BOULEVARD ONE AT LOWRY: DESIGN GUIDELINES

“Music is architecture; Architecture is frozen music”

-Johann Wolfgang von Goethe
The design guidelines for Boulevard One at Lowry work in connection with the sequential framework and hierarchy of regulatory approvals:

- These design guidelines work in conjunction with the City of Denver’s form-based zoning code. Form-based zoning defines quantitative measurements regarding building form, massing, use and site development. Design guidelines are qualitative statements intended to guide the character, materiality and articulation of specific sites and specific buildings.

- These design guidelines work in conjunction with the approved General Development Plan for Buckley, which addresses transportation, open space, utilities, land use, public rights of way and phasing. This document does not repeat information from the GDP.

The Boulevard One guidelines are a product of the Lowry Design Review Committee who convened an advisory group from January-March 2013 to review and discuss the scoping and intent of the guidelines.


The Boulevard One guidelines are solution-based and describe qualitative goals. Statements regarding quantitative or prohibitive metrics with prescribed minimums or maximums are limited. Design guidelines are a framework of core values for new construction and are intended to help builders and developers design and implement solutions that address key design principles and goals.

Design of the public realm (open space, parks, streets and rights of way) will be established by the Lowry Redevelopment Authority (LRA) as part of submittals to the City of Denver, Denver Water, Xcel Energy and other regulatory agencies for approval that will include lighting, parks, utilities and landscape. Therefore, these guidelines do not address areas outside of the parcels that will be sold to builders and developers by the LRA.

This document addresses the construction of new buildings and related site development. Improvements to existing buildings will be reviewed by the master association. Ongoing maintenance and continued compliance with covenants, rules or regulations of the master association are not included in the scope of these guidelines. Use limitations and definitions are addressed by City of Denver zoning.
Because these design guidelines and the regulation of the governmental body may be different, some conflict between the guidelines and the regulations may be encountered. In such a situation, the more stringent or more restrictive standard shall apply. Approval by the Lowry Development Authority (LDRC does not constitute approval of conformance of the development with local, state, and/or federal governmental requirements or regulations.

Boulevard One Illustrative Plan, Image by Design Workshop
REFERENCE DOCUMENTS

Guidelines for the Lowry Community including Supplements

Buckley Annex Redevelopment Plan

Buckley Annex General Development Plan

Boulevard One Energy Plan

Master Declaration of Covenants, Conditions and Restrictions for the Lowry Community

Lowry Property Owner Rules and Regulations


Blueprint Denver

City of Denver Zoning Code

Municipal Code of the City and County of Denver, Colorado
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1.0 INTRODUCTION

Boulevard One guidelines focus on vision, sustainability and design that strive for “the best of the old and the best of the new.” This has been a driver since the beginning of Lowry, with the motto “Old Ideals, New Ideas.”

Boulevard One builds on a continuity of development at Lowry that has been phased over the last 15 years. Each phase reflects current:

• Best practices in urban planning
• Market conditions
• Consumer needs and trends
• Unique characteristics of the neighborhood or district

This document supports the evolution of previous Lowry guidelines. For each phase of development guidelines were adapted and interpreted to address relevant ideas and goals. For example:

• Lowry’s Southwest Neighborhood introduced New Urbanism principles to Lowry, including how front porches and rear alleys support larger urban design goals.
• Northwest Neighborhood guidelines addressed balancing architectural diversity and monotony by instituting the review of streetscape elevations rather than just individual houses.
• Lowry Town Center focused on a pedestrian scaled mixed-use development and addresses that buildings are equally visible from all sides.
• EastPark guidelines focused on how the character of each sub-area combines to create a neighborhood identity.

Therefore, this document acknowledges that design guidelines are, by their nature an evolutionary document, improving over time and adaptable to both positive and negative lessons learned along the way. This document is a product of its time and encourages design that is of its time.

The Boulevard One development occurs in the context of planning and urban design discussions that includes:
• Local and national consumer trends favoring compact, green living in the city.
• The benefits of pedestrian-oriented environments.
• City planning principles that encourage mixed-use areas in infill settings.
• Areas of Change, as identified in Blueprint Denver, the city’s long-range land use plan.

Boulevard One guidelines support Traditional Neighborhood Design, contemporary aesthetics, and the growing momentum of socially, economically and environmentally responsible design.

Boulevard One is an infill development that responds to the surrounding urban context through continuity with the existing streets to the north and creates a catalytic new east-west connection between major streets.
2.0 DESIGN PRINCIPLES

The design at Boulevard One should:

• Contribute to Denver’s fabric of memorable neighborhoods.
• Honor the heritage and vernacular architecture of buildings from Lowry Air Force Base.
• Build on the successes of Lowry and the buildings and urban patterns established since 1994.

2.1 INTEGRATED URBAN DESIGN

Every building should make a meaningful and deliberate contribution to the public realm.

Strive for authenticity; place-making relies on a successful architectural balance of individuality and diversity.

Neighborhood design requires three-dimensional thinking; consider each building’s role in creating a meaningful whole.

Think beyond the building’s edge and how the building activates and affects its’ context, like a stone that creates ripples in the water. Integrate art, lighting, street furniture, and landscape.

Buildings should be synergistic with both established Lowry context and the evolving neighborhoods at Boulevard One.

Designs should support access to public spaces that support a variety of activities and facilitate activity and interaction. (LEED-ND NPD 9)

Buildings, street furniture, landscape, lighting should be an integrated design solution that creates a cohesive public realm.

2.2 INTEGRAL PLACE-MAKING

A memorable and meaningful place transcends architecture and urban design.

Support the cultural dynamics of a community though thoughtful design, meaningful events and programming and art and other public realm amenities that invigorate both social interaction and individual contemplation.
Facilitate informal public gathering places, “third places” which lend a public balance to the increased privatization of home life. (Ray Oldenburg, 1989)

Building design and disposition should acknowledge how they define space that is intended for the mutual benefit of the community, creating space that is supervised and maintained through visibility, proximity and activity. (Oscar Newman, 1972)

Buildings should create “eyes on the street;” responding to and activating the public realm. (Jane Jacobs, 1961)

The placement of buildings creates space. The spaces between buildings are important. Design should be conscious their role in defining and influencing the activity in the adjacent streets and plazas.

Buildings should be responsive to a pedestrian scale and should support a 3:1 street width to building height ratio.

Buildings and groupings of buildings should be a unified composition and seek a balance between repetition and randomness. Meaningful repetition of elements can be thematic and rhythmic without being monotonous. Undisciplined use of overly unique elements can appear chaotic. Building should seek a harmonious balance of scale, proportion, form and detail.

Buildings, street furniture, landscape, lighting should work together and be an integrated design solution.

2.3

ARCHITECTURAL STYLE AND FORM

Boulevard One supports design that is enduring; architecture with integrity and honesty that is not nostalgia and imitative of historical styles.

Scale, proportion and composition are of greater importance than historic accuracy. While a specific architectural style can be used as a point of reference, it is not required. Contemporary interpretations of antecedent styles are acceptable.

An architectural theme should have continuity throughout and unify the entire building, not just the front façade.

Buildings should use proportion, massing and fenestration to create a clear organization and harmony of forms.
Buildings should balance both repetition and variety to avoid extremes of either monotony or disharmonious architectural compositions.

Designs should complement the existing buildings at Lowry. Designs should reference inspiration from the forms and details of historic buildings at Lowry.

2.4 MATERIALS AND DETAILING

Priority should be placed on the meaningful and intentional use of materials.

Use of materials, textures and surfaces should have integrity and be used to define volumes while supporting the overall architectural composition.

Designs should thoughtfully and harmoniously address proportion, materiality and detailing at the urban scale as well as the pedestrian scale.

Materials should have an understandable, hierarchical and architectural relationship; clarity that a primary material is complemented by secondary, tertiary and accent materials or clarity of base(foundation), middle(body) and top(cornice or roof).

Material transitions should be intentional; arbitrary terminations of materials should be avoided. Generally material transitions should be at inside corners or support an understandable architectural hierarchy.

Designs should seek a connection with and complement the materiality of the historic buildings at Lowry. Brick similar to and that complements the blond and buff colored masonry from Lowry’s historic buildings is encouraged over stone.

Detailing should be integral to and support the overall character of the architecture. Detailing should be appropriate to the materiality of the building; gratuitous ornamentation should be avoided. Architectural embellishment should meaningfully articulate and accent building forms through texture and shadow.

Materials and color selection should consider weathering and ongoing maintenance.

Color should support the overall architectural character of the design approach and support the sense of permanence and durability of the building materials used on a building.
2.5 SUSTAINABILITY

Development and construction at Boulevard One should support a holistic approach to sustainability and improving efficiency. Designs for buildings, landscape and hardscape should consider:

- Reduced energy/water usage
- Renewable energy
- Durability and life-cycle costs of materials
- Locally sourced materials
- Recycling and minimizing waste

Passive and active solar design strategies should be considered. Passive solar access of winter solar gain and mitigation of unwanted summer solar gain should be simultaneously considered. Optimum solar orientation for photovoltaic and thermal systems should be integrated into the building design. (LEED-ND GIB 10, 11)

Consideration should be given to other renewable energy options, including geothermal, biomass, wind and fuel cells, as well as shared and off-site renewable systems.

Building science and optimizing building performance should be considered by addressing the impact the building envelope on ventilation, air quality lighting and thermal comfort.

Designs should support building energy efficiency that reduces air, water and land pollution and adverse environmental effects from energy production and consumption. (LEED-ND GIB 2)

Support building water efficiency; use low-flow and water-efficient fixtures and appliances; reduce water consumption for outdoor landscape irrigation. (LEED-ND GIB 3)

Reduce heat island effect with roofing materials that have solar reflectance index per LEED-ND GIB 9.

Support construction activity pollution prevention by controlling soil erosion, waterway sedimentation and airborne dust generation. (LEED-ND GIB 4)
Reduce volume of waste deposited in landfills with recycling and composting infrastructure.

Support alternative transportation, including but not limited to secure, enclosed bicycle storage, visitor bicycle racks, electric vehicle recharge stations and parking for vehicle sharing.

Boulevard One encourages certification by other sustainable rating metrics, including but not limited to:

- U.S. Green Building Council (USGBC), Leadership in Energy & Environmental Design (LEED-ND GIB 1)
- U.S. Department of Energy (DOE), Energy Star
- Home Energy Rating System (HERS)
- Referenced improvements over ANSI/ASHRAE/IESNA baselines
- Enterprise Green Communities
- Passive House Institute US

Building on a commitment to public art in the existing Lowry community, Boulevard One encourages an even broader integration of art.

Art can be considered in a variety of ways. It is as overt as a yard sculpture visible from the public realm or as literal as a paint detail along the trim of a window or as subtle as the sense of craftsmanship in architectural detail of a porch handrail.

The absence of art is visual and cultural poverty.
3.0 BUILDING FORMS

Building forms at Boulevard One are referenced to the Denver Zoning Code. Setbacks, building height and building massing will be in accordance with the approved zoning including waivers and conditions for Boulevard One.

The following building forms are anticipated at Boulevard One; however other building forms are allowed by the approved zoning and may require the interpretation of the Lowry Design Review Committee based on the applicant’s submittal.

- Urban House
- Row House
- Apartment
- General

Boulevard One supports housing that is accessible to the widest spectrum of people, regardless of age, ability or income. (LEED-ND NPD 4, 11)

Specific design considerations for each building form follows.

3.1 URBAN HOUSE AND ROW HOUSE

Setbacks, building height and building massing for Urban House and Row House building forms at Boulevard One should reflect conditions similar to existing buildings at Lowry.
SIDE ELEVATIONS/CORNER LOTS
Lots with side elevations at alley corners should include enhancements to fenestration and details distinct from side elevations interior to the block.

Alley Corner Diagram, Image by LDRC and Design Workshop
Lots with side elevations at block corners, public streets or open space should include enhancements to fenestration, details and roof forms or massing distinct from side elevations interior to the block and distinct from alley corner side elevations.

ROOF FORMS
Hip, gable, curved and flat roof forms are acceptable and should support an overall architectural intent and cohesive aesthetic.

Roof forms on a block face should support overall cohesiveness while balancing diversity and avoiding monotony.

SEMI-PUBLIC/SEMI-PRIVATE REALM
A well-detailed and intentional semi-public zone should be developed as an integral part of the architecture. Usable front porches or courtyards are
encouraged to transition between the privacy of the home and directly engaging the activity on the street and sidewalk.

3.2 APARTMENT AND GENERAL

Multi-family and General (Mixed Use) buildings at Boulevard One are intended to support a vibrant mix of residential, retail or office opportunities.

SCALE

Buildings should be responsive to the human scale. Priority should be placed on how buildings relate to pedestrians. Buildings should incorporate design elements that will be experienced by pedestrians and encourage walkability.

ARTICULATION

Buildings should acknowledge their symbiotic role in defining and activating streets and plazas (LEED-ND NPD 1):

• No more than 40% or 50 feet of a façade should be unarticulated.
• Buildings should include ground floor retail, live-work spaces and/or dwelling units along 65% of the street level façade.
• Ground-floor dwelling units should have an elevated finished floor of 24 inches (minimum) above sidewalk grade.
• Ground-level retail should have clear glass on 60% of façade between 3 and 8 feet above grade.
• A principal functional entry should be on the public street façade.

3.3 DETACHED ACCESSORY BUILDINGS

Detached Accessory Buildings should be of similar character, material and detail to the primary structure that it supports.
4.0 URBAN DESIGN

The specific character of neighborhoods that constitute Boulevard One follow the sub-areas defined by the approved General Development Plan. Context specific design issues for each area follow.
4.1 COMMUNITY PARK SOUTH RESIDENTIAL

U-SU-B;
Urban Neighborhood Context;
Single Unit Detached;
Urban House building forms

The character of the Community Park South Residential neighborhood is compatible with its context; reflecting the existing street-accessed lots of the single-family residences in the Park Heights neighborhood; designs should be responsive to active and passive solar opportunities of the north-south solar orientation of the lots.

The residences will be accessed from Archer Place and should minimize the visual dominance of the garage through the orientation of the garage and detailing of the garage doors and driveway.

Buildings on Archer Place, in proximity to the Community Park should be unique, designs should not be repetitive and the streetscape should be considered and designed as a whole.

4.2 FIRST AVENUE RESIDENTIAL

U-SU-A;
Urban Neighborhood Context; Single Unit Detached;
Urban House building form

Alley-accessed lots predominantly define the character of the First Avenue Residential neighborhood. Designs along Magnolia Street, Niagara Street, Newport Street, Oneida Street and Oneida Court should be responsive to the active and passive solar opportunities of the east-west orientation of the lots:

Buildings along the north side of Linear Park should be responsive the north-south solar orientation of the lots and should contribute to the pedestrian experience in the park and enhance the unique identity of this park.

Street-accessed lots at Magnolia Street adjacent to the berm along Monaco should minimize the visual dominance of the garage through the orientation of the garage and detailing of the garage doors and driveway. Garage doors for each building should avoid monotony and contribute to the architectural variety of the streetscape.
Buildings along East First Avenue should have architectural, landscape and fencing details that are designed in response to the landscape buffer and acknowledge the visibility from First Avenue.

First Avenue View, Images by Design Workshop

4.3

ROW HOUSE BOULEVARD
G-RH-3;
General Neighborhood Context;
Single Unit Attached and Detached;
Row House and Urban House building forms

Buildings along Lowry Boulevard should develop unique and distinctive architecture that reinforces the identity of Lowry Boulevard as the signature street for Boulevard One.

The character of the Row House Boulevard neighborhood is defined by:
• Alley-accessed row houses, along Lowry Boulevard from Niagara Street to South Oneida Court.
• Alley-accessed urban houses facing the north Linear Park and behind the row houses along Lowry Boulevard.
• Alley-accessed urban houses, oriented east-west and facing the south Neighborhood Park at the curve of Niagara Street and Archer Place.
• Alley-accessed urban house or row house lots facing the Community Park at Oneida Court.

Buildings should be placed and designed to develop a paseo connection that is intended to connect the South Residential neighborhood and the Linear Park between Row House Boulevard and First Avenue Residential neighborhoods.
4.3.1 ROW HOUSE BOULEVARD: NORTH
Buildings along the south side of Linear Park should be responsive to the north-south solar orientation of the lots and should contribute to the pedestrian experience in the park and enhance the unique identity of this park.

Alley-accessed row houses north of Lowry Boulevard should be responsive to the active and passive solar opportunities of the north-south orientation of the lots and should maintain a 3:1 street width to building height ratio.
(LEED-ND, NPD 1)

4.3.2 ROW HOUSE BOULEVARD: SOUTH
Buildings adjacent to the Neighborhood Park on the curve of Archer should be responsive to the active and passive solar opportunities of the north-south solar orientation of the lots.

Buildings along the Community Park should be responsive to the east-west solar orientation of the lots and should contribute to the pedestrian experience in the park and enhance the unique identity of this park as the center of activity for Boulevard One.

Alley-accessed row houses south of Lowry Boulevard should be responsive to the active and passive solar opportunities of the north-south orientation of the lots and should maintain a 3:1 street width to building height ratio.
(LEED-ND, NPD 1)

4.4 SOUTH RESIDENTIAL
The character of the South Residential neighborhood is eclectic as it is an edge with direct adjacency to the existing Berkshires neighborhood, is adjacent to the naturalized drainage and park area and transitions density from multi-family to single-family. The South Residential neighborhood is defined by:

• An apartment building to the east of the naturalized drainage and park area at Monaco.

• East-west oriented urban houses or row houses between the apartment building and the Community Park South Residential neighborhood.
4.4.1

SOUTH RESIDENTIAL: WEST
G-MU-5;
Urban Center Neighborhood Context; Multi-Unit;
Apartment building form

Buildings should have architectural and landscape detailing that is enhanced due to visibility from the naturalized drainage and park area and from the Berkshires neighbors.

4.4.2

SOUTH RESIDENTIAL: EAST
G-RH-3;
General Neighborhood Context;
Single Unit Attached and Single Unit Detached;
Row House or Urban House building forms

Buildings should have architectural and landscape detailing that is enhanced due to visibility to the Berkshires and to the single-family homes in the Community Park South Residential neighborhood.

4.5

NEIGHBORHOOD CENTER WEST
C-MX-5;
Urban Center Neighborhood Context;
Mixed Use (Residential, Retail, Office and Civic);
Apartment and General building forms

Multi-family or mixed-use buildings that create the western gateway to Boulevard One define the character of Neighborhood Center West. Buildings on Lowry Boulevard from South Monaco Parkway to Niagara Street should maintain a 3:1 street width to building height ratio. (LEED-ND NPD 1)

Buildings at South Monaco Parkway and Lowry Boulevard should create the western gateway to Boulevard One.

Buildings with adjacency to lower density building forms should acknowledge the transition through scale and landscape detailing.
Drive-thru uses and other similar building forms are disruptive to pedestrian movement, tend to be setback too far from the street and are not supportive of the character of Boulevard One as a walkable environment.

Building(s) adjacent to the naturalized drainage and park area should have architectural and landscape detailing that acknowledges the visibility from South Monaco Parkway.

![South Monaco Parkway View, Images by Design Workshop](image)

**4.6 COMMUNITY PARK MIXED-USE**

*C-MX-5; Urban Center Neighborhood Context; Mixed Use (Residential, Retail, Office and Civic), Single Unit Attached, Single Unit Detached; Apartment and General building forms*

Buildings that support a variety of uses and should express the vibrancy of Boulevard One define the character of the Community Park Mixed Use neighborhood.

Boulevard One’s Community Park Mixed-Use neighborhood is envisioned as vertically integrated mixed-use buildings, multi-family buildings, row houses that transition to lower density conditions and signature retail building(s) opportunities in the Community Park.

Programming is particularly relevant to the design of the buildings in the Community Park Mixed-Use neighborhood. Special attention should be paid to the coordination between the buildings and the public realm.
Architectural and landscape design should be coordinated to develop a clear hierarchy of public gathering spaces and public circulation spaces.

Architectural and landscape design should support the synergy and compatibility of uses within a building or between buildings.

Buildings at the intersection of Lowry Boulevard and Pontiac Street should work synergistically to create a node of activity and intensity.

Buildings at South Quebec Street and Lowry Boulevard should create the eastern gateway to Boulevard One.

Buildings fronting on Lowry Boulevard from South Quebec Street to Pontiac Street should maintain a 3:1 street width to building height ratio. (LEED-ND, NPD 1)

4.6.1  
COMMUNITY PARK, MIXED-USE: NORTH  
Buildings on Pontiac Street from East First Avenue to Lowry Boulevard should maintain a 3:1 street width to building height ratio. (LEED-ND, NPD 1)

Buildings with adjacency to lower density building forms at Oneida Court and along First Avenue should acknowledge the transition through scale and landscape detailing.

4.6.2  
COMMUNITY PARK, MIXED-USE: SOUTH  
Buildings adjacent to the Community Park should activate appropriate public uses
at the ground level.

The Community Park will be designed in collaboration with the LRA. Plazas, shade structures, benches, lighting, amphitheater, public art and landscape should be integrated with buildings in the park.

Buildings and other structures in the Community Park are a special opportunity for unique and memorable architecture; materials and detailing should resonate with the other proximate buildings.

Buildings on Archer Place should have architectural and landscape detailing that acknowledges adjacency to single-family homes in the Community Park South Residential neighborhood.
LANDSCAPE

Boulevard One supports design solutions and strategies for hardscape and landscape areas that use sustainable materials and practices that conserve resources while achieving the design intent, and enhancing the character and quality of the place.

LANDSCAPE PRINCIPLES

Boulevard One encourages responsible landscape design to create a rich and diverse composition of landscape materials that enhance the function, use and enjoyment of spaces for a broad range of activities through all seasons. Landscape design should strive to incorporate components of LEED strategies and Xeriscape principles. (LEED-ND GIB 4)

PLANT MATERIALS

Landscape installations should achieve reduced water requirements for landscape irrigation, while maintaining a vigorous, diverse, plant vocabulary that supports a unified urban design vision.

Plant selection should be appropriate to their specific location, solar orientation and microclimate characteristics. Diverse microclimates will have different amounts of sunlight and shade, summer and winter wind and seasonal moisture variations. Plants should be grouped together with similar light and water requirements and should be selected based on compatibility with specific microclimate conditions.

Alternatives to traditional bluegrass turf should be considered to reduce water consumption. Where grasses are appropriate but the durability of bluegrass turf types are not required alternative selections of drought tolerant varieties should be considered. The use of appropriate turf and grass varieties along with efforts to limit the amount of intensely irrigated lawn can reduce the water, fertilizer and maintenance requirements.

Drought tolerant grasses can be considered as an alternative to the turf area between the detached sidewalk and the street, but should maintain easy access between street parking and the sidewalk.

Improved cultivars of cool-season turf grasses should be considered where traditional turf type grasses are appropriate and can reduce water requirements by 30 percent or more.
Artificial turf may be considered but should not be used in areas visible from the public realm.

Landscape design should balance the continuity of streetscape with individuation and variety from property to property. Monocultures should be avoided and balanced with unity and variety of the overall landscape composition. Landscape design should address transitions between manicured and native areas.

The unique character of Lowry’s alleys has been the landscaping between the edge of the alley paving and the fence or building. An area no less than 3 feet should be provided for a continuous line of grasses, shrubs or trees that create a landscape zone on the alley side of the fence. Plant material selection should not inhibit trash pickup or vehicle movement and support a sense of safety and security.

Similar to the alley landscaping zone, a landscape zone no less than 3 feet should be provided along side lot lines between the fence and sidewalk or other similar conditions.

Consider opportunities for herb gardens, fruit trees or other similar food producing plant materials that can be integrated into and enhance landscape design strategies.
Where trees are desired in hardscape areas, additional provisions such as structural soils, paver grates, or other accepted urban tree enhancement procedures are recommended.

Irrigation should be efficient and should be automatically controlled. Irrigation zones should be separated based on plant types, micro-climate conditions, appropriate to the plant types, soil and orientation.

Mulch keeps plant roots cool, reduces evaporation and reduces weed growth. Fibrous, organic mulches should be used to create a cohesive mat that resistant to wind and water erosion. Inorganic mulches should be avoided.

Landscape should be used to minimize the visibility from the public realm of service and delivery areas as well as utility equipment, trash containers or other similar appurtenances.

5.2 SITE DESIGN

Landscape and hardscape design should complement the architectural aesthetic and function of the buildings and encourage indoor-outdoor architectural expressions and functions. The extension of the indoor functions and activities of a building out to the semi-public and public realm is a key component of making vibrant, walkable neighborhoods and places.

Site design should prioritize the pedestrian and facilitate circulation throughout Boulevard One by providing a network of walkways and interconnected outdoor spaces that are as continuous as possible utilizing both private and public properties and spaces through good, well-integrated urban design.

Walls, enclosures and other accessory structures should relate to the principal buildings through the use of consistent or compatible materials, applications and detailing.

Walls can be used to articulate space, create a sense of privacy, elevate the architecture slightly above the grade of the adjacent public realm but should not be so tall or imposing as to physically or visually destroy the transparency and interaction desired between the private, semi-public and public realm.

Service, delivery and loading areas should be thoughtfully located and designed to minimize their visibility from the public realm.

Service and utility equipment (pedestals, air conditioning compressors,
transformers, etc.) should be located to minimize visibility from the public realm.

Walls, enclosures and other accessory structures should be used to screen utility equipment, trash containers or other similar appurtenances and should be durable and relate to principal buildings through materials and detailing.

Paving should be durable and compatible with the materiality and design of the building and landscape that it supports. Asphalt, concrete, brick or stone should be selected based on appropriateness to the design intent and intensity of use.

Fencing should be durable and compatible with the materiality and design of the building and landscape that it supports. Cedar, vinyl, wood composite, iron should be selected based on appropriateness to the design intent and be of a color and level of detail appropriate to the visibility from the public realm. Offsets, piers and landscaping should be used to avoid long, straight runs of fencing. Fencing with alternating slats on each side is not acceptable. Fencing should support a safe and walkable environment.
6.0 SUPPORTING ELEMENTS

Secondary and tertiary elements play important roles in reinforcing the character of the primary buildings and landscape that they support as well as supporting the identity of Boulevard One as a cohesive neighborhood.

6.1 LIGHTING

This document addresses design intent for lighting at Boulevard One. Specific requirements are addressed by city of Denver zoning.

Lighting specifications and locations should minimize glare while providing a level of illumination that supports a safe and walkable environment.

Lighting design should consider proximity to other buildings and minimize spillover.

Lighting of parking and service areas as well as lighting adjacent to open space areas should be particularly sensitive to glare and spillover.

Reduce light pollution by minimizing light trespass, increase night sky access and improve nighttime visibility through glare reduction. (LEED-ND GIB 17)

Lighting fixtures should be appropriate and compatible with the building and landscape design.

6.2 SIGNAGE

This document addresses design intent for permanent signage at Boulevard One. Specific requirements for permanent, temporary, real estate, political and portable signage are addressed by city of Denver code.

Design and allowed duration of temporary sales, leasing and construction signage will be reviewed by the master association.

Signage should support place making and intuitive way finding through clarity and hierarchy. Signage should be considered holistically to minimize visual clutter and support a unified aesthetic.

Internally illuminated signage should not create glare.

Signage materials should be durable, permanent and easily maintained.
Building addresses will be clearly visible from public realm. For buildings with alleys, provide street numbers in the alley in addition to the primary street addressing.

Monumentation of sub-neighborhoods or project areas is discouraged. Integral place-making that reinforce the identity of Boulevard One as a cohesive neighborhood is encouraged.

Flagpoles or other similar structures for use to display advertising are discouraged.

6.3 STREET FURNITURE

Street furniture (benches, mailboxes, trash/recycling receptacles, bicycle racks, etc.) should support integral place making, create nodes of activity, reinforce the character of the primary buildings and landscape design, and support the identity of Boulevard One as a cohesive neighborhood.
7.0 TRANSPORTATION AND PARKING

Vehicle and bicycle parking will, at a minimum, meet the requirements of the City of Denver. These parking guidelines do not supersede city requirements but are intended to provide additional detail for the LDRC to use in evaluating parking metrics and design. Refer to appendix A.2.3.

The intent of the guidelines is to avoid overbuilding or underbuilding parking. Parking is a dynamic and evolving aspect of neighborhood development. Designs should synthesize relevant perspectives, research and best practices regarding both successful and unintended consequences of parking solutions.

Boulevard One supports transportation demand management that reduces energy consumption and pollution by motor vehicles. Walking, bicycling and transit use should be encouraged with tree-lined and shaded streets and a well developed and amenities public realm. (LEED-ND NPD 8, 14)

7.1 VEHICLE PARKING

Design of parking facilities should support the pedestrian orientation of Boulevard One, minimize adverse environmental effects and reduce public health risks by encouraging daily physical activity.

Structured parking is encouraged. Surface parking is discouraged and should be located to the rear of buildings.

Visibility of parking areas will be minimized from public street and sidewalks.

Reduce the parking footprint. No individual surface parking lot should be larger than 20% of the total development footprint area for off-street parking facilities. (LEED-ND NPD 5)

Boulevard One prioritizes the presence of on-street parking for visitors in commercial and residential areas because it supports:

- Efficiency of land use; less area is required compared to off-street parking.
- Increased safety; traffic speed is reduced by on-street parking.
- Walkability; cars parked on the street providing a buffer from traffic for pedestrians.
- Promoting business; adjacency of on-street parking supports street-level businesses.
Best practices for parking should:
• Consider sharing of parking between compatible uses.
• Implement a parking management program.
• Assess and mitigate spillover parking.
• Consider functionality of circulation and access points to parking areas; multiple access points are encouraged.
• Consider snow storage and removal strategies.
• Avoid use of tandem parking to meet minimum parking requirements.

A detailed and comprehensive parking and transportation plan will be reviewed by the Lowry Design Review Committee.

7.2 VEHICLE SHARING
Boulevard One supports the growing momentum of vehicle sharing. Multi-family and mixed-use buildings should support a licensed vehicle-sharing program with one parking space designated to accommodate each shared parking vehicle. (LEED-ND NPD 8)

7.3 BICYCLE PARKING
Boulevard One supports connecting to the adjacent existing neighborhoods through bicycle parking. (LEED-ND SSL 4)

Secure, enclosed bicycle storage should be locked and easily accessible to residents and/or workers. Provide informational signage on using the storage facilities.

Visitors and customers’ bicycle racks should be clearly visible from a main entry, located within 100 feet of the door, served with night lighting, and protected from damage from nearby vehicles. If the building has multiple main entries, bicycle racks should be proportionally dispersed within 100 feet of each.

APARTMENTS/MIXED USE
Provide at least one secure, enclosed bicycle storage space per occupant for 30% of planned occupancy but no less than one per unit. Provide secure visitor bicycle racks on-site, with at least one bicycle space per ten dwelling units (four spaces minimum per building).

RETAIL
Provide at least one secure, enclosed bicycle space per retail worker for 10% of retail worker planned occupancy. Provide visitor or customer bicycle racks on-
site, with at least one bicycle space per 5,000 square feet of retail space, but no less than one bicycle space per business or four bicycle spaces per buildings. Provide at least one on-site shower with changing facility per building.

NON-RESIDENTIAL OTHER THAN RETAIL
Provide at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy. Provide visitor bicycle racks on-site with at least one bicycle space per 10,000 square feet of new commercial nonretail space but not fewer than four bicycle spaces per building. Provide at least one on-site shower with changing facility per building.

7.4 BICYCLE SHARING
Designs should make accommodation for current or future bicycle sharing stations.
8.0  ADMINISTRATION

8.1  LOWRY DESIGN REVIEW COMMITTEE

These guidelines are intended to be an evolutionary document that can be responsive to new ideas, changing market conditions and innovative development trends. Therefore, committee members should demonstrate relevant professional experience that allows them to apply the guidelines as document of principles and not a definitive rulebook.

Design guidelines can only reflect relevant issues and anticipated outcomes at the point in time when they are published. Interpretation of this document should be responsive to professional knowledge and understanding combined with an understanding of the circumstances relevant to a project at the time of application.

The Lowry Design Review Committee (LDRC) should strive to interpret and apply these guidelines to make Boulevard One a meaningful neighborhood that solidifies Lowry’s distinct identity in Denver’s fabric of great communities.

8.2  DESIGN REVIEW SUBMITTAL PROCESS

At a minimum, the process will include the following four stages. The LDRC may request that the Applicant attend additional review meetings and study sessions as necessary.

Materials shall be submitted to the LDRC 1 week prior to the scheduled committee meeting.

The approval of the LDRC is required prior to initiation or commencement of any development to a property.

Applicants will submit a letter addressing all items on the checklist in Appendix A.4 with each submission.

8.2.1  PRE-DESIGN

Prior to the submission of Plans and Specifications as required by these Design Guidelines, every Applicant proposing any Development will request and attend a pre-design meeting with the LDRC that provides an opportunity for the applicant
to discuss the proposed development and solicit questions regarding the specific application of the design guidelines to a particular parcel.

8.2.2 CONCEPT DESIGN REVIEW

Generally, a level of development commensurate with “schematic development” is expected to meet submission requirements.

Submission will include the intended design direction for buildings and site development. This review should articulate basic building location, form and massing so that the LDRC can provide direction to the applicant on areas of concern.

8.2.3 DESIGN DEVELOPMENT REVIEW

Generally, a level of development commensurate with “design development” is expected to meet submission requirements.

SITE PLAN SUBMITTAL
Describe the development of vehicle and pedestrian access and circulation through landscape and hardscape in context with the adjacent properties.

PARKING/TRANSPORTATION SUBMITTAL
Describe the disposition of onsite and offsite parking and other transportation modalities.

ARCHITECTURE SUBMITTAL
Describe how the building(s) forms, materials and colors respond to the Boulevard One design principles.

URBAN DESIGN SUBMITTAL
Describe how the building(s) create a cohesive streetscape and respond to their context and other building on the site. Production builders will be pre-plot elevations and color schemes to illustrate the character of the entire block.

SUSTAINABILITY SUBMITTAL
Describe the measures and metrics that are anticipated, including certifications, testing, checklists and other endorsements that will be pursued by the applicant.

8.2.4 FINAL DESIGN REVIEW

Generally, a level of development commensurate with “final construction
drawings” is expected to meet submission requirements.

Final Design Review will include additional development and requested changes of all exhibits from the Schematic Design Review.

Construction documents and other site development drawings required for submission to the City of Denver for entitlements and permits.

Material samples should be available at the review meeting and a digital photograph of approved materials and colors will be included with the record submittal documents.

8.3 DEVELOPMENT APPROVAL

The LDRC shall approve any proposed Development only if it deems in its reasonable discretion that the development in the location indicated reasonably meets all applicable requirements of the Design Guidelines.

The LDRC may condition approval of any proposed development based on conformance to these guidelines.

Deviations from the guidelines may be approved by the LDRC based on determination and evidence that the proposed development will meet or exceed guideline standards or determination and evidence that the proposed development will advance the goals and principles of the guidelines.

The LDRC may request additional information from the applicant to evaluate the proposed development for compliance with the guidelines.

After approval of the proposed development, construction shall be accomplished as promptly and diligently as possible and in conformance with submitted materials.

8.4 NONCOMPLIANCE

Failure to complete the development in accordance with approved documents shall constitute noncompliance.

The LDRC may investigate or inspect any Property for conformance or compliance with the guidelines. Where such investigation or inspection reveals that the property is not in compliance with the requirements of these guidelines, the LDRC may send Notice of Noncompliance to the owners of such property. The LDRC will hold a meeting no less that 15 days after the notice to evaluate the property's conformance with the guidelines and to consider the issuance of a Finding of
Noncompliance, which will be turned over to the master association for further action.

8.5 SUPPLEMENTS AND AMENDMENTS

The guidelines may be supplemented and amended by recommendation by the LDRC to the Board of Directors and approved by a majority vote of the Board of Directors.
A.1.1
Appendix: Neighborhood Diagrams
Images by LRA and Design Workshop

Colors indicate neighborhood subareas. Lot sizes, quantities and building sizes are for illustrative purposes only. All information is subject to change, 2013 November 11.
Colors indicate neighborhood subareas. Lot sizes, quantities and building sizes are for illustrative purposes only.

All information is subject to change, 2013 November 11.
A.2.1

Appendix:

3:1 Street Width to Building Height Ratio

Buildings should maintain 1 foot of building height to every 3 feet of street width).

Boulevard One, Lowry Boulevard Street 3:1 Ratio, Image by LDRC, Kevin Yoshida
Boulevard One, Residential Street 3:1 Ratio, Image by LDRC, Kevin Yoshida
Buildings should be 60 percent masonry and other accent material (metal, glass, other unique materials or finishes), calculated as the portion of the wall area (net of fenestration and roof areas). Provide the following table:

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<th>Gross Wall Area</th>
<th>Net Wall Area</th>
<th>Masonry Area</th>
<th>Percentage</th>
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<tr>
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<td>Total</td>
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A.2.3
Appendix: Parking

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<td>Single Family</td>
<td>2 off-street spaces/lot</td>
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<tr>
<td>Detached Accessory Dwelling</td>
<td>1 off-street space/unit</td>
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<tr>
<td>Duplex</td>
<td>2 off-street spaces/unit</td>
</tr>
<tr>
<td>Row House</td>
<td>2 off-street spaces/unit</td>
</tr>
<tr>
<td>Multifamily</td>
<td>1.5 off-street spaces/unit</td>
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<table>
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<tr>
<td>Retail</td>
<td>5/1,000 (gross)ft²</td>
</tr>
<tr>
<td>Eating/Drinking</td>
<td>5/1,000 (gross)ft²</td>
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A.3

Appendix: Plant Species

A prescriptive list is not provided to allow flexibility and the following resources are provided as a point of departure for individual designs and plant selections:

- Colorado State University Extension Service
- Colorado Nursery and Greenhouse Association:
  - Colorado Planting Guide
  - Rocky Mountain Plant Guide
  - Annual and Perennial Plant Guide
  - Front Range Tree Recommendation List
- City and County of Denver - Forestry Division
- Denver Water’s Water Wise Landscape Handbook

A.3.1

Appendix: Prohibited Plant Species

The following plants are prohibited from use within Boulevard One:

- Any introduction of noxious weeds as defined by the Colorado Department of Agriculture.
- Any species of Poplar (Populus, sp).
- Any species of Willow (Salix, sp.)
- Box Elder (Acer negundo)
- Siberian Elm (Ulmus pumila)
- Silver Maple (Acer saccharinum)
- Russian Olive (Elaeagnus angustifolia)
SITE PLAN SUBMITTAL
• Buildings on adjacent parcels
• Building location and critical dimensions (including required setbacks)
• Locations of easements and utilities
• A table of areas of indicating footprint, open space, impermeable surface, landscaping, etc.
• Grading and drainage, including finished floor elevation(s)
• Landscape plan with plant materials and spacing
• Plazas, walks and other hardscape elements.
• Walls, fencing, enclosures and other accessory structures
• Way-finding and signage
• Lighting, street-furniture, flagpoles and other appurtenances

PARKING/TRANSPORTATION SUBMITTAL
• Overall counts distinguishing types of parking provided (guest, private enclosed, etc.)
• Parking ratios with respect to units/bedrooms and/or area
• Vehicle sharing and other alternative transportation programs
• Bicycle rack locations

URBAN DESIGN SUBMITTAL
• Colored streetscapes or similar visualizations articulating the integration of building(s) and landscape and other supporting elements.
• Production builders should pre-plat models, elevation styles and color palettes for each lot.

SUSTAINABILITY SUBMITTAL
• Identify any sustainability program(s) with level of certification or endorsement sought
• Articulate other sustainability measures

ARCHITECTURE SUBMITTAL
• Building plans, sections and elevations
• 3-D digital model indicating building massing and important building elements
• Material and color samples
• Relationship to grade and adjacent site improvements
• Signage and lighting