the street”.

STANDARDS

1- Architecture shall enhance the pedestrian environment.
2- Break up large facades with plantings to reduce the scale of buildings.

GUIDELINES

1- An outdoor area for employee use should be incorporated on at least one side of the building.

I. SERVICE AREAS

INTENT

1- Screen service areas to maintain the high quality aesthetic of Peña Station Next.
2- Minimize the visual impact of service areas and loading docks.

STANDARDS

1- Screen building service areas and loading docks from pedestrian corridors, parks, open space, and adjacent building entries with a screen or dense vegetation.
2- Screening materials shall coordinate with the architectural style, material, and colors of the building.
3- Walls and screens that exceed 4’ in height must be 40-60% open at pedestrian level from level from 4’-7’ above grade except where screening unsightly service or utility components.

GUIDELINES

1- Loading dock should be recessed into buildings.

7. STREETSCAPE AND LANDSCAPE

A. DESIGN

INTENT

1- Enhance Peña Station Next and integrate the character of the various uses into a cohesive landscape aesthetic appropriate for the High Plains environment.
2- Provide landscaping to soften and mitigate the visual impact of development on residents and neighbors.
3- Break down massing and scale of buildings.
4- Enhance the pedestrian experience.
5- Community will include large, shared grass areas, athletic fields, etc., such that individual projects can avoid turf grass and associated irrigation on individual sites.

STANDARDS

1- Required landscape area, excluding parking lot landscaping, shall be landscaped with a minimum of one tree and 20 shrubs per 600 s.f. of landscape area.
2- Tree and shrubs placed within setbacks shall be coordinated with adjacent streetscape.
3- Landscaping shall be utilized to accentuate and define building entrances, visually frame buildings and buffer parking, service, delivery, storage, and loading areas.
4- The appropriate selection of plant materials for sun and shade conditions is critical. Planting and irrigation design should account for climatic exposure and unique watering conditions.
5- Reduce the landscape water requirement by at least 50% from the calculated baseline for the site's peak watering month via plant species selection and irrigation system efficiency.
6- Steel edging, 6" deep, is required to separate all lawn adjacent to other planting beds, except for trees placed within lawn areas.
7- The use of plant material should be responsive to the prevailing winds of the site. Plant materials should be used to create windscreens, protect building entries, and outdoor areas.
8- Individual site contractor is responsible for adjacent R.O.W. landscape improvements.
9- Mulching of all shrub and tree beds shall utilize ¾" Mountain Granite, 3" deep minimum.

GUIDELINES

1- The landscape design should take cues from the High Plains environment.
2- Incorporate xeriscape principles of design throughout.
3- Incorporate a mixture of deciduous and evergreen plants with plants that are flowering and have good fall color or winter interest to provide a four-season landscape.
4- Landscape design should maintain views of and into project open space.

B. PLANT MATERIAL

INTENT

1- Provide high quality plant material that is adaptable to Denver Recycled Water.
2- Respect the location and native environment of Peña Station Next by selecting native, drought tolerant plant materials.

STANDARDS

1- The use of high-water turf grass is discouraged with the exception of high traffic areas and playfields.
2- All areas utilizing turf shall be sodded, not seeded.
3- Plant material shall conform to the following minimum size requirements unless otherwise specified in these guidelines:
   - Deciduous trees (2.5" caliper)
   - Ornamental trees (2" caliper)
   - Large evergreen trees (8' ht)
   - Small evergreen trees (6' ht)
   - Upright shrubs (4' ht)
   - Shrubs (5-gallon container)
   - Perennials (1 gallon container)
   - Grasses (1 gallon container)
   - Ground cover (4" pots)

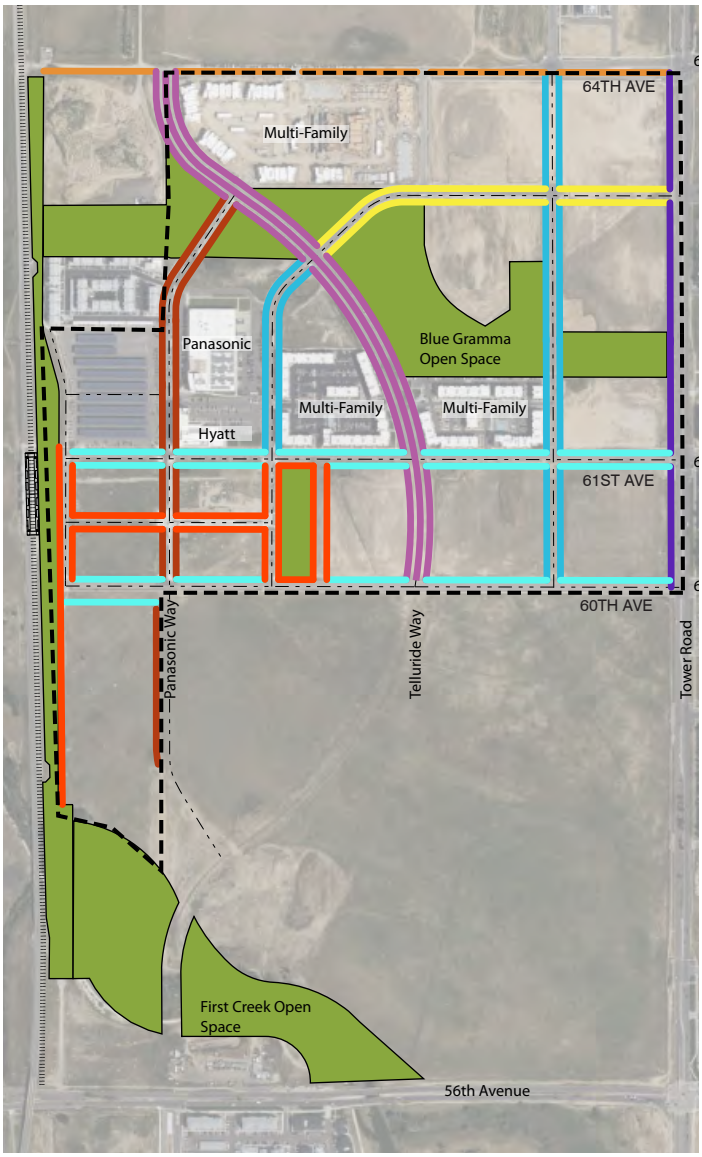
4- Plant material shall conform to the "American Standard for Nursery Stock" and shall be of specimen quality with normal habit for the species.
5- Plant material shall be delivered to the site and installed in a healthy condition without significant damage or pruning.
6- All seed applications shall be drill-seeded and hydro-mulched.
7- Final as-built drawings shall be provided to the DRB.
8- Should landscaping die, it shall be replaced withing the same growing year.

GUIDELINES

1- DRB reserves the right to review and reject any specified plant material that does not meet its standards for species, quality, or habit.

- Utilize native/adapted, low water use plant material when possible.
- Enhance existing plant communities in the natural drainage ways with complimentary selections.

C. STREET TREE MASTER PLAN*



AVIATION

Gleditsia tricanthos inermis	Thornless Honeylocust
Ulmus x 'Accolade'	Accolade Elm
Malus 'spring snow'	Spring Snow Crabapple
Quercus robur	Red Oak
Celtis occidentalis	Hackberry

60TH & 61ST

Quercus macrocarpa	Burr Oak
Quercus muehlenbergii	Chinkapin Oak
Acer saccharum Caddo	Sugar Maple
Acer miyabei 'State Street'	Miyabei Maple
Celtis occidentalis	Hackberry
Gleditsia tricanthos inermis	Thornless Honeylocust
Gymnocladus dioica 'Expresso'	Coffeetree
Platanus x acerifolia	Exclamation Planetree
Ulmus x 'Accolade'	Accolade Elm

TELLURIDE

Gleditsia triacanthos	Honeylocust
Catalpa speciosa	Northern Catalpa
Celtis occidentalis	Hackberry
Ulmus x 'Accolade'	Accolade Elm

TOWER

Crataegus crus-galli	Cockspur Hawthorn
Gleditsia triacanthos	Honeylocust
Quercus alba	White Oak

PERIMETER

Crataegus crus-galli	Cockspur Hawthorn
Gleditsia triacanthos	Honeylocust

SPECIES GROUP 1

Aesculus hippocastanum	Common Horsechestnut
Crataegus crus-galli	Cockspur Hawthorn
Celtis occidentalis	Hackberry
Ulmus americana 'Valley Forge'	American Elm

SPECIES GROUP 2

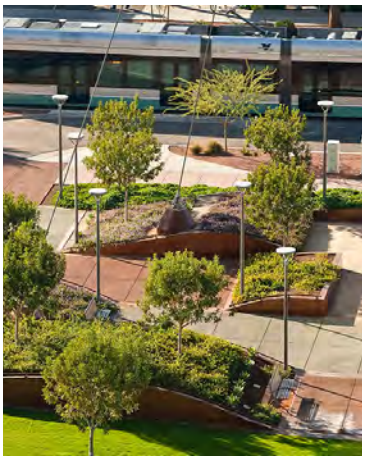
Acer miyabei 'State Street'	Miyabei Maple
Gleditsia triacanthos	Honeylocust
Quercus robur	Red Oak
Celtis occidentalis	Hackberry
Gymnocladus dioica	Kentucky Coffee Tree
Ulmus x 'Accolade'	Accolade Elm

SPECIES GROUP 3

Gymnocladus dioica	Kentucky Coffee Tree
Celtis occidentalis	Hackberry
Ulmus americana 'valley forge"	American Elm
Ulmus x 'Accolade'	Accolade Elm
Acer miyabei 'State Street'	Miyabei Maple
Quercus robur	Red Oak
Gleditsia tricanthos inermis	Thornless Honeylocust

* ALL FINAL TREE SPECIES TO BE ON THE APPROVED CITY OF DENVER STREET TREE GUIDE AND BE APPROVED THROUGH SDP WITH THE CITY AND COUNTY OF DENVER.

D. STREETSCAPE AND LIGHTING



INTENT

1- Utilize street furniture and lighting to unify the project and its streetscape.
2- Provide pedestrian amenities to encourage pedestrian activity on the streetscape and pedestrian areas.
3- Create a sense of a succinct language and image through consistent site furniture and lighting.
4- Provide well-lit pedestrian property while minimizing light pollution and impact on occupants in the development and adjacent developments.

STANDARDS

1- Street furnishings shall include benches, bike racks, trash and recycling receptacles, and tree lights.
2- Provide pedestrian seating areas within the setback along Aviation Place and at primary entries to buildings along local streets.
3- When utilized, pedestrian lighting shall be provided on alternate centers to the street trees and centered in the tree lawn or amenity zone on private streets.
4- Exterior lighting shall be designed to provide even and uniform light distribution without hot or dark spots and shall utilize cutoff type fixtures to minimize glare on adjacent properties.
5- Building entries shall be well lit.
6- Individual units shall have LED lights at their entries or at their porches.
7- All site furnishings within the R.O.W. shall be the Peña Station Next style bench, coordinated trash receptacle, and bike rack, where applicable.
8- All parking lot lights shall be LED and coordinated in style with building lighting.

T Where pedestrian seating and site furnishings are provided along Aviation Place, utilize the standard Aviation Place style bench and coordinated receptacle.

GUIDELINES

1- Bench seating may be replaced with seating on planter walls integrated with building entrances.
2- Building lighting should be used to enhance important architectural features such as main entrances.
3- Lighting with sensors for occupancy usage are encouraged for private lighting elements.

E. SITE FURNISHINGS

BENCH

Manufacturer: Forms + Surfaces
Product: Trio 6' metal bench
Option: Backed, with arms
Model Number: SBTRO-72BA
Finish: Argento Texture

TRASH/RECYCLING

Manufacturer: Forms + Surfaces
Product: Dispatch - Split Stream Receptacle
Model Number: SLDIS-216
Finish: Argento Texture

TREE GRATE

Manufacturer: Urban Accessories
Product: Flat Rainbow
Shape: Square
Size: 5' min.
Material: 100% Recycled Grey Iron
Finish: Raw

BENCH

Manufacturer: Landscape Forms
Product: Bola Bike Rack
Finish: Powdercoat RAL 7015

F. PAVING

INTENT

1- Utilize paving materials and standard patterns to unify the project and its streetscape.
2- Promote safe interface of vehicular and pedestrian areas through clear definition of zones and crossing locations.

STANDARDS

1- Provide primary accessible ADA walkway to all buildings of at least 6' wide and
2- connected to a public right-of-way.
3- Raised planting beds, outdoor patios, decks, and graded transitions shall not exceed 36" in height. These shall be used to transition from the street grade to the building entrance where the first occupied floor is above street grade. They may also be implemented where a parking structure forms the first levels adjacent to the street where screening and building articulation are required.
4- Sloped pavement above 4.75% slope shall not be allowed for grade transitions.

GUIDELINES

1- Other appropriate paving materials may be approved by the DRB.
2- Special paving material should be used to enhance pedestrian areas associated with the sidewalk, building entries, and sidewalk cafes.
3- Site stairs are encouraged to incorporate decorative paving.

T Specialty pavement may be used in the amenity zone to enhance the aesthetic and also to increase the hardscape area for pedestrian movement.

G. TREE GRATES

INTENT

1- Maximize the consistency and continuity of the street tree plantings while providing for additional hardscape within the tree lawn where needed.
2- Maintain tree grates in a manner that anticipates tree growth and health.

STANDARDS

1- When necessary, utilize standard Peña Station Next tree grate.
2- Provide 5' wide by 15' long by 4' deep well of soil, minimum, for each tree by suspending paving over the well.
3- The use of tree grates in the tree lawn shall be avoided in areas of lower anticipated pedestrian traffic.

GUIDELINES

1- Where utilities or City criteria prevent the provision of tree wells, permeable paving over high quality non-expansive topsoil may be utilized.

H. IRRIGATION

INTENT

1- Provide well maintained, quality landscape throughout the development.
2- Provide irrigation installation practices to ensure quality healthy landscape.

STANDARDS

1- All landscaping shall be irrigated by an automatic underground irrigation system. If the plantings are Xeric, the irrigation system may be turned off after establishment to everything but trees.
2- Soil tests of planting media shall be performed to identify proper soil amendments and fertilization.
3- All landscaped areas shall be tilled to a minimum depth of two feet to eliminate severe compaction from construction activities.

- Utilize municipal gray water for irrigation where available.
- Minimize use of spray irrigation.
- Install rainwater sensors.

GUIDELINES

1- Landscape areas should be tested for soil drainage and percolation and remediation with under drains provided as necessary.
2- Existing topsoil should be stockpiled for use in landscape areas where possible.

- Installation of flow meters is encouraged to help sense leaks in the irrigation system.

I. SCREENING

INTENT

1- Provide consistent and effective screening methods and design throughout the development.

STANDARDS

1- Where landscaping is utilized for screening, it shall be layered sufficiently to screen the undesirable view from the streetscape and adjacent properties.
2- Landscape screening shall incorporate evergreen plant material or deciduous plant material with dense branching habit to provide effective screening during the winter.
3- Plant Installation size and spacing shall be sufficient to provide 75% screening within 2 years of installation.
4- The periphery of all surface parking lots shall be screened with a hedge of at least 3 – 4' high, a double row of shrubs, a decorative architectural wall, or a 3 to 4' metal screen fence.

GUIDELINES

1- Landscape screening should be utilized in conjunction with screen walls to provide varied screening and avoid monotonous treatment.

T Landscape screening may be in raised planters that complement the architectural colors and materials of the adjacent building.

J. GROUND COVER AND MULCH

INTENT

1- Provide consistent quality surface treatment of landscape areas.

STANDARDS

1- Mulch shall be provided within all planting beds.
2- Mulch shall be screened rock. 3/4" Mountain Granite, 3" deep minimum.

GUIDELINES

1- Color should be consistent with the overall development palette.

K. PLANT LIST

INTENT

1- To provide consistent quality plant materials that are suitable to the high plains.
2- Develop a plant palette that is salt tolerant to survive in an urban environment with potential use of gray water.
3- Drought tolerant shrubs, trees and native grasses should be used to compliment High Plains/High Prairie environment.
4- Current City of Denver Forestry Standards and specifications take precedence over Design Standards and Guidelines.

DECIDUOUS TREES

High tolerance - up to 8 mmhos(mS)

Aesculus hippocastanum	Common Horsechestnut	shade/street
Amelanchier canadensis	Shadblow Serviceberry	ornamental tree
Crataegus crus-galli	Cockspur Hawthorn	ornamental tree
Gleditsia triacanthos inermis	Honeylocust (not 'Sunburst' variety)	shade/street tree
Quercus x macdanielii	Heritage Oak	shade/street tree
Quercus robur	English Oak	shade/street tree
Quercus rubra	Red Oak	shade/street tree
Ulmus davidiana var. japonica 'Morton'	Accolade Elm	shade/street tree

Moderately high tolerance - up to 6 mmhos

Acer ginnala	Amur maple	ornamental tree
Gymnocladus dioica	Kentucky Coffee Tree	shade/street tree
Prunus cerasifera	Purple Leaf Plum	ornamental tree
Prunus padus	Mayday Tree	ornamental tree
Prunus virginiana	Chokecherry	ornamental tree
Quercus bicolor	Swamp White Oak	shade/street tree
Quercus macrocarpa	Bur Oak	shade/street tree
Syringa amurensis japonica	Japanese Lilac	ornamental tree

Moderate tolerance - up to 4 mmhos

Acer miyabi	Miyabi Maple	shade/street tree
Aesculus glabra	Ohio Buckeye	shade/street tree
Catalpa speciosa	Northern Catalpa	shade/street tree
Celtis occidentalis	Hackberry	shade/street tree
Maclura pomifera 'White Shield'	Osage-Orange ' White Shield'	ornamental tree
Platanus acerifolia	London Plane	shade/street tree
Pyrus species	Ornamental Pear (not 'Bradford')	ornamental tree

Sensitive or intolerant

Acer rubrum	Red Maple	shade/street tree
Acer saccharum	Sugar Maple	shade/street tree
Crataegus virdis	Winter King	ornamental tree

*** ALL FINAL TREE SPECIES TO BE ON THE APPROVED CITY OF DENVER STREET TREE GUIDE AND BE APPROVED BY THE CITY FORESTER THROUGH THE SITE DEVELOPMENT PROCESS (SDP) WITH THE CITY AND COUNTY OF DENVER.**

CONIFEROUS TREES

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

High tolerance - up to 8 mmhos

Picea glauca 'Densata'	Black Hills Spruce	medium
Pinus flexilis'Vanderwolf's Pyramidal'	Vanderwolf Pyramidal Pine	medium
Pinus nigra	Austrian Pine	large

Moderately high tolerance - up to 6 mmhos

Juniperus scopulorum	Rocky Mountain Juniper	medium
Pinus ponderosa	Ponderosa Pine	large

Slight tolerance - up to 2 mmhos

Picea albies	Norway Spruce	large
Piecea pungens	Blue Spruce	large
Pinus sylvestris	Scot's Pine	medium

DECIDUOUS SHRUBS

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

Very high tolerance - Up to 10 mmhos

Atriplex canescens	Fourwing Saltbush

High tolerance - up to 8 mmhos

Caragana arborescens	Siberian Peashrub
Elaeagnus commutata	Silverberry
Lonicera tatarica	Tararian honeysuckle
Rhus trilobata	Squawbush
Rhus typhina	Staghorn Sumac
Rhamnus frangula	Glossy Buckthorn
Spiraea vanhouttei	Van Houtte Spirea
Symphoricarpuos albus	Snowberry
Syringa vulgaris	Common Lilac
Potentilla fruiticosa	Potentilla

Moderately high tolerance - up to 6 mmhos

Aronia arbutifolia brilliantissima	Red Chokeberry
Artemisia frigida	Fringed Sagewort
Artemisia tridentata	Basin Big Sagebrush
Chrysothamnus nauseosus	Rubber Rabbitbrush
Forsythia sp.	Forsythia
Hypericum sp.	St. John's Wort
Lonicera sp.	Honeysuckle
Perovskia atriplicifolia	Russian Sage
Philadelphus coronarius	Sweet Mockorange
Polygonum aubertii	Silver Lace
Prunus x cistena	Dwarf Red-leaf Sand Cherry
Purshia glandulsa	Desert Bitterbrush
Rhus typhina	Staghorn Sumac
Salix purpurea	Willow
Sambucus canadensis	Elderberrry
Spirea `Froebel's'	Froebel's spirea
Viburnum dentatum	Arrowwood Viburnum
Viburnum lantana	Wayfaringtree Viburnum

Slight to moderate - up to 4 mmhos

Amorpha canescens	Leadplant
Artemisia cana	Silver Sagebrush
Berberis fremontii	Fremont Barberry
Fallugia paradoxa	Common Apache
Rosa woodsii	Wood's Rose
Salix exigua	Coyote Willow
Viburnum dilatatum	Linden Viburnum

Slight tolerance - up to 2 mmhos

Chaenomeles speciosa	Flowering Quince
Ligustrum vulgare	Common Privet
Rosa rugosa	Rugosa Rose
Viburnum opulus	High Bush Cranberry

Sensitive or intolerant

Cornus stolonifera	Red-osier dogwood
Cornus sericiea	Red Twig dogwood
Rhus aromatica	Fragrant Sumac

CONIFEROUS SHRUBS

Very high tolerance - Up to 10 mmhos

Ephedra species	Mormon Teas

High tolerance - up to 8 mmhos

Pinus mugo	Mugo Pine
Juniperus sp.	Junipers
Cytisus scoparius	Scotch Broom
Euonymous japonica	Euonymous

Moderately high tolerance - up to 6 mmhos

Arctostaphylos x coloradoensis	Manzanita
Arborvitae sp.	Arborvitae
Juniperus communis	Common Juniper
Euonymus sp.	Wintercreeper
Mohonia japonica	Mahonia
Yucca sp.	Yucca

Slight tolerance - up to 2 mmhos

Taxus cuspidata	Japanese Yew

ORNAMENTAL GRASSES and NON-POTABLE WATER

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

High tolerance - 6-8 mmhos

Calamagrostis x acutiflora Karl Foerster	'Karl Foerster' reed grass
Calamagrostis x acutiflora	Feather Reed Grass
Chasmanthium latifolium	Northern sea oats
Leymus arenarius 'Glaucus'	Blue lyme grass
Panicum virgatum	Switch grass
Pennisetum alopecuroides	Fountain grass

Moderately high tolerance - up to 4-6 mmhos

Helictotrichon sempervirens	Blue oat grass
Miscanthus spp.	Miscanthus,maiden grass
Schizachyrium scoparium	Little bluestem

PERENNIALS/GROUNDCOVERS and NON-POTABLE WATER

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

High tolerance - 6-8 mmhos

Aquilegia micrantha	Cliff Columbine
Arctostaphylos uva-ursi	Bearberry
Euonymus fortunei 'Coloratus'	Purpleleaf wintercreeper
Machaeranthera xylorrhiza	Common Woody Aster
Psilostrophe bakerii	Paperflower
Stanley pinnata	Prince's Plume

Moderately high tolerance - up to 4-6 mmhos

Asclepias tuberosa	Butterfly Weed
Achillea sp.	Yarrow
Artemisia 'Powis Castle'	Powis Castle artemisia
Delosperma nubigenum	Yellow Ice Plant
Dianthus gratianopolitanus	Cheddar pinks
Heuchera sanguinea 'Chatterbox'	Chatterbox coral bells
Iberis sempervirens	Candytuft
Iris sibirica	Siberian Iris
Limonium latifolium	Purple sea lavender
Nepeta x faassenii	Nepeta, catmint
Oenothera caespitosa	Tufted Evening Primrose
Penstemon spp.	Beardtongue
Sedum sp.	Stonecrop
Sempervivum spp.	Hens and chicks
Sphaeralcea coccinea	Scarlet Globemallow
Veronica incana	Woolly speedwell

Slightly tolerant - 2 to 4 mmhos

Argemone species	Prickly Poppies
Chyrsopsis villosa	Hairy Goldenaster
Gallardia s.	Blanketflower
Eryngium planum	Sea Holly
Solidago rugosa	Goldenrod
Stachys byzantina	Lamb`s Ears

GRASSES/FORBES and NON-POTABLE WATER

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

High tolerance - 14 to 18 mmhos

Agropyron elongatum	Tall Wheatgrass
Agropyron smithii	Western Wheatgrass
Puccinellia	Alkaligrass
Sporobolus airoides	Alkali sacaton

Moderately high tolerance - 8 to 12 mmhos

Bromus marginatus	Mountain brome
Chasmanthium latifolium	Northern Sea Oats
Equisetum scripoides	Dwarf Horsetail
Lolium perenne	Perennial ryegrass
Miscanthus sinensis	Dwarf Maiden Grass
Panicum virgatum 'Dallas Blues'	Dallas Blues Switch Grass
Trifolium fragiferum	Strawberry clover

High tolerance - 6-10 mmhos

Bouteloua gracilis	Blue grama
Dactylis glomerata	Orchardgrass
Elymus giganteus	Mammoth wildrye
Elymus junceus	Russian wildrye
Festuca arundinacea	Tall Fescue
Medicago sativa	Alfalfa
Phalaris arundinacea	Reed Canarygrass
Zoysia spp.	Zoysiagrass

Moderate tolerance - 4 to 8 mmhos

Agropyron cristatum	Crested Wheatgrass
Agropyron riparium	Streambank Wheatgrass
Agropyron trachycaulum	Streambank Wheatgrass
Arrhenatherum elatium	Tall meadow oatgrass
Bromus inermis	Smooth brome
Buchloe dactyloides	Buffalograss

Low salt tolerance 6-10 mmhos

Alopecurus pratensis	Meadow foxtail
Festuca elatior	Meadow fescue
Poa pratensis	Kentucky Bluegrass
Trifolium pratense	Red clover
Trifolium repens	White clover

VINES and NON-POTABLE WATER

**mmhos(mS) is the measurement of electrical conductivity of salt concentration*

High tolerance - up to 8 mmhos

Parthenocissus quinquefolia	Virginia Creeper - Woodbine
Campsis x tagliabuana	Trumpetcreeper

Slight tolerance - up to 4 mmhos

Lonicera japonica	Japanese Hall's Honeysuckle

8. CONSTRUCTION ACTIVITIES

A. CONSTRUCTION LOGISTICS PLAN

INTENT

1- To minimize the negative visual and environmental impacts of construction activities on adjacent properties within the development and the neighborhood.
2- Projects must have a construction logistics plan to coordinate on-site activities and timing.

STANDARDS

1- A construction logistics plan shall be submitted to the DRB, indicating the proposed location of the sales office or trailer, field office, storage trailers, material storage and delivery areas, employee parking, temporary toilets, fences, construction access, cranes, blocked or rerouted pedestrian access, pedestrian protection, temporary signage, dumpster locations, and all existing improvements and landscaping that are to be protected. If these locations change during construction due to phasing, the plan shall indicate such phasing changes.
2- A Demolition Plan shall be submitted to the DRB, indicating all existing improvements to be removed, protection measures for existing improvements and landscaping to remain, and for existing adjacent properties.
3- An erosion and Dust Control plan shall be submitted to the DRB describing erosion and dust control measures.
4- A detailed construction schedule shall be submitted to the DRB.

GUIDELINES

1- All reasonable efforts should be taken to reduce the impact of construction activities on adjacent properties.
2- Construction access should be designed to limit impact.

B. CONDUCT OF CONTRACTORS AND AGENTS

INTENT

1- To minimize the negative visual environmental impacts of construction activities on adjacent properties within the development and the neighborhood.

STANDARDS

1- The contractor should coordinate with and inform the adjacent property owners and occupants of construction activities throughout construction.
2- The contractor shall retain and designate a representative to be responsible for coordination of construction activities with the DRB and the neighborhood.
3- The contractor shall give a minimum of 48 hours (or as required by the City) notice to any property owner of any activities that will directly impact the property or the property's access.

GUIDELINES

1- The contractor and its agents should at all times be courteous and respectful to adjacent property owners and occupants.

C. CONSTRUCTION SITE MAINTENANCE

INTENT

1- To minimize the negative visual and environmental impacts of construction activities on adjacent properties within the development.

STANDARDS

1- The contractor shall take all reasonable measures to prevent dispersal of construction debris and trash from the construction site.
2- The contractor shall keep adjacent streets, walks, and alleys free from mud, concrete, and debris.
3- Clean streets, walks, and alleys within 24 hours of construction work that deposits such material in R.O.W.
4- The contractor shall maintain in good and safe condition all construction fencing and safety barriers to provide positive site control.

GUIDELINES

1- The contractor should take all reasonable measures to correct neighborhood or DRB complaints regarding construction site maintenance.

APPENDIX

Appendix A: Definitions

For purposes of the Peña Station Next Design Standards and Guidelines, the following initially capitalized terms shall have the meanings ascribed to them below. Initially capitalized terms used, but not defined, herein shall have the meaning ascribed to such terms in the Design Declaration.

ACEEE: American Council for an Energy Efficient Economy.

Alley: A public or private roadway which is a narrow passageway, less in width than a street, and not designated for general travel, used primarily as a means of access to the rear of one or more residences and/or business establishments and which generally affords only a secondary means of access to the property abutting its length.

Amenity Zone: Area located between back of curb and property line. Typically contains public sidewalk and landscape areas.

Arterial Street: A street intended to carry a higher volume of traffic than the majority of streets -- typically, two lanes in each direction with pedestrian zones on each side.

ASHRAE: American Society of Heating, Refrigeration and Air Conditioning Engineers.

Bylaws: The bylaws for the DRB adopted by the directors of the DRB, as the same may be amended from time to time in accordance with the provisions thereof.

City: The City and County of Denver, Colorado.

Contemporary Architecture: This architectural form and aesthetic incorporates form and material of current architectural design.

Courtyard: An open space enclosed partly by buildings or an alley with only one opening a minimum of ten (10) feet deep onto a street; an internal courtyard is an open space enclosed wholly by buildings or circumscribed by a single building.

Design Declaration: Design Declaration for Peña Station Next recorded on October 2, 2015 in the official real property records of the City and County of Denver, Colorado, at Reception No. 2105149245, as the same may be amended from time to time.

Design Documents: The meaning ascribed to that term in the Design Declaration.

Design Standards and Guidelines: The meaning ascribed to that term in the Design Declaration.

DRB: Peña Station Next Design Review Board, Inc., a Colorado nonprofit corporation, which has authority to regulate certain activities and conditions on Peña Station Next pursuant to the Design Declaration.

Electronic Sign: A sign wherein alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed or moving display surface composed of electronically illuminated or mechanically driven changeable segments, including, without limitation, signs that have to be preprogrammed to display only certain types of information (i.e., time, date, temperature), signs with other content, and signs with content that can be changed or altered by means of computer-driven electronic impulses or otherwise.

High Plains Context: Peña Station Next is situated on the High Plains of Eastern Colorado with views to the mountains in the west. To respect the location of Peña Station Next, High Plains Context is used to suggest colors, materials, and forms that are evocative of the environment, climate, soil, and aesthetics of the eastern plains landscape.

ICC: International Code Council.

IESNA: Illumination Engineering Society of North America.

Important Corners: Corners or locations within Peña Station Next that the DRB identifies as important for building/pedestrian activation, visual enhancement, edges/gateways to a special portion of the development.

LEED: Leadership in Energy and Environmental Design.

Low Rise Architecture: Any building three stories or less above a basement. The first floor above a basement shall be within six feet of grade for greater than fifty percent (50%) of the building perimeter.

NGBS: National Green Building Standard.

Mid Rise Architecture: Any building four stories or more such that the highest floor is less than one hundred fifty (150) feet above the lowest level of fire department access.

Other Rules and Regulations: The meaning ascribed to that term in the Design Declaration.

Person: Any natural person, corporation, partnership, limited liability company, association, trust, trustee, governmental or quasi- municipal entity or any other person or entity recognized as being capable of owning real property under the laws of the State of Colorado.

Primary Street: As defined by the City is the main street of the building, where the building is oriented and, typically, where it is addressed.

Private Sign: Sign erected by individual property owner, group of owners/users, or individual user. Sign contains information specific to property or business.

Peña Station Next: At any given time, means that land encumbered by the Design Declaration.

Special Blocks: Blocks and/or areas within Peña Station Next that may be unique to the development and may act as an incubator for the surrounding area.

Street: A thoroughfare, avenue, road, highway, boulevard, cul-de-sac, parkway, driveway, lane, court, or public or private easement providing, generally, the primary roadway to and egress from the property abutting along its length. Use of the term "street" shall generally be taken to include right-of-way or public or private easements associated with the public street including sidewalks and landscaping within public or private easements.

Transit Community: The portion of Peña Station Next where the development may be less dense with a wider variety of uses, but which could support the denser Transit Core.

Transparency: Amount of windows, or approved alternative, located within the Zone of Transparency, as defined by the Zoning Code for the City.

Appendix B: Administration of Design Standards and Guidelines

A. GENERAL PROVISIONS:

1. Review Fees.

The DRB will require payment of a fee to accompany each request for review, approval or inspection of any proposed activity or any request for a waiver or variance. The DRB's currently applicable fee schedules are attached as Appendix B-1 hereto

2. Forms and Format for Application and Documentation.

The DRB may create and require the use of standard forms for all applications and supporting documents submitted for activity approval and/or for waivers or variances. The DRB may also require the submission of applications and supporting documentation in an electronic form and format specified by the DRB.

3. No Implied Waiver or Estoppel.

No action or failure to act by the DRB shall constitute a waiver or estoppel with respect to the same matter in the future or with respect to any other matter. Without limiting the generality of the foregoing, the DRB's approval of any activity shall not be deemed a waiver of any right or an estoppel to withhold approval or consent for any similar activity or any similar proposals, plans, specification, or other material submitted with respect to any other activity.

4. Conformance and Liability.

The DRB's approval of any activity does not constitute the DRB's certification or guaranty that the activity complies with local, state, and/or federal governmental requirement and regulations. Neither DRB nor any of its directors, members, or their respective officers, directors, employees, members, agents or officials shall be responsible or liable for any defects, errors or omissions in any plans, specifications or any other materials submitted, revised or approved by any of them, nor for any defects, errors or omissions in the design, construction, installation, maintenance, repair, alteration or replacement of any improvements. A consent or approval or issued by the DRB means only that the DRB believes that the construction, alteration, installation or other work or activity for which the consent, approval or permit was requested complies with the Design Documents. No such consent, approval or permit shall be interpreted to mean that the design, construction, installation, maintenance, repair, alteration or replacement or any other work or activity (a) complies with laws, rules, regulations, ordinances or other requirements of any governmental or quasi-municipal authority, or any applicable covenants, conditions or resolutions, (b) is free from defects, errors or omissions, or (c) lies within the boundaries of the Site. No consent, approval or permit issued by the DRB shall relieve Owners, Ground Lessees, tenants or other Persons of their obligations to comply with laws, rules, regulations, ordinances and other requirements of governmental or quasi- municipal authorities and any applicable covenants, conditions or restrictions.

5. Relationship between DRB Approval and City Approval.

Approval of the DRB shall be required at each design phase of the proposed activity or reactivity prior to submission of plans and specifications to the City for the same level of design phase review. The process, review, and approval of any activity by the DRB pursuant to these Design Standards and Guidelines are separate and independent from any review and procedures required by the City. Approval of the DRB does not constitute the activity's compliance with the City's zoning ordinances, building code regulations, or other ordinances and regulations. The applicant shall comply with all City regulations, and where these Design Standards and Guidelines are more stringent, these Design Standards and Guidelines shall control.

Requirements for submission to the DRB are intended to encompass the same or similar requirements as the City submissions. Submission to the DRB shall occur prior to submission to the City for each step in the process. However, submission to The City should be coordinated with submissions to the DRB so that comments from both the DRB and the City may be incorporated at each step as development progresses.

6. Inspections.
The DRB and its designated representatives may enter upon any site to monitor and inspect construction, work and other activity in accordance with the provisions of the Design Declaration.

7. Forms and Additional Information.
Forms, additional information and documents referenced in the Design Standards and Guidelines may be obtained from the DRB at:

Peña Station Next Design Review Board, Inc.
270 St Paul St, Suite 300
Denver, CO 80206

B. DRB REVIEW:

1. Activities Requiring DRB Approval.

a. Design Declaration.
The activities requiring DRB approval are set forth in the Design Declaration.

b. Exemptions.
Notwithstanding anything to the contrary contained herein, improvements, alterations, modifications, installations, furniture and fixtures that: (i) are completely within a building, structure or improvement and do not change the exterior appearance of a building, structure or improvement and are not visible from the outside of a building, structure or improvement, or (ii) are necessary to address an emergency or life safety issue or comply with City requirements, may be undertaken without the DRB consent, but are subject to all other covenants, conditions and restrictions contained in the Design Documents.

2. General Matters.

a. Pre-Submission Meeting.
Prior to submitting plans and specifications as required by these Design Standards and Guidelines, the applicant may request a pre- submission meeting with the DRB or its designee(s). At a pre-submittal meeting, the applicant and the DRB or its designee(s) shall discuss the proposed activity, submittal requirements, and the design review process.

b. Four-Step Process.
Unless the DRB or its designee approves otherwise in writing, a four-step review process is required to obtain the DRB's approval of an activity requiring DRB approval pursuant to the Design Declaration:

- Step 1 - Concept Design
- Step 2 - Schematic Design
- Step 3 - Design Development
- Step 4 - Construction Documents

With the exception of Concept Design review step, an applicant may not proceed to any review step until the applicant has received DRB approval for all previous review steps.

At the applicant's sole risk, the applicant may choose to have the Concept Design and Schematic Design review steps run concurrently.

c. Submittals.
The DRB may postpone review of any materials submitted until all required materials in connection with the proposed activity have been received.

d. Number of Copies / Format.
Unless the DRB or its designee approves otherwise in writing, each submittal to the DRB for Concept Design, Schematic Design or Design Development review shall be submitted electronically.

Unless the DRB or its designee approves otherwise in writing, each submittal to the DRB for Construction Document review shall include an electronic copy of each submittal document, drawn to scale.

Unless the DRB or its designee approves otherwise in writing, all submissions shall be shown at a standard scale, with the scale noted on the drawing; each sheet submitted shall have a title block with project information, north arrow, sheet number, etc.; and all lettering shall be at least 10pt font.

e. Scheduling of DRB Reviews.
Unless otherwise approved in writing by the DRB or its designee, in order to be placed on DRB's meeting agenda for any scheduled meeting, an applicant for any stage of design review approval shall deliver all required submittal items to the DRB at least five (5) business days in advance of such meeting.

f. Meeting Attendance.
The DRB may require the applicant attend meetings as necessary to permit the DRB to evaluate the proposed activity through the materials submitted for review.

g. Expiration of Preliminary Approvals.
DRB approval of an application for Concept Design, Schematic Design and Design Development shall expire twelve (12) months after the date such approval is granted unless, within such twelve (12)-month period, the applicant therefore submits a complete application for the next step in the four-step approval process.

3. Submittal Requirements:

a. Step 1: Concept Design

The Concept Design review will be primarily concerned with overall compliance with the Peña Station Next vision, and may address issues including, without limitation, orientation, site layout, building form and massing, preliminary building materials and roof lines.

An applicant for Concept Design review shall submit a conceptual plan at a scale not smaller than one (1) inch = fifty (50) feet showing:

- Preliminary floor plans
- Proposed building materials (type and color)
- Building setbacks
- "Build-to" line identifying "building form" chosen from the Denver Zoning Code and how the proposed building meets "build-to" requirements.
- Orientation of building front entry with the relationship to the Primary Street
- Preliminary building elevations

For Concept Design review, the applicant shall also provide such additional information as the DRB or its designee may request.

b. Step 2: Schematic Design

The Schematic Design review will be primarily concerned with overall compliance with design standards, including, without, limitation sun exposure, site layout, building form and massing, preliminary building materials and roof lines and sustainability/LEED.

Unless the DRB or its designee approves otherwise in writing, the following list identifies minimally acceptable design information required to initiate Schematic Design review:

- Initial City required formal Site Development Plan with site survey
- Project program indicating uses and areas
- Schematic site plan at a scale not smaller than one (1) inch = fifty (50) feet showing:
  - Buildings on adjacent parcels and properties
  - Percent of lot coverage (structure, impermeable surface, landscaping, etc.)
  - Schematic grading and drainage
  - Drive, curb cut, parking locations, parking type (surface or structured), parking entrance locations, parking counts, bike storage, and sidewalks (both public and private)

- Floor Plans
- Approximate finished floor elevation(s)
- Proposed building materials (type and color)
- Conceptual landscape plan
- Proposed Monument Signage and location
- Pedestrian access
- Zone lot lines with dimensions
- Adjacent streets and alleys identifying the project's Primary Street
- Right-of-way widths
- Building setbacks
- "Build-to" line identifying "building form" chosen from the Denver Zoning Code and how the proposed building meets "build-to" requirements
- Orientation of a building front entry with the relationship to the Primary Street
- Preliminary building elevations showing how the proposed building design meets Design Standards and Guidelines requirements
- Sanitary sewer peak flow calculations
- Existing and proposed fire hydrant and water main locations
- Existing easements
- Building sections as required to fully describe each building's massing
- Projected number of employees generated
- Loading and service needs

For Schematic Design review, the applicant shall also provide an annotated LEED scorecard indicating which points are being pursued and which member of the design and construction team is responsible for a given point. The score card shall show Yes and No points and maybe points that are still being analyzed.

For Schematic Design review, the applicant shall also provide preliminary energy and water calculations (input and output reports) showing proposed design approach to comply with the City's and Peña Station Next Energy and Water efficiency requirements.

For Schematic Design review, the applicant shall also provide such additional information as the DRB or its designee may request.

c. Step 3: Design Development

The Design Development review will be primarily concerned with overall compliance with design standards, including, without limitation building form and placement, details, building materials, colors and finishes, architectural character, site materials and roof lines and LEED Silver Scorecard.

Unless the DRB or its designee approves otherwise in writing, the following list identifies minimally acceptable design information required to initiate Design Development review:

- The following sheets, in 24"x36" format:
  - Cover Sheet with Project Specific information
  - Survey
  - Site Plan
  - Parking Plan Sheet(s) (if applicable)
  - Utility and Grading Plan
  - Landscape Plan
  - Architectural Building Elevations
  - Photometric Plan
  - Details
  - Site Signage

For Design Development review, the applicant shall also provide the items below:

- A LEED scorecard
- Grading and drainage plan
- Detailed and dimensioned building elevations
- Landscape plan, including streetscape
- Architectural façade details and treatments
- Building materials schedule (a sample board may be requested at this time)
- Floor plans
- Roof plans
- 3D colored perspectives of the building/site elevations

For Design Development review, the applicant shall also identify how the DRB's comments from the Schematic Design submission were addressed.

For Design Development review, the applicant shall also provide such additional information as the DRB or its designee may request.

For simplicity, the submittal set for the DRB's Design Development review should match the requirements for the City's Site Development Plan Submittal.

d. Step 4: Construction Documents

Unless the DRB or its designee approves otherwise in writing, the following list identifies minimally acceptable information required to initiate Construction Document review:

- Construction documents for the proposed activity completed in sufficient detail to fully explain the intent of all site work, landscape, structural, and architectural design, including all materials and finishes.
- A list of all contractors and subcontractors that will work on any part of the project, together with the physical address, working email address and working telephone number of the primary contact person for each of such contractors and subcontractors.
- Final energy and water calculations (input and output reports) showing proposed design approach to comply with Peña Station Next Energy and Water efficiency requirements. A copy of the final LEED scorecard.
- An updated LEED scorecard
- Final Site Plan
- Final grading and drainage plan
- Final building floor plans
- Final building elevations
- Final Roof plan
- Architectural details
- Final landscape plans, including type, size, and location of existing plant material to be retained and proposed plant material
- Final Irrigation plans
- Final site lighting plans
- Final signage plan
- Final utility plan
- Final utility study
- Final specification of building materials, type, and color, including a materials sample board, submitted digitally.
- Final landscape plans, including type, size, and shall be subject to the same review process from the location of existing plant material to be retained in the Schematic Design phase and proposed plant material.
- Construction Logistics Plan, see Section 8.

For Construction Document review, the applicant shall also identify how the DRB's comments from the Design Development submission were addressed.

For Construction Document review, the applicant shall also provide such additional information as the DRB or its designee may request.

If it becomes impossible or impractical to complete construction of a project in accordance with the DRB-approved design, the applicant shall notify the DRB and submit to the DRB an alternative design that is as close as reasonably possible to the approved design. The alternative design shall be considered a new application and shall be subject to the same review process commencing at the Schematic Design phase.

4. DRB Action.

a. Criteria.

When evaluating a request for approval of an application (at any stage within the approvals process), the DRB shall consider the extent to which such application complies with these Design Standards and Guidelines.

b. DRB Action.

With respect to any application submitted to the DRB, the DRB may continue such application to a specified date and time, table such application, deny such application, approve such application, or approve such application with one or more conditions as determined by the DRB.

Upon the DRB's approval of any application, an electronic set will be marked "Approved" and returned to the applicant. Upon the DRB's denial of any application an electronic set will be marked "Disapproved" and returned to the applicant accompanied by a statement of items found in noncompliance.

A written summary of the DRB's decision with respect to any application, together with a statement of the DRB with respect thereto, if any, shall be promptly transmitted to the applicant via first class U.S. mail or electronic e-mail at the address furnished by the applicant to the DRB.

Upon approval of final plans by the DRB, the DRB shall provide a letter to the applicant prior to its submittal to the City for the City's final approvals and permits.

c. Modifications to Approvals.

Any modification or change to an approved set of plans and specifications deemed material by the DRB must again be submitted to the DRB for review and approval.

C. MOCK-UP:

At or during the early stages of construction, the DRB shall require an on-site, full-scale mock-up of at least ten (10)' wide by fourteen (14)' tall showing all building elevation materials, jointing, glazing, and colors.

D. COMMENCEMENT AND COMPLETION OF WORK AFTER FINAL APPROVAL:

After DRB approval of any proposed activity, the proposed construction and installation work in connection therewith shall be completed as promptly and diligently as possible and in complete conformity with the description of the proposed activity any materials approved by DRB, these Design Standards and Guidelines, and any conditions imposed by the DRB. Notwithstanding any provisions herein to the contrary, such construction and installation shall commence not later than eighteen (18) months after the DRB issues its final approval, otherwise such DRB shall determine if approval shall be deemed void and the applicant must start the submittal process from the beginning if the applicant desires to pursue the subject activity.

E. REMEDIES.

If an Owner of any portion of a Site, any of such Owner's Ground Lessees, tenants, subtenants, or any other Person holding an easement or other interest in any portion of a Site (each, a "Responsible Person") or any Ground Lessee, tenant, subtenant, employee, agent, contractor, invitee, guest or licensee of a Responsible Person violates any term or condition set forth in the Design Documents, or fails to construct or install the approved project in accordance with the DRB's approval thereof, and such violation remains uncured for more than five (5) days after the DRB's delivery of written notice thereof to such Responsible Person, or for such longer period as the DRB deems reasonably necessary to cure such violation if such violation cannot reasonably be cured within five (5) days, then the DRB shall have all rights and remedies set forth in Article V of the Design Declaration.

F. INSPECTION OF COMPLETED ACTIVITY:

Inspection of complete work and correction of items found to be in noncompliance with these Design Standards and Guidelines or any DRB approval shall proceed as follows:

1. Upon the completion of any activity for which reviewed or approved plans and specifications are required under these Design Standards and Guidelines, the applicant shall give written Notice of Completion.

2. Within thirty (30) days after the DRB's receipt of written Notice of Completion, the DRB or its authorized representative(s) shall complete inspection of such activity. If the DRB finds that the activity complies with all applicable requirements and the approved plans and specifications, the DRB shall provide to the applicant written certification of such finding. If the DRB finds that the work was not performed in compliance with all applicable requirements and the approved plans or specifications, the DRB may issue Notice of Noncompliance. Such a Notice of Noncompliance may also serve as the notice referenced in Section E above.

G. WAIVERS AND VARIANCES:

1. Waivers and Variances Permitted.

The DRB may, at its discretion, and in accordance with these Design Standards and Guidelines, recommend that a waiver (elimination of the requirement) or variance (reduction of the standard) be granted to the requirements and standards of these Design Standards and Guidelines. No waiver or variance is required for items designated as Guidelines.

2. Standards for Granting a Waiver or Variance.

The applicant shall bear the burden of establishing the standards justifying the waiver or variance and shall present sufficient information justifying the granting of any requested waiver or variance. The DRB may impose reasonable conditions on such waiver or variance as are necessary or desirable to advance the intent or goals of these Design Standards and Guidelines. Evidence that the proposed activity will exceed other standards

of these Design Standards and Guidelines may be favorably considered by the DRB in the determination of the granting or denial of a waiver or variance.

A waiver or variance may be granted where all of the following factors are found to be present or exist:

• The applicant has requested in writing the granting of a waiver or variance to a specific requirement imposed by the Design Standards and Guidelines. Forms for requesting a waiver or variance may be obtained from the DRB; and

• Strict application of the Design Standards and Guidelines requirement would be impossible, unduly harsh, or unnecessary in light of one of the following:

• Physical conditions or physical restraints such as topography, natural obstructions, or aesthetic or environmental considerations are present on the applicant's property; or

• The presence of an extreme and unjustified economic hardship to the applicant under the circumstances particular to the proposed activity;

• The applicant's proposal, although not meeting the requirements of these Design Standards and Guidelines, directly and substantially advances the stated intent of these Design Standards and Guidelines; and

• The waiver or variance would not unreasonably burden other property within the Peña Station Next or an adjacent property; and

• The waiver or variance granted is the minimum possible to alleviate the physical condition or relieve the hardship; and

• The waiver or variance requested is not the result of or made necessary by actions or activities of the applicant.

3. Hearing to Consider Waiver or Variance.
The DRB shall hold at least one hearing to consider the request for any variance or waiver. No less than fifteen (15) days before the hearing, notice of the time, date, place, description of the requested waiver or variance, and the street address or other identifying description of the property shall be sent or delivered by the applicant to the mailing address for each property which is adjacent to the property for which the waiver or variance is requested. The applicant shall provide an affidavit to the DRB at the time of the hearing showing that the required mailing was performed in accordance with this section. The DRB may require by rule or regulation additional notice requirements for hearings of requests for waivers or variances.

4. DRB's Decision.
At any hearing to consider a request for a waiver or variance, the DRB may continue such hearing to a specified date and time, table such request, deny such request, approve such request, or approve such request with one or more conditions as determined by the DRB.

Appendix B1: Fee Schedules

Site Improvements

Signage	
Lease	$100/year
Temporary	$250
Permanent	$500
Landscape and Lighting	$250 - $1,000 as determined by the DRB based on the nature and complexity of the application
Telecom Equipment	$500 - $1,000 as determined by the DRB based on the nature and complexity of the application
Parking Areas	$250 - $1,000 as determined by the DRB based on the nature and complexity of the application
Other Outdoor Improvements	Fee to be determined by the DRB on a case by case basis
Grading	$250 - $500 as determined by the DRB based on the nature and complexity of the application
Minor Modifications (Areas less than 500SF)	$250
Inspection	$500
Compliance Certification	$1,000

Fees due for processing modifications to signage, landscaping, lighting and telecom equipment that do not fall within the definition of "minor modifications" shall be the amounts set forth above as if such modification was an initial request for approval.

New Development and Redevelopment

Phase	Up to 20,000 GSF*	20,001 to 100,000 GSF*	Over 100,001 GSF*
Concept Design	$500	$1,000	$1,500
Schematic Design	$500 plus 0.05/GSF	$1,000 plus 0.02/GSF	$2,000 plus 0.0125/GSF
Design Development	$500 plus 0.05/GSF	$1,000 plus 0.02/GSF	$2,000 plus 0.0125/GSF
Construction Documents	$500 plus 0.015/GSF	$1,000 plus 0.005/GSF	$2,000 plus 0.0025/GSF
Inspection	$1,000	$1,500	$2,500
Certification of Compliance	$450 plus 0.015/GSF	$500 plus 0.005/GSF	$550 plus 0.0025/GSF

*GSF of Building

Appendix C: Forms and Applications

Project Data Sheet

Project Name:_____

Address:_____ Parcel/Tract/Lot/Ref #:_____

Type of Application:
- ☐ Site Plan
- ☐ Building
- ☐ Landscape
- ☐ Lighting
- ☐ Signage
- ☐ Minor Appurtenance

Submittal Phase:
- ☐ Concept Design
- ☐ Schematic
- ☐ Design Development
- ☐ Construction Documents
- ☐ Certificate of Compliance
- ☐ Site Modification

Plan Attachments:

Date:_____

Reference:

_____

_____

Site Coverages:

		% of Total
Building/Structure	_____	_____
Parking	_____	_____
Open Space	_____	_____
Total	_____	_____

Building:

	Floor Area	
Use	Gross	Net
Office	_____	_____
Commercial		
Retail	_____	_____
Restaurant	_____	_____
Hotel	_____	_____
Residential		
Single Family	_____	_____
Multifamily	_____	_____
Other	_____	_____
Totals	_____	_____

Parking:

	Number of Spaces
Structured	_____
Surface	_____
Total	_____
Handicap	_____
Carpool	_____
Bike	_____
Fuel-Efficient	_____
Plug-In	_____

Landscape:

Site Trees	Number	%	Size
Deciduous	_____	____	_____
Ornamental	_____	____	_____
Evergreen	_____	____	_____
Shrub Areas	_____	____	_____
Perennial/Annual Beds	_____	____	_____

Signage:

Temporary	Number	Size (SF)
Announcement	_____	_____
Leasing	_____	_____
Direct	_____	_____
Event	_____	_____
Permanent		
Complex	_____	_____
Identity	_____	_____
Directional	_____	_____

Other: (Description) _____

_____

Applicant Certification:
I hereby attest that I am either the Owner or a legally designated agent of the Owner and that the information contained in this application is true and correct. I further acknowledge that any approval action by the DRB based on inaccurate or incomplete information may be cause for invalidation of said approval.

Name:_____ Date:_____

Review Fee Calculation

Project Name:_____

Address:_____ Parcel/Tract/Lot/Ref #:_____

Type of Application:

- ☐ Concept Design
- ☐ Schematic
- ☐ Design Development
- ☐ Construction Documents
- ☐ Certificate of Compliance
- ☐ Construction Performance/Security Deposit
- ☐ Signage
- ☐ Landscaping/Lighting
- ☐ Telecom Equipment
- ☐ Site Modification: Type: _____

Review Fee Calculations:

Base Fee	_____
G.S.F. x $/gsf	_____
Other Fee	_____
Total Review Fee	_____

Notice of Committee Action

Project Name:_____

Address:_____ Parcel/Tract/Lot/Ref #:_____

Type of Application:
- ☐ Site Plan
- ☐ Building
- ☐ Landscape
- ☐ Lighting
- ☐ Signage
- ☐ Minor Appurtenance

Submittal Phase:
- ☐ Concept Design
- ☐ Schematic
- ☐ Design Development
- ☐ Construction Documents
- ☐ Certificate of Compliance
- ☐ Site Modification

Plan Attachments:

Date:_____
Reference:

_____

_____

Action Taken:

☐ Denied ☐ Approved ☐ Approved with Conditions (see below) ☐ Deferred (see below)

Conditions:

_____

_____

_____

_____

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_____

(Continued from previous page)

_____

_____

_____

_____

_____

_____

_____

To the extent that this approval allows proceeding with the next phase of planning on the project, approval is subject to the submittal and subsequent approval of all documents and items required for all subsequent phases of the project and payment of fees associated with any submittal, including the submittal that is the subject matter of this letter. Thus, any failure to comply with the Peña Station Next-Design Review Board ("DRB") submittal and review procedures, and approval requirements for subsequent phases of the project, will invalidate the approval granted herein.

As with all approvals of the DRB, the approval extends to the design concepts included in this submittal, but not necessarily to design details. Applicants are responsible for ensuring that all design details and actual construction of the project conform to the Declaration of Covenants, Conditions and Restrictions for Peña Station Next("Covenants"), which govern the use of the subject property.

Pursuant to the Covenants, the plan approval(s) granted herein (are/is) valid through the date below. By which date you must obtain Construction Document approval and begin construction of the project. If construction does not commence on the project by that date, this approval shall expire. In such event. plans must be resubmitted before proceeding.

This approval is not a representation or warranty by either the DRB or by any other person or entity that the approved plans are in conformance with any site specific contractual or covenant use restrictions that apply including, but not limited to, any limitation on gross floor area, the definition of which in a contract or the covenants may differ from the definition used to make the calculations for purposes of the submittal of plans to the DRB.

Peña Station Next- Design Review Board Date: _____

_____
Chairman

Valid Through:_____

Notification of Non-Compliance

Date:_____

To:_____

Site Name:_____

Address:_____ Parcel/Tract/Lot/Ref #:_____

Recent inspection indicates the following item(s) on your site are not in compliance with the Declaration of Covenants, Conditions and Restrictions for Peña Station Next.

You are hereby notified that corrective action is required for the following conditions. You may call the DRB staff at 303-295-3071 with any questions. Thank you for your cooperation in this matter.

_____

_____

_____

_____

_____

NOTE: ACTION MUST BE TAKEN WITHIN _____ DAYS TO AVOID FINE(S)

Corrective action must be taken to reach compliance and fine payment by deadline or additional fines will be levied. Be advised that failure to respect and remedy these items of notice may result in various enforcement actions including, ultimately, a lien being placed on the property.

FINE SCHEDULE

A) Failure to remedy Non-Compliance within the time allowance: $1,000
B) Unapproved installation or alteration (including signage, banners, etc.): $1,000
C) Repeat Notification: $2,000 second notice; $3,000 third notice

Make checks payable to Design Review Board of Peña Station Next and submit along with copy of Notice.

APPLICATIONS FOR COMMITTEE REVIEW OR CERTIFICATE OF COMPLIANCE WILL NOT BE PROCESSED WITHOUT PAYMENT OF OUTSTANDING FINES.

FINE IS HEREBY LEVIED FOR : A)_____ B)_____ C)_____
CURRENT AMOUNT DUE $_____

Action Taken:_____

_____

Signature:_____ Date:_____

IT IS IMPORTANT THAT YOU RETURN A COPY OF THIS FORM WHEN CORRECTIVE ACTION IS TAKEN.

DRB of Peña Station Next

Owner's Certification

Project Name:_____ Date:_____

Location:_____

Legal Description of the Property:_____

_____

_____

As owner of the real property located in Peña Station Next and described above, the undersigned person or entity hereby certifies as follows with respect to the Development Plans, dated _____ for the above-referenced project that were approved by the Peña Station Next Design Review Board on

_____

1. **LAND USE: The proposed land use is allowed under the actual City and County of Denver Zoning for subject Peña Station Next property.**
2. **HEIGHT LIMITATIONS: The proposed structures comply with the height limitations set forth in the City and County of Denver Zoning Ordinance and Rules & Regulations;**
3. **SETBACKS: The proposed setbacks comply with the setback requirements set forth in the City and County of Denver Zoning Ordinance and Rules & Regulations;**
4. **FLOOR AREA: The proposed Net Floor Area is Square feet and is in compliance with the Net Floor Area requirements set forth in the City and County of Denver Zoning Ordinance and Rules & Regulations;**
5. **SIGNAGE: The proposed signage is in compliance with all City and County of Denver Zoning Ordinance and Rules & Regulations, Peña Station Next District Signage Plan, and the Peña Station Next Design Standards and Guidelines;**
6. **OPEN SPACE AND LANDSCAPE: The proposed Open Space (if applicable) complies with the requirements of the Peña Station Next Master Plan and is in compliance with all City and County of Denver Zoning Ordinance and Rules & Regulations; and**
7. **SHADOWS: The shadows cast by the proposed improvements will not negatively impact the City and County of Denver road systems.**

Owner:_____

By:_____

Title:_____

Certificate of Compliance

This Certificate of Compliance is issued as of the day of _____, 20___ with respect to the land and improvements located thereon known as_____

_____(the “Site”).

This certification is being issued t o :_____

Design Review Board
OF Peña Station Next

By:_____

STATE OF COLORADO)
)ss.
CITY AND COUNTY OF DENVER)

The foregoing instrument was acknowledged before me this day of _____,20_____,

By _____as Chairman of the Design Review Board of Peña Station Next.

Witness my hand and official seal.

My commission expires:

By: _____
Notary public