



College of Architecture and Planning
UNIVERSITY OF COLORADO **DENVER**

*This report was prepared by second-year students in the
Masters of Urban and Regional Planning program for the
RiNo Art District and the City and County of Denver.*

COMMUNITY OF THE ARTS

A QUALITY-OF-LIFE PLAN FOR RINO ART DISTRICT

FALL 2016

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This report was produced by second-year students in the advanced studio of the Masters of Urban and Regional Planning program in the College of Architecture & Planning at the University of Colorado Denver. The concepts presented herein are the students' proposals for the District. Although the students received feedback from the clients throughout the semester, the concepts do not represent the position or goals of the City and County of Denver or the Art District.

STUDIO CLIENTS

- **Lisa Gedgaudas**, Program Administrator, Create Denver, Denver Arts & Venues, City and County of Denver
- **Jamie Licko**, President, RiNo Art District
- **Alye Sharpe**, Communications Director, RiNo Art District

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Alye Sharp, RiNo Art District
Lisa Gedgaudas, City and
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INSTRUCTORS

Carrie Makarewicz, asst. professor
Mehdi Heris, teaching assistant

ABOUT THE STUDIO PROJECT

The following plan was completed by students in the Planning Project Studio course in the Masters of Urban and Regional Planning (MURP) program at the University of Colorado Denver. This advanced studio course is an opportunity for students to work together as a “planning consultant team” to apply the knowledge and skills they have learned from Planning Workshop and other MURP courses to address a local planning issue for a real-world client.

The focus of this particular project is quality of life and the integration of art into everyday lives in the RiNo Art District. Studio clients were Jamie Licko and Alye Sharp of the RiNo Art District, and Lisa Gedgaudas of the City and County of Denver.

If implemented, the plan will benefit residents in RiNo as well as in the overlapping and adjacent neighborhoods of Five Points, Elyria-Swansea, Cole,

and Globeville, in addition to the future residents of the National Western Stockshow Redevelopment area. Concepts intend to promote the use of arts for social change, community vitality, community development, economic development, and personal enrichment. The concepts from this plan serve to guide the RiNo Art District, the Business Improvement District, the General Improvement District, and the City, as they plan for and interact with artists, residents, businesses, and developers. Concepts developed in the studio could also serve as a model for coming updates to neighborhood plans throughout the city in terms of how to incorporate the arts for economic and community benefits.

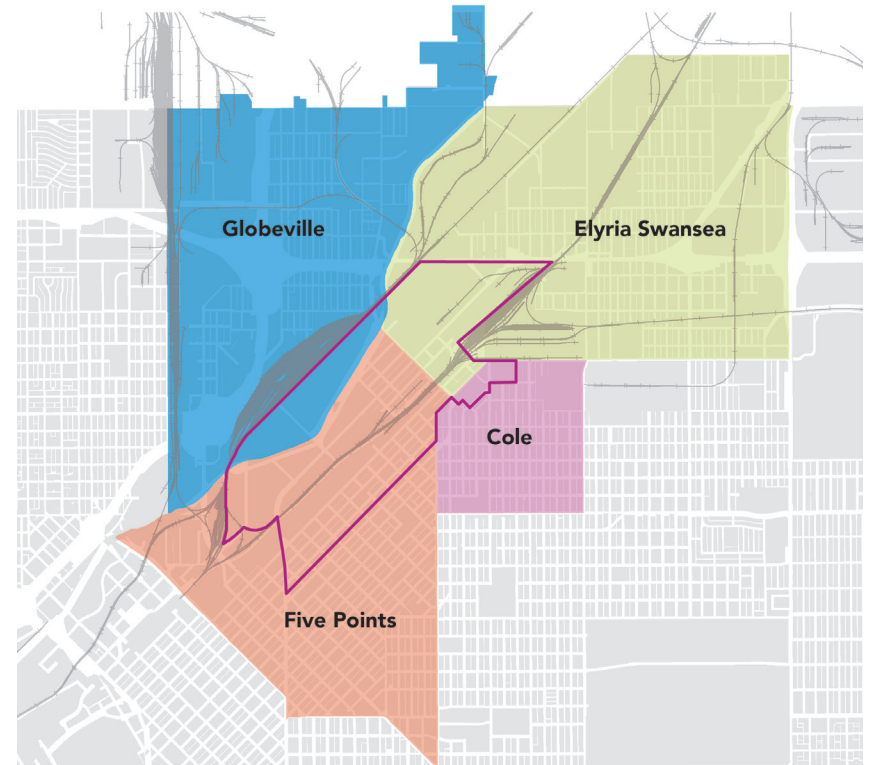
The process of the project was multifaceted and completed under the advisement of professor Carrie Makarewicz, PhD with the aid of teaching assistant Mehdi Heris, PhD candidate. The studio also benefitted from data and research from a research project of the Colorado Center for Sustainable Urbansim funded by the Rino Art District.

ABOUT THE STUDIO PROJECT

Students began with preliminary research on different art districts around the world in order to understand what an art district is, and the many different forms they take. During the initial steps of addressing RiNo directly, students met with the clients to refine the scope of the project. Students then conducted background research, established guiding principles, documented existing conditions, formulated alternative plan concepts, and finally, identified and refined the preferred concepts and action items to implement the plan's goals.

Each of these steps involved research, data analysis, project management, team-building, collaboration, client management, outreach, professionalism, public interactions and consultation, adaptation to unexpected changes and barriers, and other aspects of real-world planning. The final plan deliverables were presented to the clients on Thursday, December 8, 2016.

Quality of Life in RiNo



CONTEXT & HISTORY

Globeville

Elyria Swansea

Five Points



Elyria-Swansea, Denver Public Library

The River North Art District was established in 2005. It became the the nonprofit c(6) RiNo Art District in 2012. It is part of four historic neighborhoods in northeast Denver, each with a rich culture and history. Five Points, settled in the 1870s, was a major jazz hub for the better part of the 1900s, hosting greats such as Duke Ellington, Nat King Cole, and Louis Armstrong. Globeville, Elyria, and Swansea (today Globeville and Elyria-Swansea) were platted in the late 1880s, and have significantly different pasts; settled by Eastern Europeans, these three neighborhoods were known for their industrial jobs. While settled differently, these four neighborhoods currently have high percentages of minorities and lower median incomes.

Today, RiNo is a trendy destination for arts and entertainment, which has contributed to the extraordinary amount of investment and attention from developers. Consequently, housing and commercial space is becoming increasingly expensive, art programming

CONTEXT & HISTORY

Looking Forward in RiNo

is limited to certain groups, and the District is at risk of becoming a high-end consumer district, largely unattainable to those who make the character of the District so unique. While the more established artists are planning to remain in the district, several other artists have already left the district and others are wondering how long they will be able to, or will want to, stay. Fortunately, RiNo's unique location at the center of four diverse neighborhoods creates a unique set of opportunities for the District and its culturally significant, yet currently underserved neighborhoods. By working with a broader community to integrate art into everyday life and improve the quality of life for all residents in the area, the RiNo Art District can create a stronger community for the artists; a more interesting experience for the visitors; and a stable economic environment for businesses, landlords, and the City. If reliant upon the limited powers of the BID alone, without the strength of the broader

nearby communities, the Art District may be diminished by the market forces.

The studio team has identified the need for environmental resilience and adaptability; inclusionary connectivity and accessibility; affordable residential and commercial space; and an expanded scope for the art district (beyond the BID) that incorporates inclusive community engagement and capacity building processes.



Five Points, Denver Public Library



Globeville, Denver Public Library



Five Points, Denver Public Library

CONTEXT & HISTORY

Denver Pacific Railway and Telegraph Company broke ground for its line going north to meet the Union Pacific in Cheyenne. Milepost 0 was on a line with the alley between Wynkoop and Wazee at 19th Street. The station was located at 21st and Wazee.



Denver Public Library

Public transit system first developed in the early 1870s. Contributed to the migration and creation of Denver's "streetcar suburbs." Denver City Railway Company began operating in January 1872. The newly constructed tramway operated from downtown towards Platt River through Larimer Street.

1868

1872

1870

In between 1860 and 1870, Denver only gained 10 people. Population grew from 4,759 to 4,769.

But after the railroad arrived on June 22, 1870, Denver's population surged to 35,000 by the end of the year. By 1890, over 100,000 people lived in Denver.

CONTEXT & HISTORY

Timeline of RiNo



Denver Public Library

Over 40 years with the invention of the auto, the uses along Brighton Boulevard had become more mixed in nature. Longero Boiler, Sheet Iron Works and the Banner Iron & Wire Works Company, and other heavy industrial were introduced.

1931



Denver Public Library

1893

Brighton Blvd was formerly known as Wewatta Street and had 157 people living between 34th and 40th Street. It was primarily residential.



CONTEXT & HISTORY

Businesses that supported the residents were common such as John Marr Grocery Co., Dale Campbell Filling Station, Soda Bar Creamery, Morrison Drugs, and Paul R. Isaacson, physician.



Getty Images

1947

1939

Denargo Market thrived in the area selling and distributed food products. The Market was built by the Growers' Market Association on thirty acres of land at 29th Street and Broadway. The Denargo Market had access to the Union Pacific railway and boasted 504 growers' stalls, an administration building, refrigeration plant, restaurant, and its own barber shop.



Getty Images

1951 (Through 1958)

The first freeway interchange near River North was completed at 46th Avenue. The interchange was later nicknamed "The Mousetrap."

Very first segment of Interstate-25 was 11 miles and stretched from 40th Avenue to Evans. Originally the Valley Highway.

CONTEXT & HISTORY

Timeline of RiNo



Logopedia

The Pepsi-Cola Bottling Company of Denver had opened at 38th Street and Brighton Boulevard.



Denver Business Journal

1953



60-305 - Colorado - Denver Valley Highway - Interstate Route 25. View in southeast Denver looking toward the northwest. Franklin street underpass bridge in the foreground. November 4, 1956

Federal Highway Administration

1964

Interstate 70's first segment was completed from Colorado Blvd to I-25 for 2.5 miles. Construction of this major infrastructure divided the neighborhood.



Getty Images

CONTEXT & HISTORY



Logopedia

RTD's existing bus maintenance facilities are capable of supporting the District's bus needs.

1968

The University of Colorado A Line is 23 miles of rail from Union Station to Denver International Airport. The new line provides easy and reliable connections between downtown Denver, Denver International Airport, and the many communities along I-70.

2016

2000

Mickey Zeppelin purchased the 20-acre former Yellow Cab Taxi site. Since its inception, the TAXI Development has positioned itself as providing environments suited to the unique needs of "New Economy" entrepreneurs.



Denver Infill

CONTEXT & HISTORY



Denverite

FUTURE

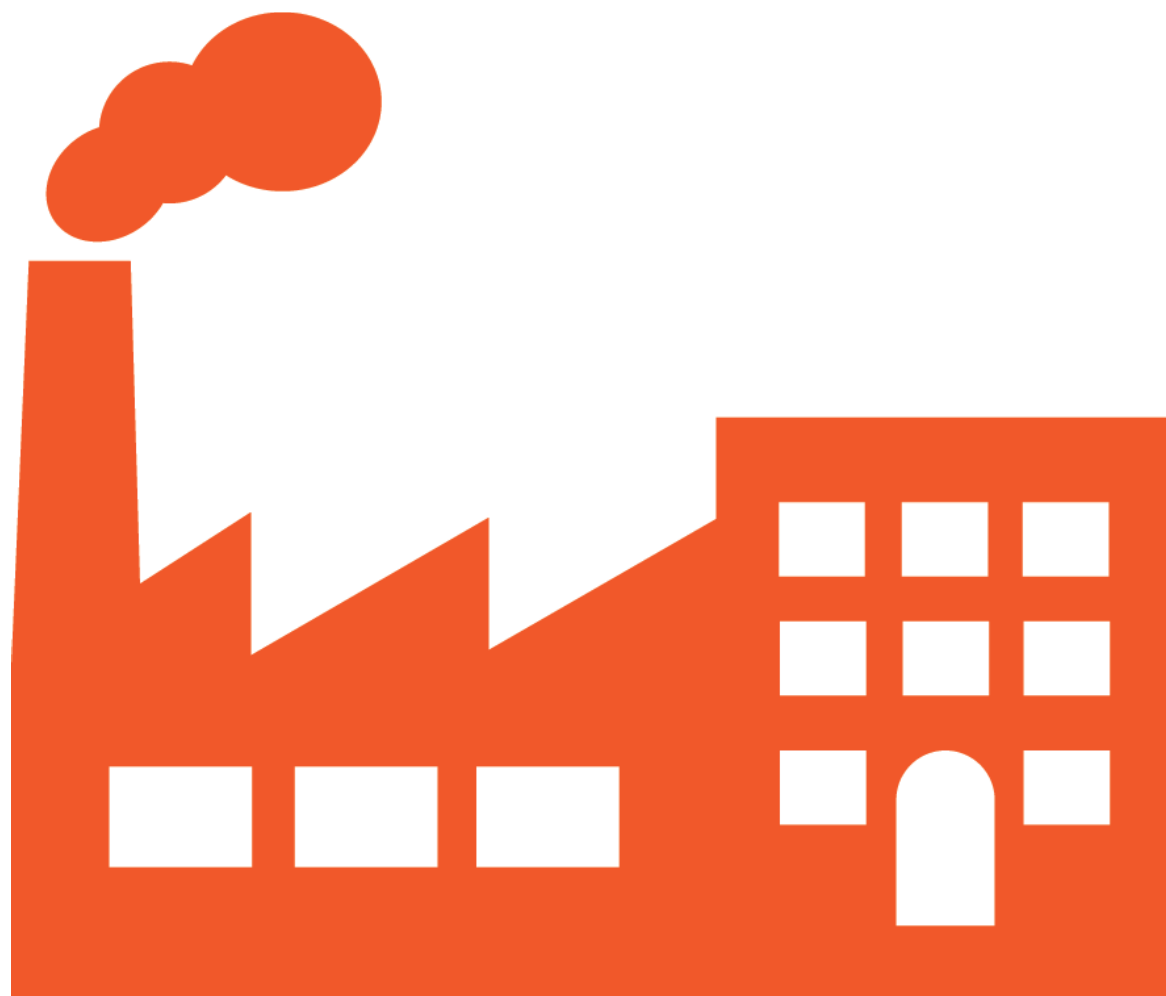
The transit-oriented, mixed-use development will be anchored by a hotel and feature approximately 250,000 square feet of shared office space, an international business and conference center, retail, globally-themed restaurants and eventually housing.



Confluence Denver

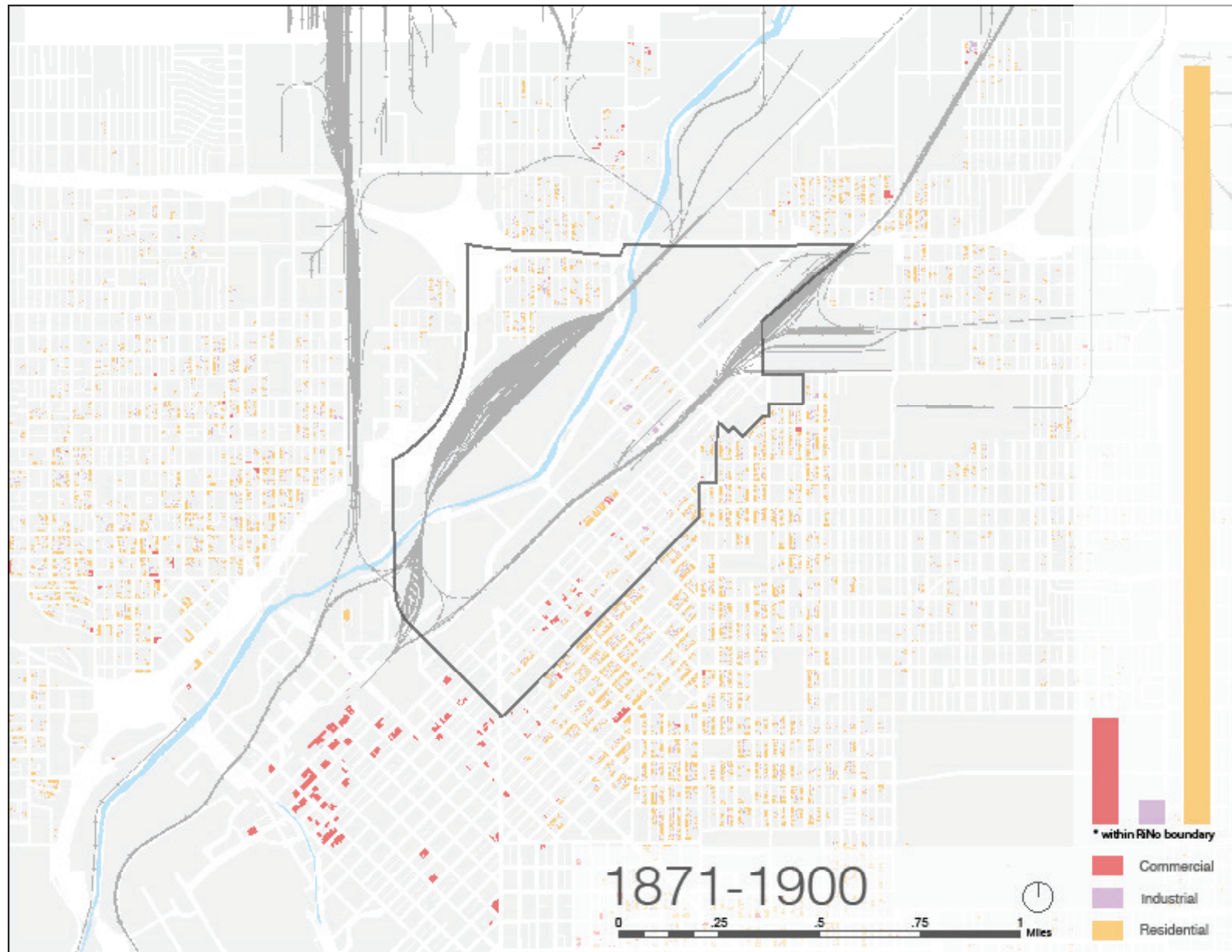
Timeline of RiNo

The history of the River North area of Denver stretches nearly 140 years and encompasses the early beginnings of the city as an outpost of industrial production and train travel in the West. Surrounding RiNo in these ensuing decades has been major infrastructure investments that have altered the built environment and in some ways completely separated the district from other parts of the city. From the railroad, to the streetcar, and the interstate back to passenger rail, the community has been at the heart of many of these investments.

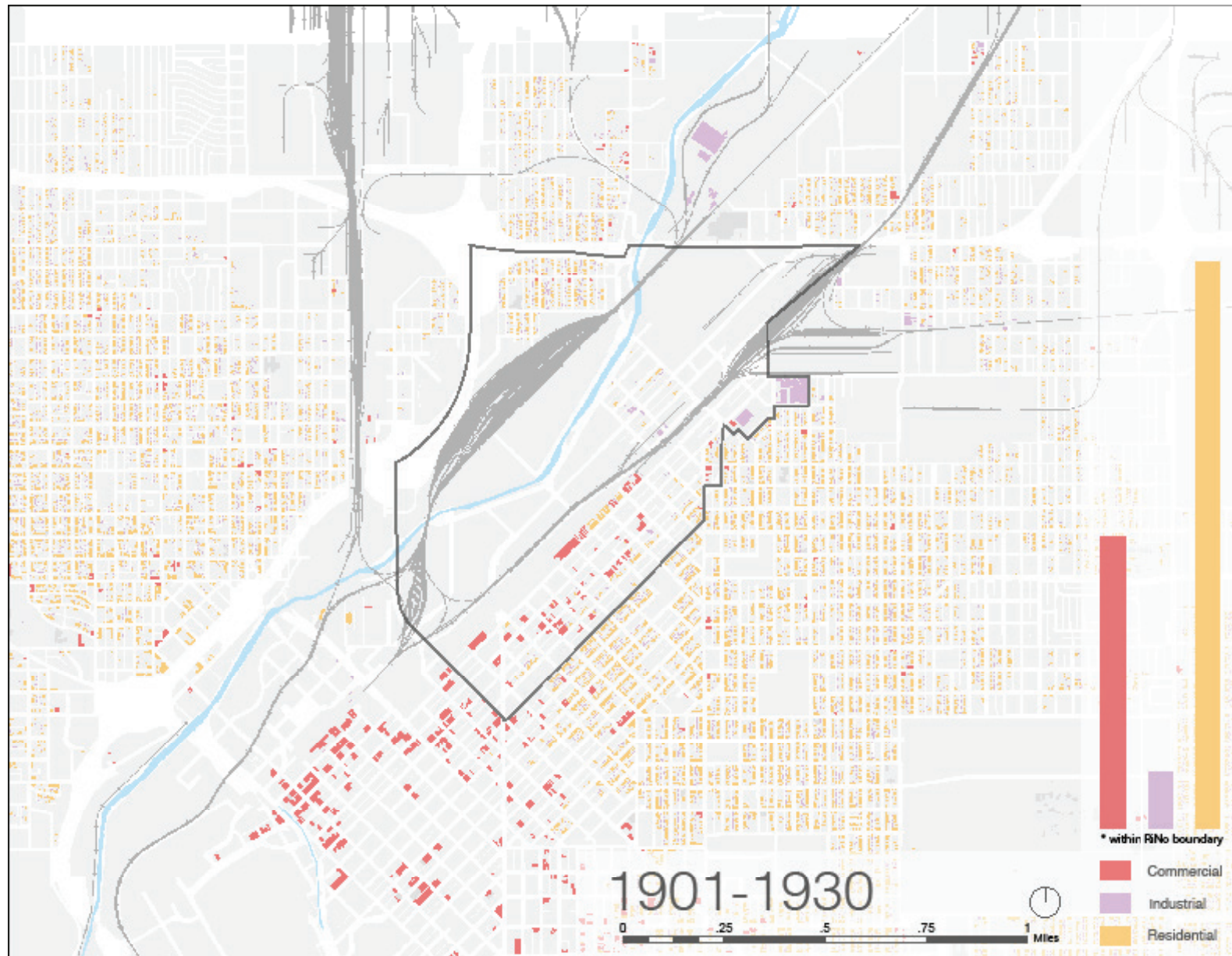


CHARACTER & IDENTITY

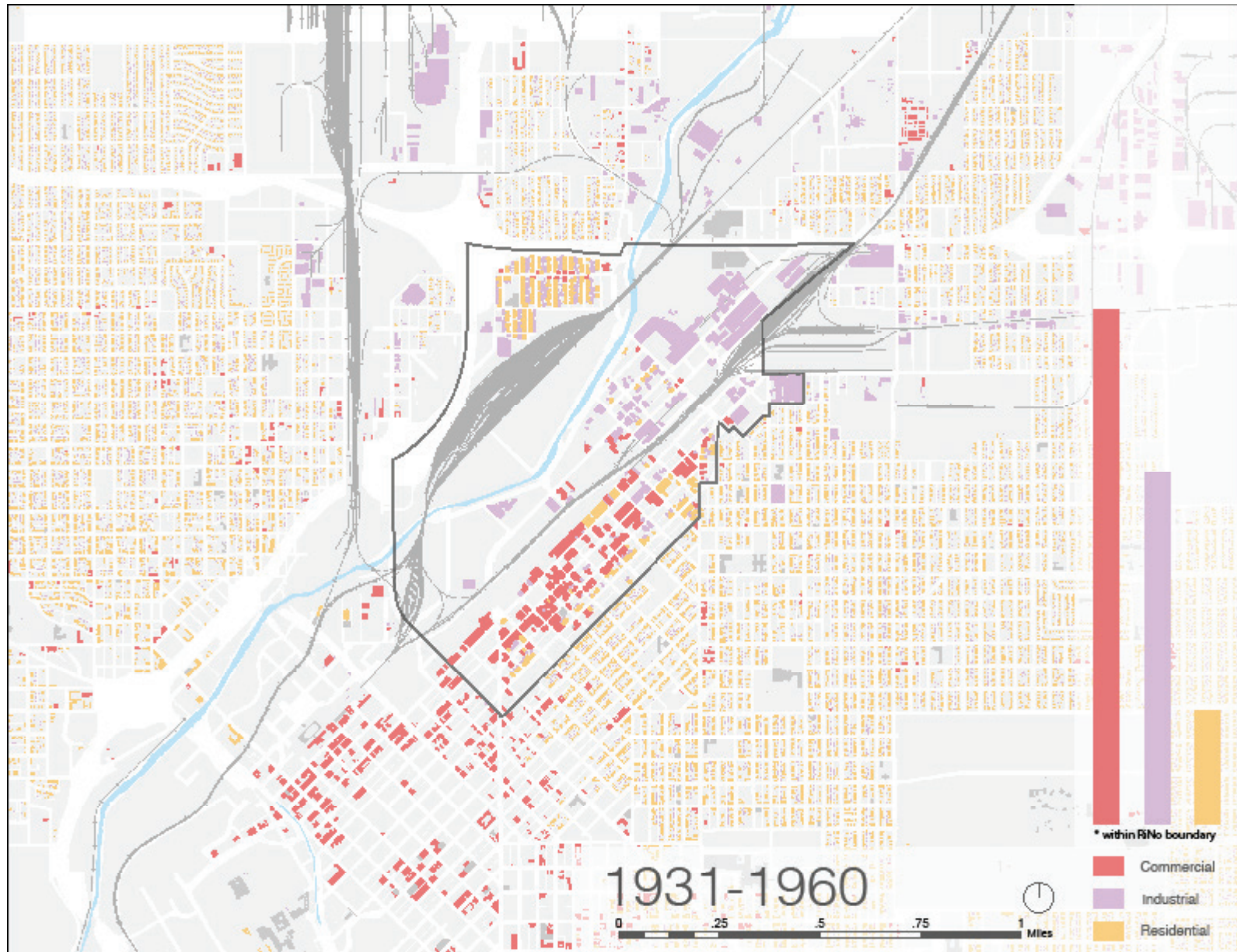
BUILDING AGE BY USE ANALYSIS



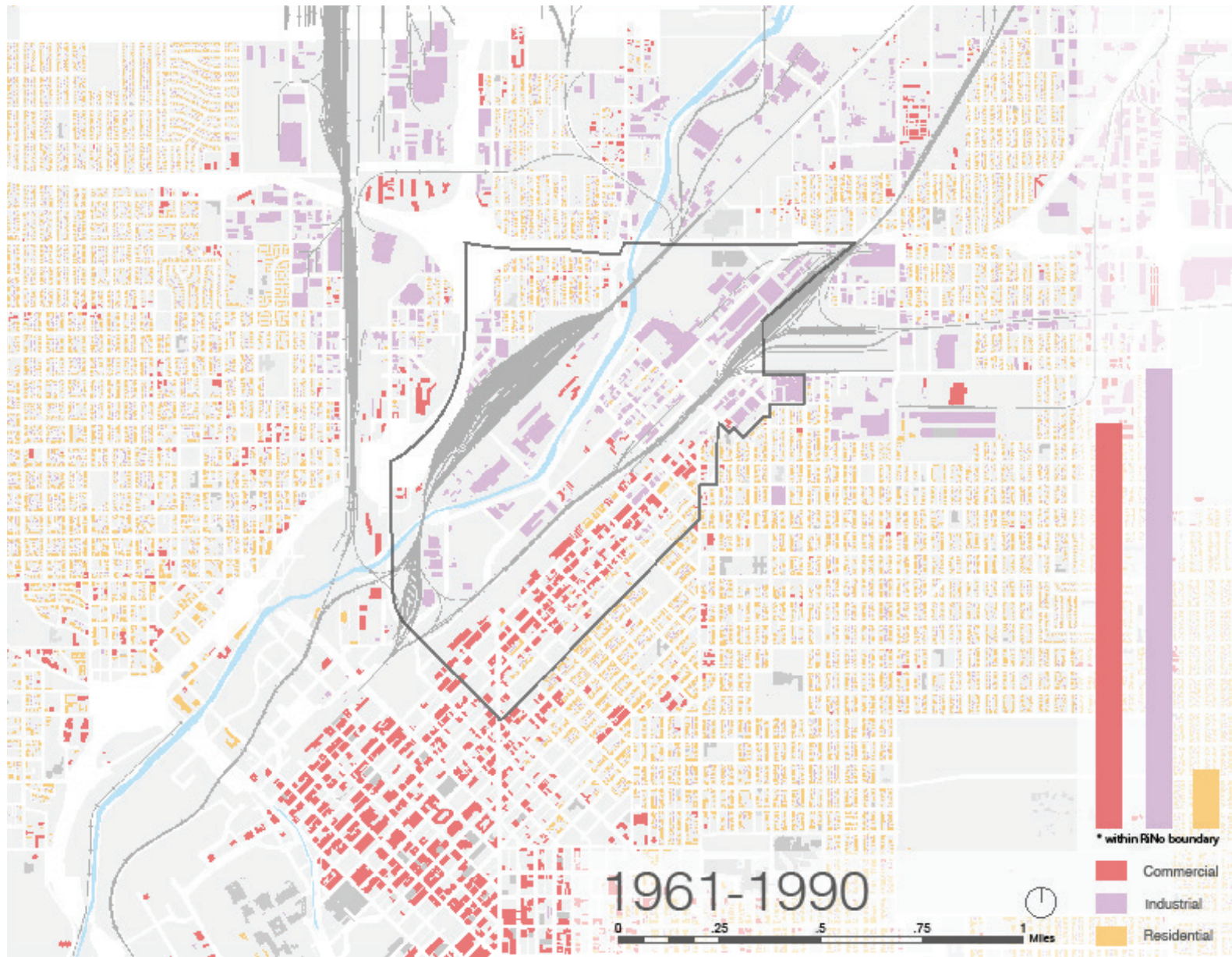
BUILDING AGE BY USE ANALYSIS



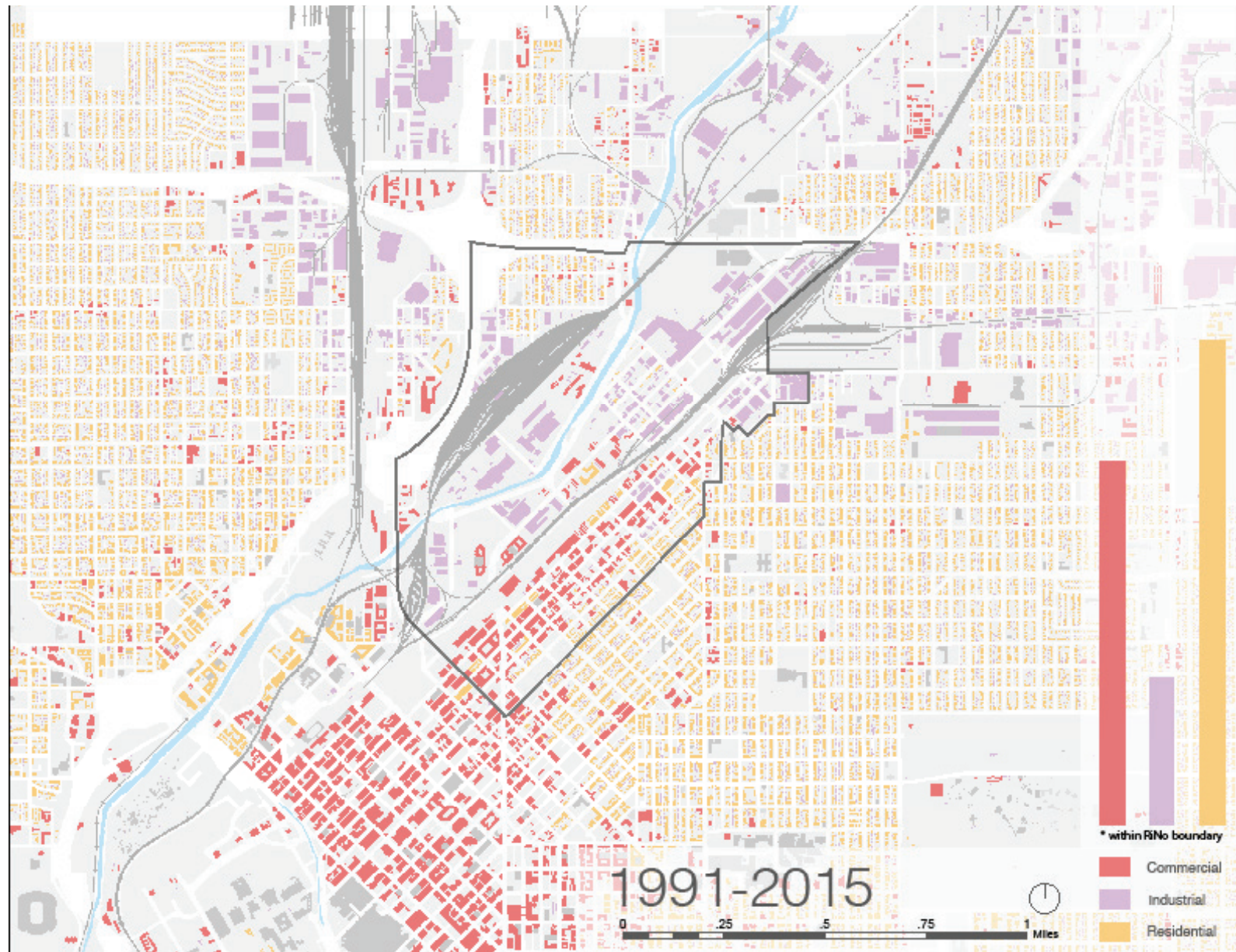
BUILDING AGE BY USE ANALYSIS



BUILDING AGE BY USE ANALYSIS



BUILDING AGE BY USE ANALYSIS



BUILDING AGE BY USE ANALYSIS



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CHARACTER IDENTIFICATION ANALYSIS

THE DEFINING FEATURES

OF THE RINO ART DISTRICT

BUILDINGS



RiNo Art District's CHARACTER AND IDENTITY will be defined by looking closely at the physical components of a building in each use category. Examples include: architectural details and facade design, absence of a setback, landscape, building height, size of windows and doors, building materials, etc.

SPACES



Physical components of a space can be defined by: proximity to a building, absence of a setback, landscape, size of windows and doors/transparency, public art, pedestrian amenities, etc.

1900

INDUSTRIAL

Brick Material



3
Floors

2601 BLAKE STREET

CHARACTER IDENTIFICATION ANALYSIS



2601 BLAKE STREET

1960

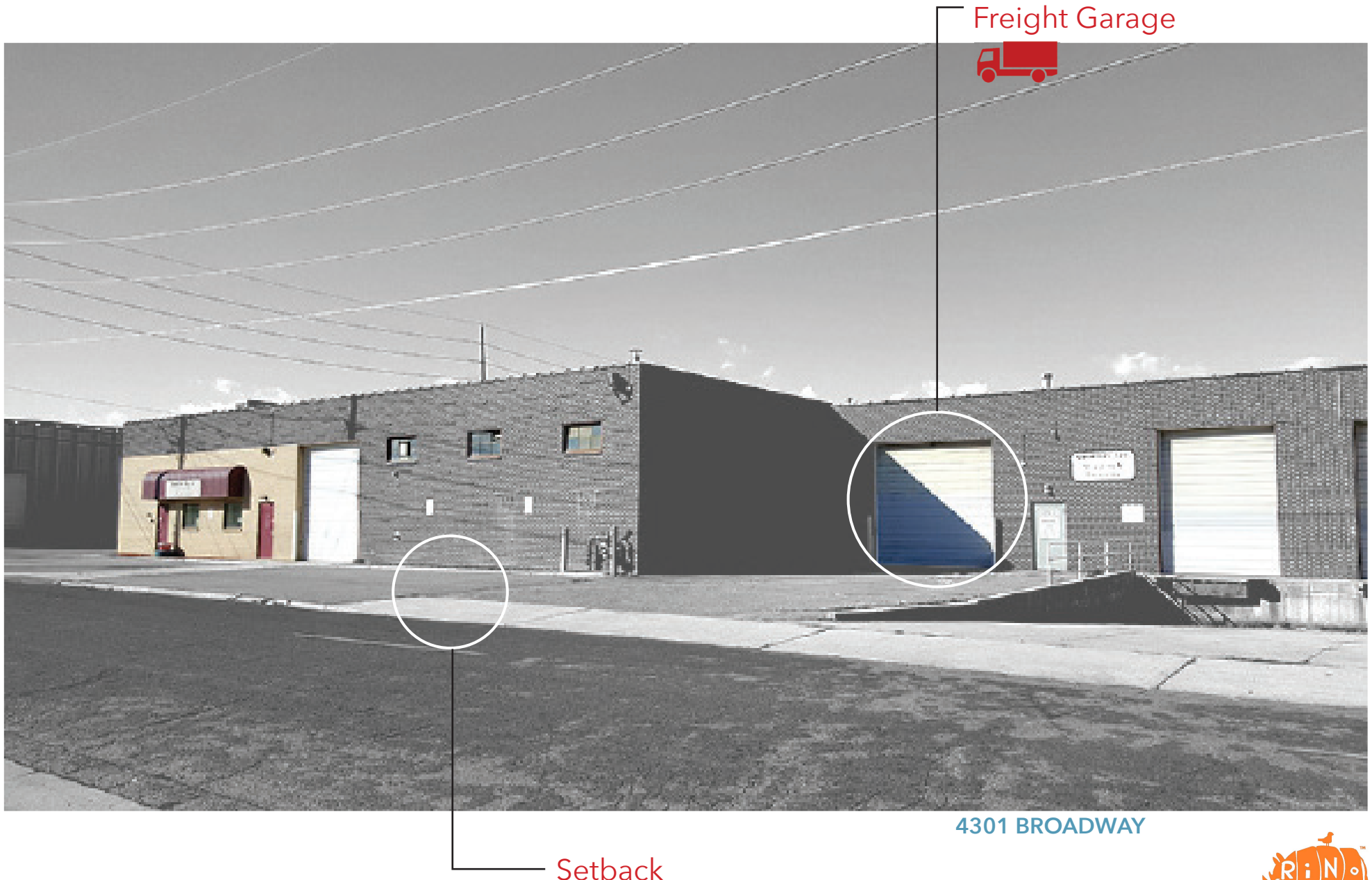
INDUSTRIAL



1
Floor

4301 BROADWAY

CHARACTER IDENTIFICATION ANALYSIS



1987

INDUSTRIAL

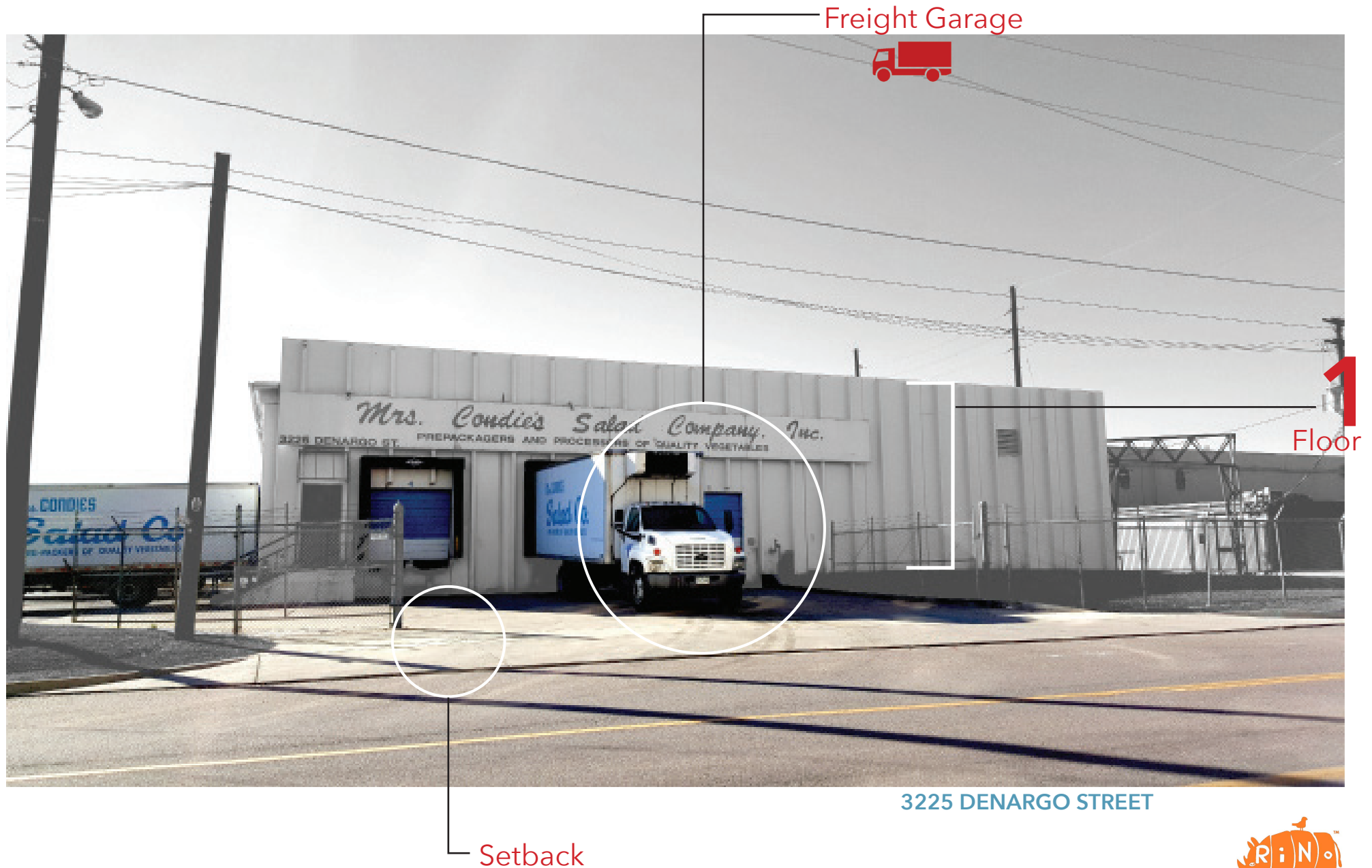
Typical Industrial Facade



3225 DENARGO STREET

Signage

CHARACTER IDENTIFICATION ANALYSIS



1884 COMMERCIAL

2
Floors

Architectural Detail



3060 LARIMER STREET

CHARACTER IDENTIFICATION ANALYSIS

Neighboring Retail Use



3060 LARIMER STREET

Residential Use

1955 COMMERCIAL



3551 BRIGHTON BLVD

CHARACTER IDENTIFICATION ANALYSIS



3551 BRIGHTON BLVD

Setback

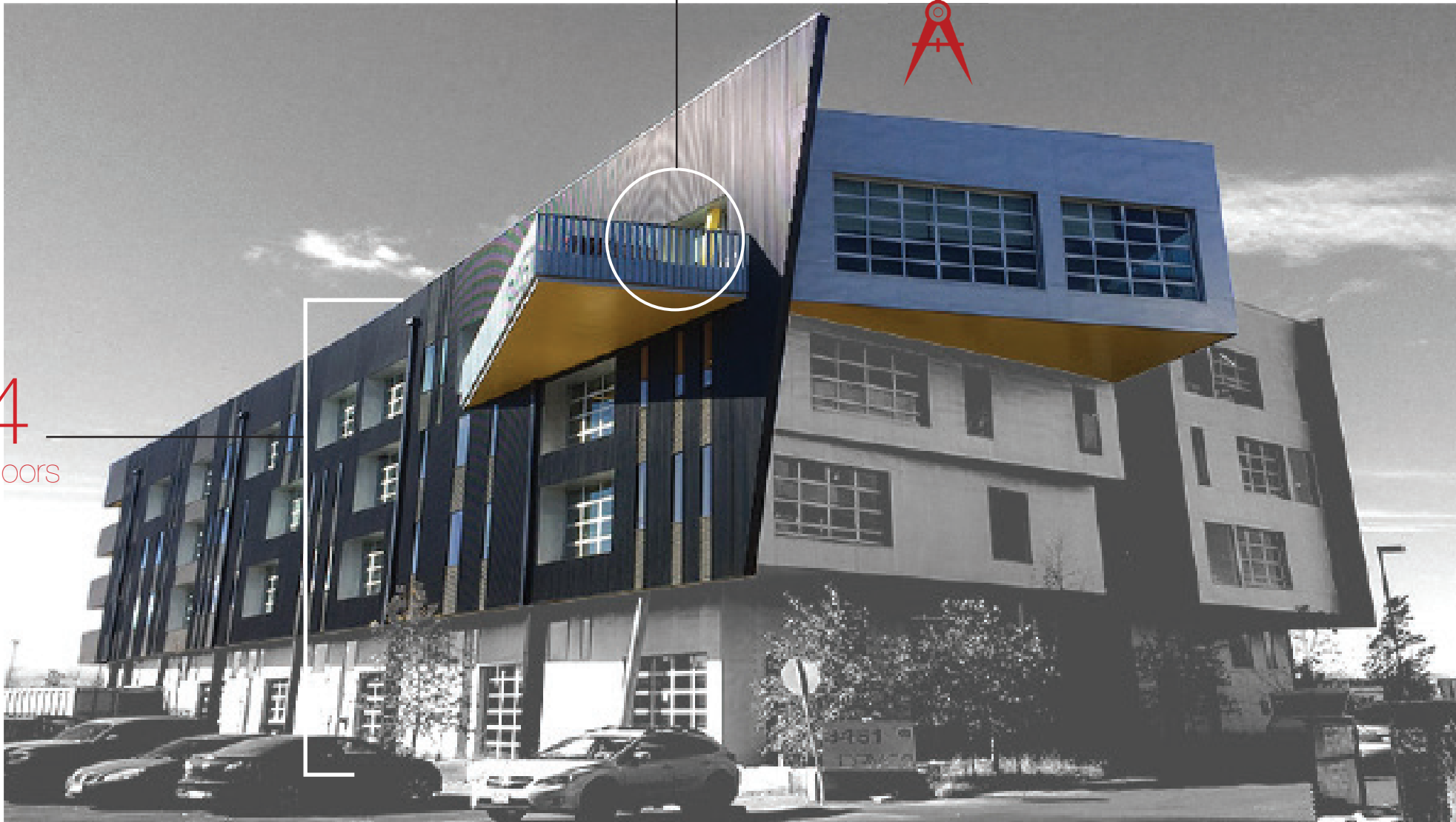
2012

COMMERCIAL

Architectural Detail



4
Floors



3455 RINGSBY COURT

CHARACTER IDENTIFICATION ANALYSIS



1886

RESIDENTIAL

Architectural Detail



Landscape

LAWRENCE STREET

CHARACTER IDENTIFICATION ANALYSIS



Setback

LAWRENCE STREET

2014

RESIDENTIAL



Large Windows

LAWRENCE STREET

CHARACTER IDENTIFICATION ANALYSIS



2016

RESIDENTIAL

Different Facade Materials



BRIGHTON BLVD

Community of the Arts

CHARACTER IDENTIFICATION ANALYSIS

Mural / Public Art



BRIGHTON BLVD

Relationship to Building



Public Space

WALNUT STREET

CHARACTER IDENTIFICATION ANALYSIS

Landscape



WALNUT STREET

Public Space Change in Material

Freight Garage



Public Space

26TH STREET

CHARACTER IDENTIFICATION ANALYSIS

Trash Dumpster



Public Space

Truck Dedicate Space

26TH STREET



Public Space

Painted Trash Dumpster



Mural / Public Art

LARIMER STREET

Community of the Arts

CHARACTER IDENTIFICATION ANALYSIS

Public Space



LARIMER STREET

Driveway

Landscape

Wayfinding



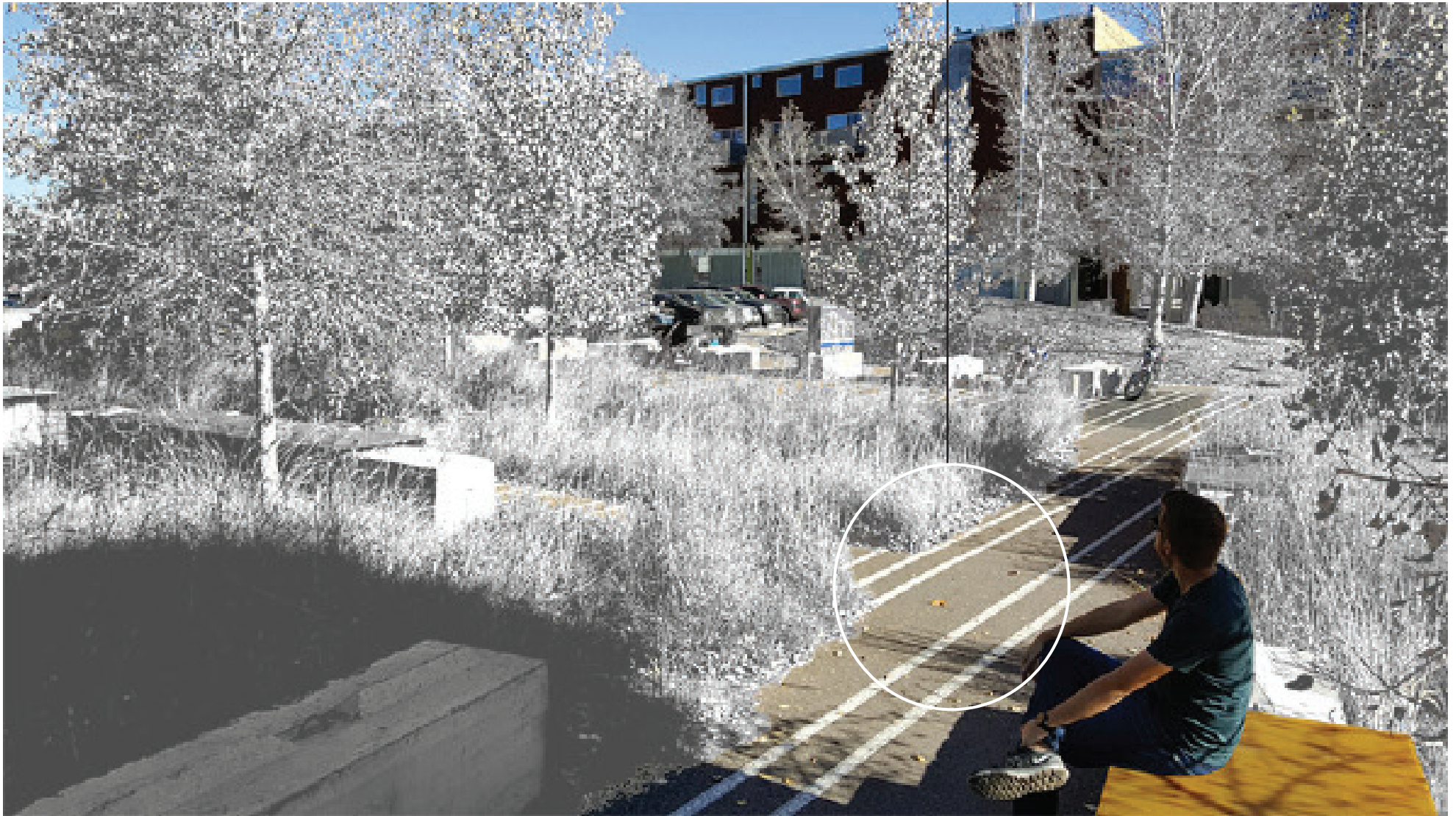
Public Space

Public Seating Area / Benches

RINGSBY COURT

CHARACTER IDENTIFICATION ANALYSIS

Concrete Material



Public Space

RINGSBY COURT

Public Seating Area / Benches

Public Space



Concrete Design

BLAKE STREET

Community of the Arts

CHARACTER IDENTIFICATION ANALYSIS

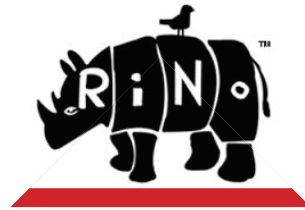


BLAKE STREET

HISTORIC PRESERVATION

THE DEFINING FEATURES

OF THE RINO ART DISTRICT



ARCHITECTURAL DETAIL

NATIVE LANDSCAPE



BRICK MATERIAL /
"INDUSTRIAL" MATERIAL

PEDESTRIAN
AMENITIES

LARGE WINDOWS

MURAL / PUBLIC ART



APPROPRIATE
PEDESTRIAN- FRIENDLY
SETBACK



HISTORIC PRESERVATION

Character & Identity

Historic preservation is more than simply preserving an old building. It is revitalizing structures that contribute to a neighborhood's character, providing affordable housing or commercial spaces with the tax credits and grants available for reconstruction, and ensuring that another building does not go into a landfill further polluting where we live.

It is strongly suggested that with additions in staff at the BID, a study of contributing buildings in the District - buildings that are a part of the community's residential, commercial, or industrial history and/or support the character and identity of the District - be conducted. By inventorying these buildings and their locations, age of construction, and brief history, it will quickly become apparent which would be eligible for designation and therefore monetary incentives, as well as provide a resource that can be reviewed to see impacts on these buildings when new developments are proposed.

Finally, if historic preservation is a task the BID would like to pursue the following are additional suggestions to explore:

1. Expansion of the existing Ball Park Historic District to encompass additional historic warehouses between 27th and 28th Streets, from Walnut to Lawrence.
2. Creation of a Street Car Historic District along Larimer Street from 28th to 35th Streets, ensuring that the unique commercial buildings that date to that era are preserved as development pressures persist. For more information on creating such a district - please review a local study prepared by Historic Denver, Inc. in partnership with History Colorado and the City and County of Denver, titled Survey Report - Pilot Area #3 - Streetcar Commercial in Globeville/Garden Place and Cole. This report can be found on Historic Denver's website.

3. Consider including standards in the design guidelines draft that incorporate practices that will guide infill near or around historic buildings. A recent report completed in the Five Points neighborhood illustrates how this can be done and is titled, Five Points Historic District Design Standards & Guidelines. This report can be found in Denver's Community Planning and Development Department site under Landmark Preservation > Design Review.

EXISTING CONDITIONS

The following aerial progression illustrates how the River North area and surrounding Denver neighborhood's have changed from 1933 to the present. The most substantial alteration to the built environment occurred with the construction of Interstate 25 and 70 which divided the city by north-south and east-west respectively.

The sheer amount of land that is devoted to the freeways and railroads is also apparent in these pictures. As RiNo pushes up against these substantial boundaries, it will take creative design to overcome such large impediments.

HISTORIC AERIALS

1933



Denver Open Data Catalog

HISTORIC AERIALS

Character & Identity

1993



Google Maps

2016



Google Maps

BUILDING VISUALS BY DATE RANGE

ECODISTRICT PROTOCOL

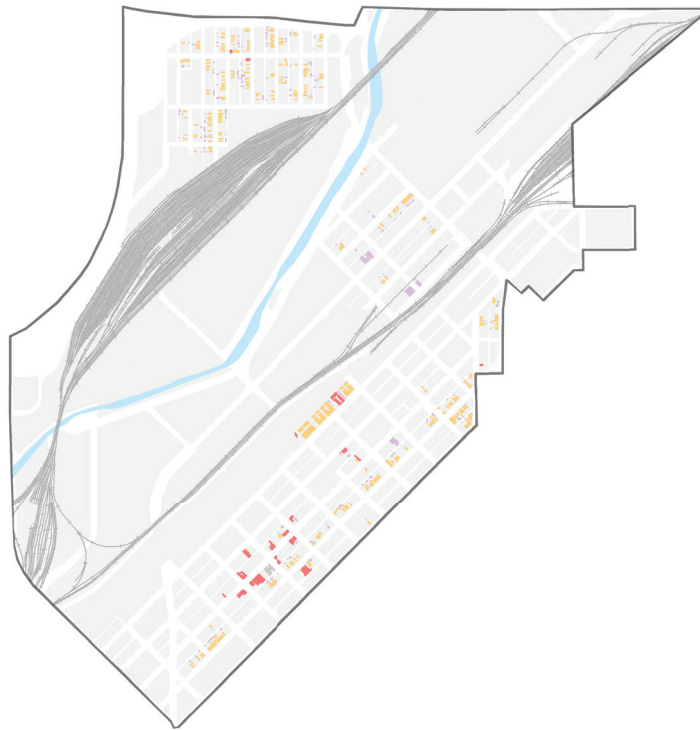
IMPERATIVE



Climate Protection

PRIORITY

Place



1871-1900

BUILDING VISUALS BY DATE RANGE

Character & Identity



BUILDING VISUALS BY DATE RANGE

ECODISTRICT PROTOCOL

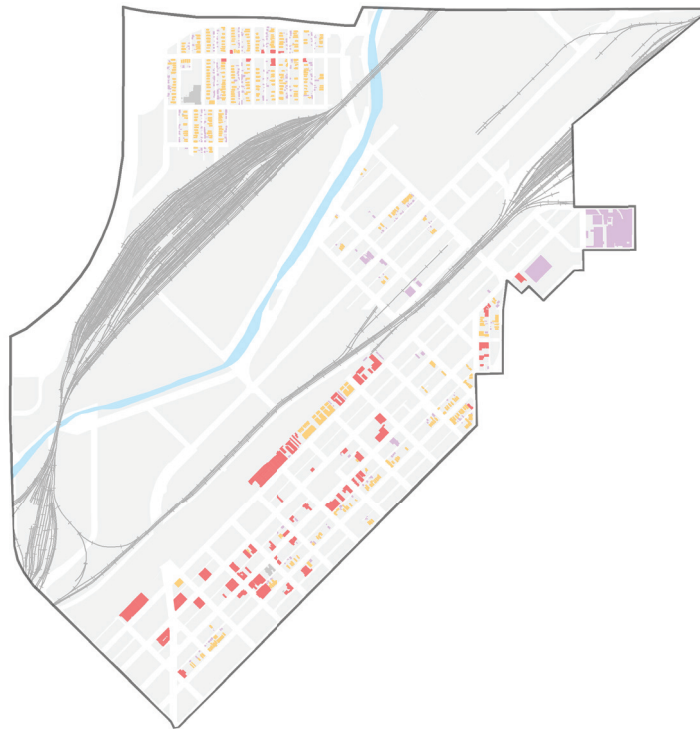
IMPERATIVE



Climate Protection

PRIORITY

Place



1901-1930



BUILDING VISUALS BY DATE RANGE

Character & Identity



BUILDING VISUALS BY DATE RANGE

ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place



1931-1960

BUILDING VISUALS BY DATE RANGE

Character & Identity



BUILDING VISUALS BY DATE RANGE

ECODISTRICT PROTOCOL

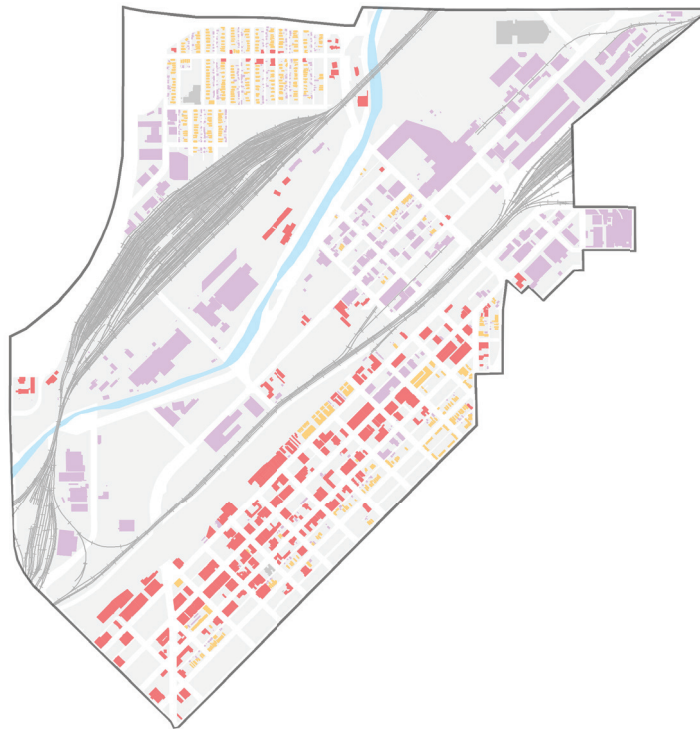
IMPERATIVE



Climate Protection

PRIORITY

Place



1961-1990

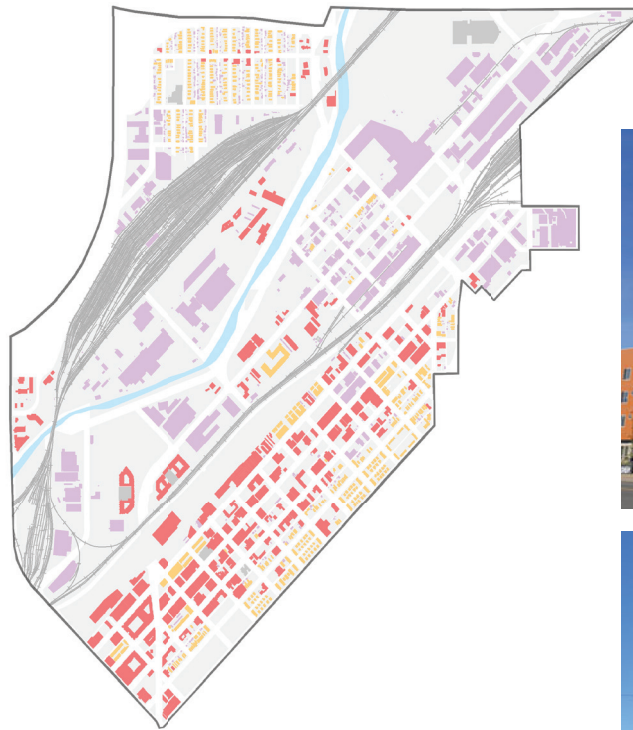


BUILDING VISUALS BY DATE RANGE

Character & Identity



BUILDING VISUALS BY DATE RANGE



ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

1991-2015

BUILDING VISUALS BY DATE RANGE

Character & Identity



HISTORIC PRESERVATION

ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

FORM follows FUNCTION

The principle is that the shape or form of a building should be primarily based upon its intended purpose or function.



Denver Public Library Western History/Genealogy Digital Collection

HISTORIC PRESERVATION

Character & Identity

THE IMPORTANCE



EMPLOYMENT

32 JOBS GENERATED for every \$1M spent on preservation of historic buildings – creating an estimated 36,000 direct jobs in 1981.



ECONOMY

For every public dollar spent on historic preservation, nearly **\$12 IN NEW PRIVATE INVESTMENT** is leveraged. This is illustrated through the use of Federal and State Historic Tax Credits, and development interest in revitalized historically significant neighborhoods.



COMMUNITY

Historic preservation has been connected to neighborhood revitalization, attracting investment, and raising property values. In 2008 alone, **TOURISTS SPEND NEARLY \$250M IN AREAS OF HISTORIC SIGNIFICANCE** or heritage tourism and local businesses working in historic designated neighborhoods retain nearly \$.60 for every dollar spent in the community versus the average of \$.10 for national retailers.



ENVIRONMENT

THE GREENEST BUILDING IS THE ONE ALREADY STANDING. Retrofitting an existing building is more efficient and environmentally friendly than building new. The most environmentally efficient building, built new, could still take up to 80 years to make up for the initial impact of its construction.

HISTORIC PRESERVATION TOOLS

THE IMPORTANCE

Between
2000
&
2030
an estimated
82
billion



square feet of building
will be torn down

This uses the
same amount of
[ENERGY]

as powering the
entire state of
California
for over a **DECADE**



ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

Tearing down a
50,000
SQUARE FOOT



BUILDING

negates the recycling of

60 million
aluminum cans or

165,000 

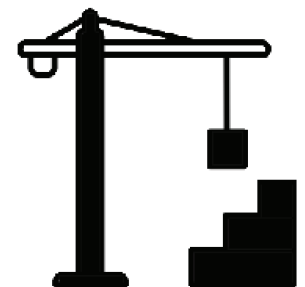
people NOT recycling a
can daily for a year
creates over **4,000** 
tons of **WASTE**

To construct a

N E W
50,000

SQUARE FOOT
BUILDING
in its place would
equate using

730,000 **GALLONS OF GASOLINE**



National Trust of Historical Preservation
Washington State Department of Archaeology & Historic Preservation

HISTORIC PRESERVATION TOOLS

Character & Identity

1

NATIONAL REGISTER OF HISTORIC PLACES

Administered by the National Park Service, it is meant to provide a national program to support efforts to identify and protect America's historic resources.

REQUIREMENTS:

Building must be generally 50 years or older and be connected to significant events, activities, development, people, or architectural achievements.

* PRACTICALITY:

Financial = the designation is needed for securing 20% Federal Historic Tax Credits, and grants from the Colorado State Historical Fund.

Non-Restrictive = the designation does not place any obligations on the private property owner for treatment, transfer, or disposition of the property unless tax credits are involved.

For more information please see National Park Service's website at: www.nps.gov/nr/

2

COLORADO STATE REGISTER

A listing of the state's significant cultural resources worthy of preservation for the future education and enjoyment of Colorado's residents and visitors.

REQUIREMENTS:

Building must be connected to events, persons, characteristics, or geographic importance.

* PRACTICALITY:

Financial = the designation is needed for securing 20-30% CO State Historic Tax Credits and grants from the Colorado State Historical Fund.

Marginally-Restrictive = private property owners can later demolish that listed property as they wish. Some local restrictions may apply depending on the municipality.

For more information please see History Colorado's website at: <http://www.historycolorado.org/oahp/colorado-state-register-historic-properties>

HISTORIC PRESERVATION TOOLS

ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

3 LOCAL HISTORIC DISTRICT/ LANDMARK

A public process that recognizes properties of historical, architectural, and geographical importance in the City and County of Denver.

REQUIREMENTS:

Building or district must meet two of three of the following: must be at least 30 years old and/or have extraordinary importance to the architectural or development of Denver, possess architectural importance and design quality/integrity, or geographical importance.

* PRACTICALITY:

Financial = The designation is needed for securing 20 – 30% CO State Historic Tax Credits and grants from the Colorado State Historical Fund.

MOST-RESTRICTIVE = requires design review for all exterior work, demolition, or development.

For more information please see Denver Community Planning and Development's Landmark Preservation website at: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

4 CONSERVATION DISTRICT

Intended to provide a vehicle to initiate and implement programs for the revitalization or conservation of areas in Denver which possess distinctive features, identity, or character worthy of retention or enhancement. Found in the Denver Zoning Code and enacted as an overlay district.

REQUIREMENTS:

The district contains distinctive building features, planning, or natural features.

* PRACTICALITY: LIMITATIONS

- * Use
- * Building Form Standards
- * Other Design Standards

As a zoning tool, more information can be found in the Denver Zoning Code. Please see attached information in Appendix II – B.

HISTORIC PRESERVATION TOOLS

Character & Identity

ECONOMIC TOOLS

1

TAX CREDITS

10 & 20% FEDERAL HISTORIC TAX CREDIT

For more information on the Federal Historic Tax Credit, please see: <https://www.nps.gov/tps/tax-incentives.htm>

20 & 30% STATE HISTORIC TAX CREDIT

For more information on the Colorado Preservation Tax Credits, please see: <http://www.historycolorado.org/oahp/preservation-tax-credits>

2

GRANTS

COLORADO STATE HISTORICAL FUND OTHER STATE OR NATIONAL SOURCES

For more information on Colorado State Historical Fund, please see: <http://www.historycolorado.org/grants/state-historical-fund-grants>

For a list of other grant resources, please see: <http://www.historycolorado.org/archaeologists/grants-financial-incentives>

For more information on local funding opportunities please see: <http://www.historycolorado.org/oahp/clg-grants>

3

REVOLVING FUND

- COLORADO HISTORIC PRESERVATION REVOLVING FUND
- GENERALLY MAINTAINED BY NONPROFIT ORGANIZATIONS
- USED TO BUY HISTORIC PROPERTIES OR PROVIDE INTEREST LOANS TO PROPERTY OWNER'S ELIGIBLE BUILDINGS

For more information on the Colorado Historic Preservation Revolving Fund, please see: <http://www.cohf.org/revolvingloanfund.html>

ARTIST INVOLVEMENT

ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

INTEGRATED ARTWORK

Instead of perched on a pedestal, works of public art could be seamlessly included in development projects.

To ensure that RiNo continue with the varied architectural styles, building sizes, and materials that make it the unique mixing pot it is today - it is important that innovative design solutions be considered.

Interactive at 11th and Flower (Met Lofts) - Los Angeles



SEGD.org



SEGD.org

ARTIST INVOLVEMENT

Character & Identity

One way to do this is by involving an artist, preferably local, into the real estate design process. By doing so, the artist can help to influence more innovative building designs or include public artwork into the overall project. The inclusion of artists early-on in the process allows the design, materials, or art installation to be included in the pro forma and construction documents. To reduce costs for public art installation, it is suggested that the general contractor conduct the basic fabrication and installation, with the artist producing specific components or final touches.

This design process varies greatly across municipalities but normally can be either a voluntary process, strongly encouraged via permitting documents or check-off requirements, or required by ordinance. A requirement to include artist involvement normally is followed by a percentage of the

property's total value or development fee being used for artistic improvements to the specific site or transferred into a larger public art fund. Monies have also been used to pay for an "arts consultant" used by the municipality or other entity to organize and process the projects.

Examples of artist involvement in the real estate development process include a partnership between the Richfield Artist Resident Engagement (RARE) and The Cornerstone Group, in Minnesota, as well as the Private Arts Development Fee Program (ADF) overseen by the City of Los Angeles' Department of Cultural Affairs.

SCULPTURE BY ANISH KAPOOR - 56 LEONARD LOFTS - NEW YORK CITY



56leonardtribeca

VISUAL PREFERENCE SURVEY

ECODISTRICT PROTOCOL

IMPERATIVE



Climate Protection

PRIORITY

Place

The objective of the Visual Preference Survey is to identify the physical qualities and characteristics of the RiNo Art District for building design and function of future development, infrastructure improvements, and public/private spaces. Currently, much about RiNo's character and identity is unknown or assumed by a small fraction of people as "gritty" or "industrial". These terms are used loosely, however, and do not fully encompass the public's impression or opinion on what RiNo's character and identity are. This survey should take precedence, especially with the draft design guidelines moving forward.

To receive complete community input for the survey, it is suggested that a variety of engagement types be executed including but not limited to:

1. **Electronic Software:** Qualtrics
2. **Community Workshop:** Print-outs, poster boards, dot-stickers, visual engagement activities
3. **Youth Involvement:** Presentation at local schools, visual engagement activities

For a completed example of the survey please see Appendix II-B

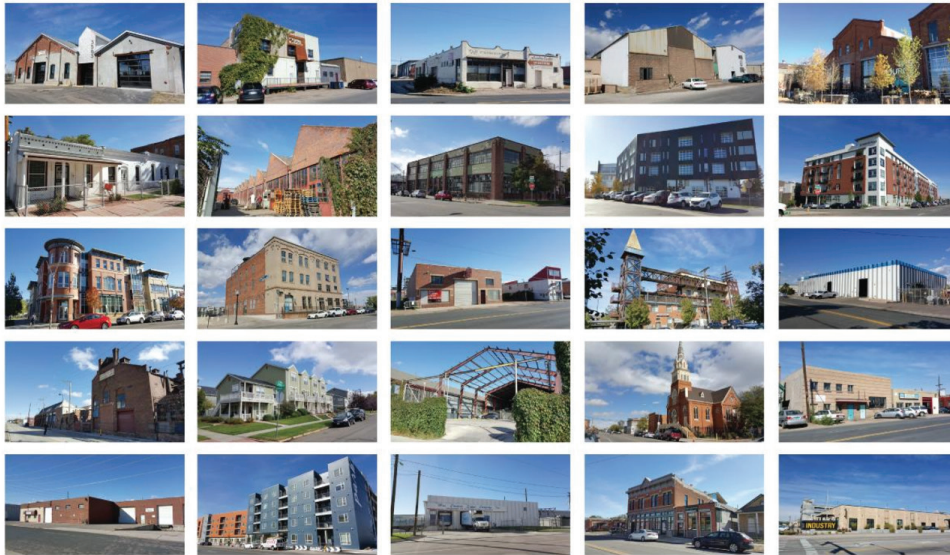
VISUAL PREFERENCE SURVEY

Character & Identity

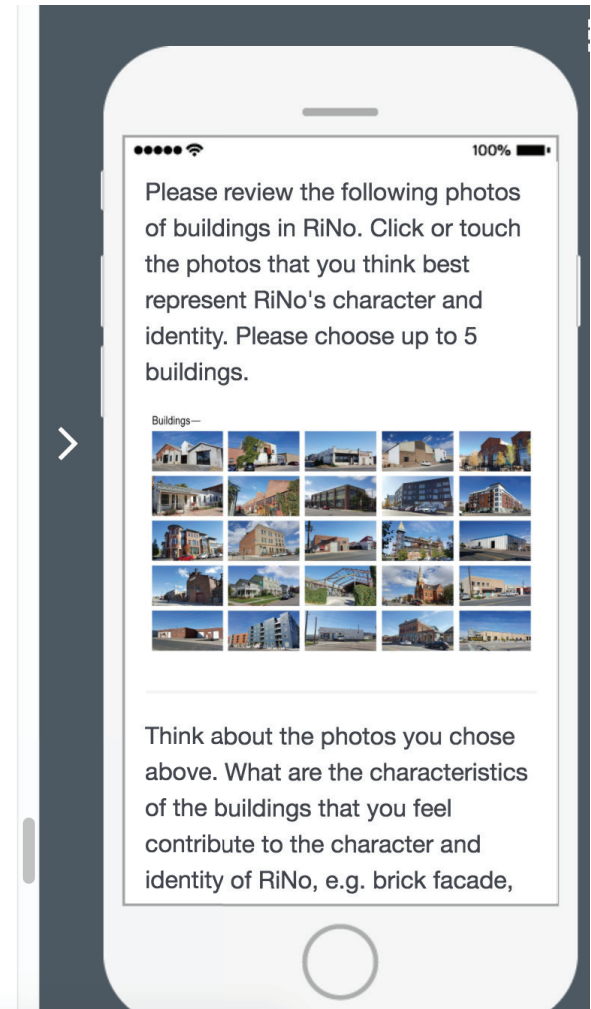
ELECTRONIC SOFTWARE: QUALTRICS

Please review the following photos of buildings in RiNo. Click or touch the photos that you think best represent RiNo's character and identity. Please choose up to 5 buildings.

Buildings—



Think about the photos you chose above. What are the characteristics of the buildings that you feel contribute to the character and identity of RiNo, e.g. brick facade, large windows, murals?



56leonardtribeca



COMMUNITY, ARTS, & CULTURE

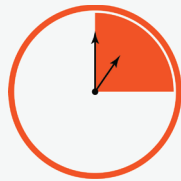
EXISTING CONDITIONS

The BID and the Art District are at risk of losing their singular identities, which would weaken the voices of the younger and less prominent artists in the area. It is important for the voices of the Art District to be clearly defined so that they are not lost to the market concerns of local developers and property owners. Additionally, as the District grows, it is important to hear and understand the voices of community residents in Five Points, Globeville, Elyria-Swansea, and Cole.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



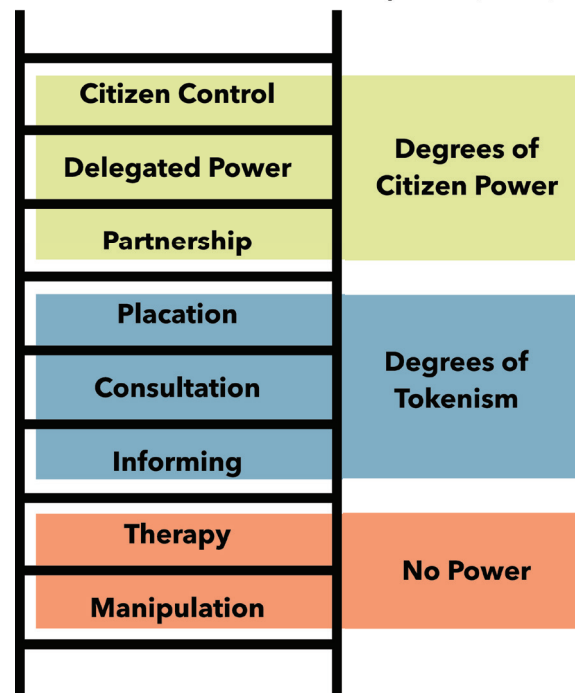
Equity

PRIORITY

Place

COMMUNITY ENGAGEMENT

Arnstein's Ladder of Participation (1969)



ARNSTEIN'S LADDER OF PARTICIPATION

The Ladder of Participation is a tool that many planners use to illustrate the different levels of citizen participation in public processes. As planners, we should aim to give citizens power, striving for providing the opportunities at the top of

the ladder's "Degrees of Citizen Power". Today, RiNo is at risk of sliding down the ladder and needs correction before artists and citizens lose their voices in the popular neighborhood.

In our informational interviews, we heard from some of the younger and less-prominent artists, that they felt that they were 'unsafe emotionally', stemming from the feeling of being used to bring the RiNo aesthetic, but felt never truly engaged. This feeling shows hits of some of the characteristics of the lower part of the ladder. The following presentation is based around getting RiNo to be solidly based in giving citizens the power to help drive the future of the community.

In order to partner with the community and the younger artists of the neighborhood, we recommend that a new community engagement plan be implemented immediately for ongoing insight into the community's needs.

COMMUNITY ENGAGEMENT PLAN

Community, Arts & Culture

COMMUNITY TOOL BOX

One of the leading resources for promoting community health and development through connecting people, ideas, and resources is the [Community Tool Box](#), a service published by the Work Group for Community Health and Development at the University of Kansas. It is a free resource that began development in 1994 and has served community members and leaders, public agencies and university-based centers, as well as the funders that support the work such as government institutions and foundations. Through the Tool box, six phases have been associated with facilitating community change and improvement:

- Understanding Community Context (e.g., assessing community assets and needs)
- Collaborative Planning (e.g., developing a vision, mission, objectives, strategies, and action plans)
- Developing Leadership and Enhancing

Participation (e.g., building relationships, recruiting participants)

- Community Action and Intervention (e.g., designing interventions, advocacy)
- Evaluating Community Initiatives (e.g., program evaluation, documentation of community and system change)
- Promoting and Sustaining the Initiative (e.g., social marketing, obtaining grants)

The Community Tool Box provides illustrative tools to creating the type of plan that RiNo needs to execute the change we desire to create. One of the main suggestion is from the Tool Box is the development of a “VMOSA” (Vision, Mission, Objectives, Strategies, and Action Plans). The following is an overview for a basic VMOSA for RiNo focusing on the very short term. This can serve as the backbone for the work to come and can be modified and built upon with the support of the Art District, BID, RNO, and other potential

partners.

VMOSA

Vision - A long-term sustainable art district that is unique of its place, based on its incorporation of local history and culture, that promotes economic and housing diversity to address current affordability issues for residential, creative, and commercial interests.

Mission - The mission is to provide a more organized voice for addressing the needs of the District in regard to artists and community members by strengthening the symbiotic relationship of the Art District, RNO, and the BID as separate entities.

Objectives - Upon employment of the new RiNo Planning Director, to begin implementation of a “living plan” that will continue to address the immediate needs of the community; to increase diverse community awareness and participation by implementing a strategic outreach and engagement plan by the end of 2017.

COMMUNITY ENGAGEMENT PLAN

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

STRATEGIES

Broaden community outreach to include a diverse set of stakeholder groups from each of the overlapping neighborhoods, emerging artists, and local human service providers.

CANVASS THE COMMUNITY

The first part of the Action Plan involves outreach to younger and less prominent artists and residents of the four overlapping neighborhoods of Five Points, Globeville, Elyria-Swansea, and Cole via flyers, door-to-door, and social media.

The Purpose:

- Empower the voice of the younger and less prominent artists of RiNo
- Inclusion of diverse groups from the community (culture, age, income)
- Create a sense of shared responsibility for everyone in the overlapping neighborhoods
- Increase participation from local social institutions and community

organizations (schools, human service providers, faith communities)

NEW MEETING STRATEGIES

In order to increase diverse participation and engage new stakeholders, we must evaluate the current barriers to participation. The following are conditions to consider in allowing the greatest diversity of people and organizations to participate:

- Time (Identify better meeting times. For many, meeting during business hours is not feasible.)
- Hospitality (Refreshments and social activities can encourage new members to participate)
- Language (Use interpreters and translated materials to make information accessible to non-English speakers)
- Child Care (Lack of child care can be a large barrier for families wishing to participate)

COMMUNITY ENGAGEMENT PLAN

Community, Arts & Culture

IDENTIFY NEW STAKEHOLDER GROUPS

Through public meetings, identify the “connectors” (people who link others) and the “persuaders” (those who convince others to participate), in order to assist in creating stakeholder groups for extracting the voice of the community. By strengthening relationships with the connectors and persuaders, RiNo will be able to share responsibility in hearing the needs of the community, while finding more ways to align messaging. Better alignment with the entire community can be greatly beneficial to making requests various local departments and even funding. The following are examples of groups that can be lead by the connectors and persuaders of the community:

- Young and less prominent artists
- Nearby Residents from the overlapping neighborhoods
- Human Service Providers and Nonprofits

TIMING

The strategies laid out by this action plan can and should begin immediately and can be led by RiNo’s Planning Director. In order to understand the community beyond the interests of developers, we must alter the trajectory of engagement to create community wealth, preserve diversity, and drive the development of an inclusive district.

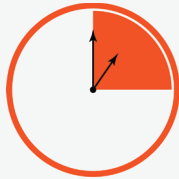
EXISTING CONDITIONS

The RiNo Art District overlaps four neighborhoods that are underserved and excluded from planning efforts in the District. There is currently no common platform for residents of the neighborhoods and of the District to retrieve information and share feedback regarding the RiNo Art District. A mobile application could provide an accessible platform to solicit community-driven data.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

MOBILE APPLICATION

Central to the Community of Arts plan is equitable and inclusive community engagement. Beyond the capacity of the Art District today, the surrounding neighborhoods of Five Points, Globeville, Elyria-Swansea, and Cole have not been engaged in recent planning efforts for the RiNo Art District to the capacity that they should be included. The staffing of the new Planning Director is extremely advantageous in regard to inclusive community engagement. However, passive community engagement could be just as inclusive and successful.

According to Pew Research Center, 91% of adults in the United States carry mobile phones (2013). With the launching of RiNo's new mobile website, the District is on track to soliciting community-driven data and it is recommended that a mobile application soon follow. A successful mobile application would provide community members with information regarding art programming and events

within the District, the various businesses and community services available, and would be an efficient means of wayfinding. Above all, the application would solicit community-driven feedback and data.

C4 MAPPING TOOL

Claiborne Avenue Corridor in New Orleans, Louisiana is a central artery that extends across the city. A six-lane road at grade and elevated in some areas, the corridor passes through 18 census tracts that are defined as areas of extreme poverty. There has been a 75% drop in registered businesses along the corridor between 1960 and 2000. The corridor is a barrier; its varying grades, high speeds, and disconnection from active streetlife restricts equitable access to economic opportunity and thus has resulted in high poverty, high vacancy, and high unemployment.

The City recognized Claiborne Ave as an area of focus for economic development

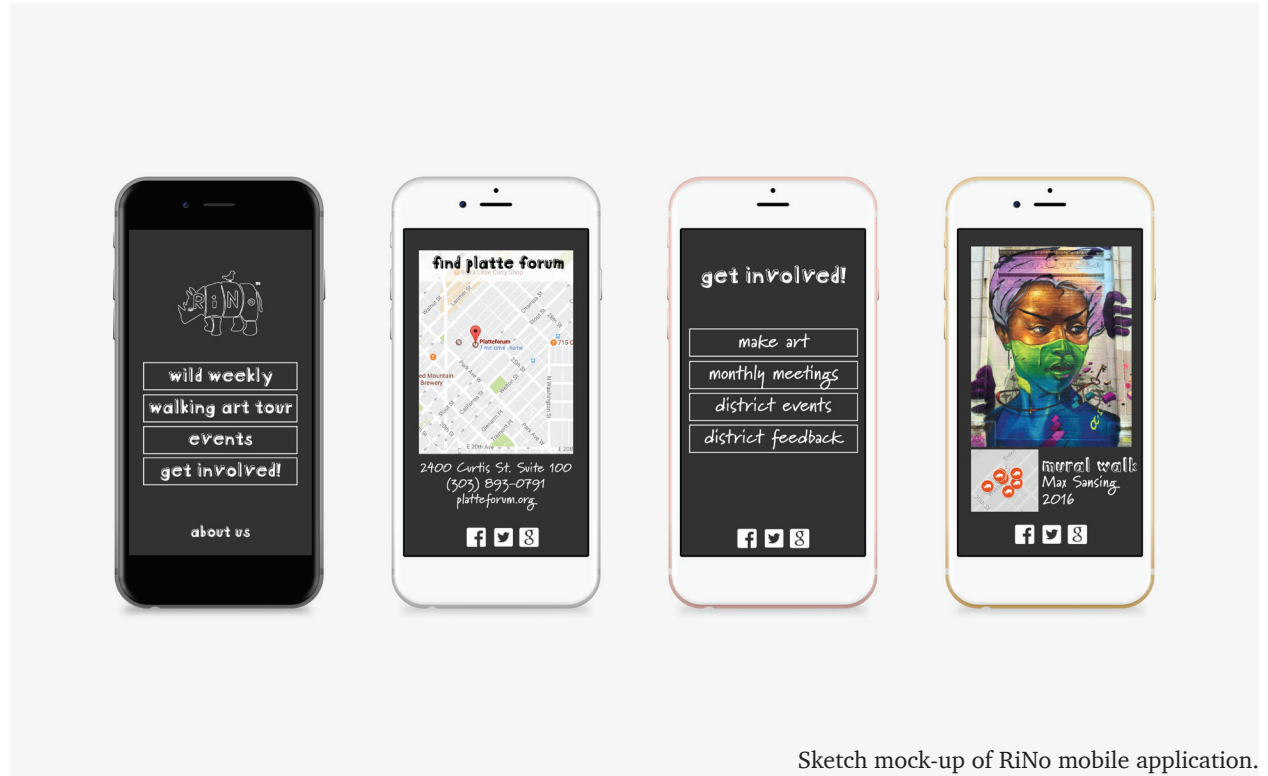
MOBILE APPLICATION

Community, Arts & Culture

and in response to its fragmentation, the Mayor's Office of Cultural Economy developed a mapping tool which is called the Claiborne Corridor Cultural Collaborative, or C4, in an attempt to stitch the communities back together. The C4 Mapping Tool is designed to map arts initiatives along the corridor. The city collects this data and feeds it to urban planners, nonprofit organizations, and developers to integrate arts and culture into economic and housing development.

This tool allowed the team to locate cultural activities including parade routes and festivals, and local economic data points such as fashion design shops and bookstores. By giving a collective voice to these various cultural organizations, the City was able to break down the existing cultural siloes of seemingly separate communities along the corridor.

Project Manager Gavrell claims that the tool "has been a revelation to our more



Sketch mock-up of RiNo mobile application.

POLICY	FINANCING	PARTNERSHIP
None	Financing for mobile application developer. Can be completed by students through internship opportunities with local universities.	Art District Metropolitan State University University of Colorado Denver

"National Endowment for the Arts." C4 Mapping Tool. National Endowment for the Arts, n.d. Web. 09 Dec. 2016.
Rainie, Lee. "Cell Phone Ownership Hits 91% of Adults." Pew Research Center. N.p., 06 June 2013. Web. 09 Dec. 2016.

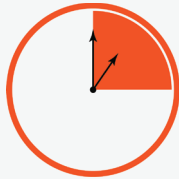


MOBILE APPLICATION

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

traditional planning and capital project departments who thought that cultural assets were not relevant to their work. It also has made planners realize that cultural assets are far more diverse than just art centers, museums, and other large institutions.”

STREETWIZE

Streetwize is a mobile mapping and SMS platform that “serves as a connection hub for community transformation.” This mobile platform seeks to give community members voices in building cities with the idea that every person deserves an equal opportunity to succeed and reach their full potential within their communities.

Professor Akom Antwi relates to Streetwize as an “open-source Yelp for social services,” allowing community members to find, rank, share, and connect others to various services in their communities. The analysis and visualization of this small data defies the

flaws in public datasets. Where larger city-wide datasets, such as those of the City and County of Denver’s, may convey the presence of numerous grocery stores within a community, this platform allows for a truer picture to be painted where liquor stores and convenient stores are no longer considered in the larger food source count.

Social services are typically difficult to find and connect to, and according to Akom Antwi, the average family spends 20 hours a week searching for social services. From tutoring to medical assistance, Streetwize collects data pertaining to these services and serves as the liaison between them and community members.

Both innovative and collaborative, this mobile platform is a truly democratic model of civic engagement, allowing community members, urban planners, and policy makers rebuild their cities from the bottom up.

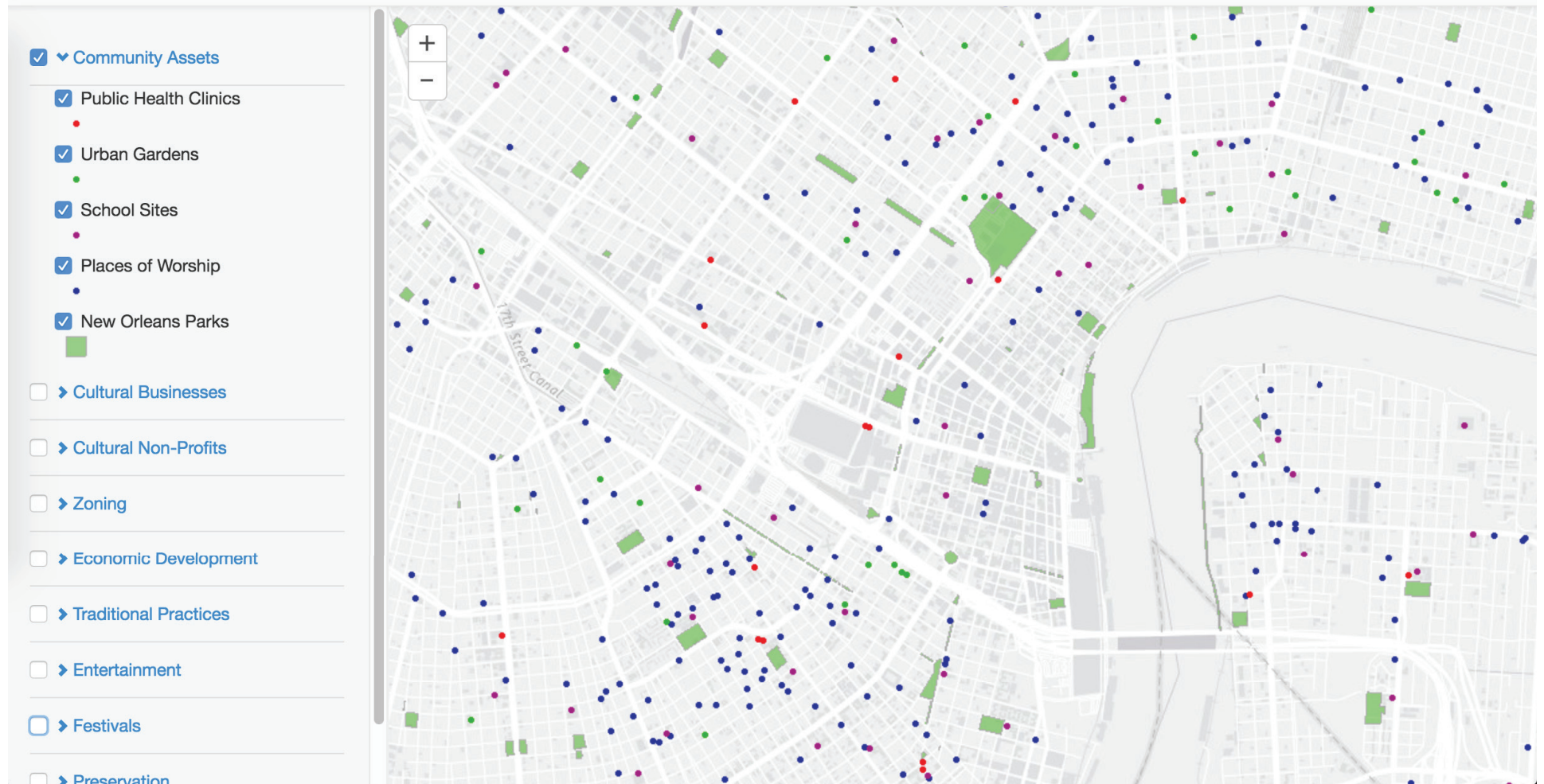
MOBILE APPLICATION

Community, Arts & Culture



Cultural Economy Planning Map

<http://gis.nola.gov/apps/cepmap/>



“Building Smarter Cities with Community-Driven Data.” SXSW PanelPicker. N.p., n.d. Web. 09 Dec. 2016.

EXISTING CONDITIONS

There are three supermarkets in the neighborhoods surrounding the RiNo BID boundary; that is approximately one grocery store per 14,625 persons. In addition to providing access to healthy food, a supermarket can also create jobs.

By the numbers: in 2011, approximately 8 percent of workers in the study area worked in the retail trade. By 2015, although this number has decreased to 7 percent, there are still approximately 1,200 people who work in the retail industry.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Prosperity

AFFORDABLE RETAIL

Retailers are the nation's largest employers, and their jobs are frequently the first employment for new entrants into the workforce. Although upward mobility can be limited, the employment history and the opportunity to work part-time while attending school makes retail jobs an important starting point for a lifetime of employment.

Retail jobs can also be a road back for people unemployed for long periods of time or after personal setbacks. Urban, dense communities like RiNo present ideal mixed-use markets. The existing transportation infrastructure offers well-serviced sites with good residential density. Because of the existing bus and transit service, fewer spaces or no parking may be required and a smaller site may be feasible.

Extensive attention has been given to the lack of available and affordable fresh groceries in some communities, which

are labeled "food deserts." Underserved communities that successfully attract development often rely on unconventional approaches to attract the attention of high-level retail executives. In recent years, large retailers have created multiple store formats and are now occupying ground-floor space as part of urban apartment locations.

Chains have purchasing and distribution networks that support lower prices, which can be attractive in price-sensitive communities. Many big-box retailers are now coming into urban areas with a whole array of new formats ranging in size to better suit urban locations.

UNION MARKET, D.C.

Mixed-income neighborhoods like RiNo often suffer from inadequate grocery offerings and specialty food items. This is often true in culturally changing neighborhoods as well. Union Market in Washington, D.C. is an open-air market

AFFORDABLE RETAIL

Community, Arts & Culture

that was redeveloped in 2007. This market sits at the heart of an area that very comparable to RiNo. It features 29,508 SF of retail space, a 12,000 SF entertainment venue, as well as a 5,760 SF artist studio. There are 40 local vendors who offer a diverse range of items. All vendors are required to accept Supplemental Nutrition Assistance Program (SNAP) benefits. Union Market has approximately 1,500 jobs associated with the production and the distribution of food.

The redevelopment and reopening of Union Market has been a success in part because of programming of a wide variety of community events. Providing services for people of all ages has been a key part of Union Market's strategy. Union Market also features has a roof top garden that supplies produce and acts as a classroom for schoolchildren to learn about urban gardening and sustainability.

Total U.S. Retail Sales, 2013

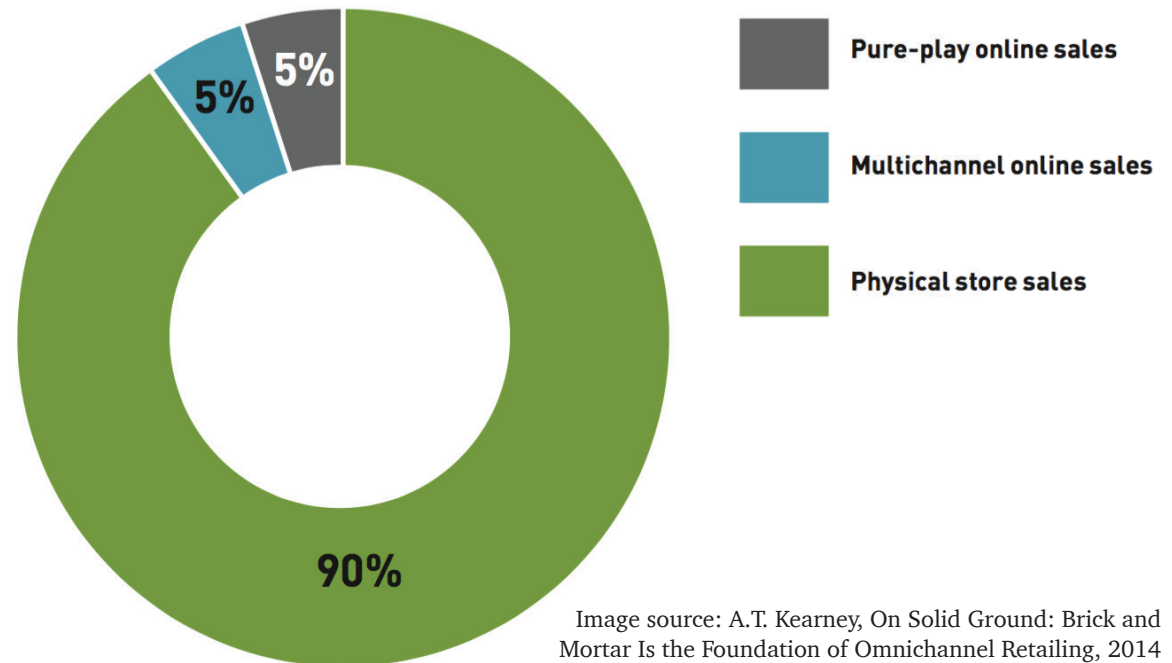


Image source: A.T. Kearney, On Solid Ground: Brick and Mortar Is the Foundation of Omnichannel Retailing, 2014

POLICY	FINANCING	PARTNERSHIP
None.	Rethinking affordable retail opportunities in underserved neighborhoods can be seen as economic growth potential.	The GrowHaus Colorado Fresh Food Markets Local fresh food vendors

AFFORDABLE RETAIL

SHORT-TERM
MID-TERM
LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Prosperity



Image source: Vithaya Photography

AFFORDABLE RETAIL

Community, Arts & Culture



Image source: Edens

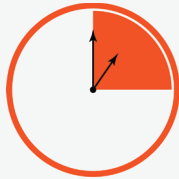
EXISTING CONDITIONS

Recent real estate developments indicate developer expectation that future customers, and hence community residents, will be high-salaried Millennials. Without intervention, the RiNo District will continue in the direction of lacking commercial affordability and hence the loss of opportunity to integrate art into everyday life of residents, a crucial aspect of maintaining a sustainable RiNo Arts District.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

The primary purpose of completing a community engagement process is to produce longevity in a neighborhood by ensuring that land uses meet the needs of community residents. If attention is not paid to the needs of the community, new land uses will reflect and encourage a change in the neighborhood make-up, often resulting in gentrification.

According to Tracy Weil, artist and resident of the Art District as well as part-time Creative Director for the RiNo Art District, in an interview on August 29, 2016, “People tend to throw the word gentrification into the mix, and I think that’s easy. That’s an easy word for people to throw out there, but I think what we’re trying to do as a neighborhood is to be able to empower ourselves to make a change, to have control over our own destiny.” Community engagement is the action of empowering the community to make the changes that will improve the health, safety and welfare of the neighborhood.

In the absence of community engagement and a community plan, firms that complete market studies for development firms typically found their recommendations for land uses on the demographics of the neighborhood. A market study firm that relies on the demographics of the RiNo neighborhood alone will likely advocate for land uses that cater to high-salaried Millennials alone. In doing so, a new land use will miss the opportunity to establish itself in the hub of RiNo to serve a much larger and more diverse population. Newer commercial establishments in RiNo, including breweries and Denver Central Market, reflect a focus on a higher-salary, Millennial market.

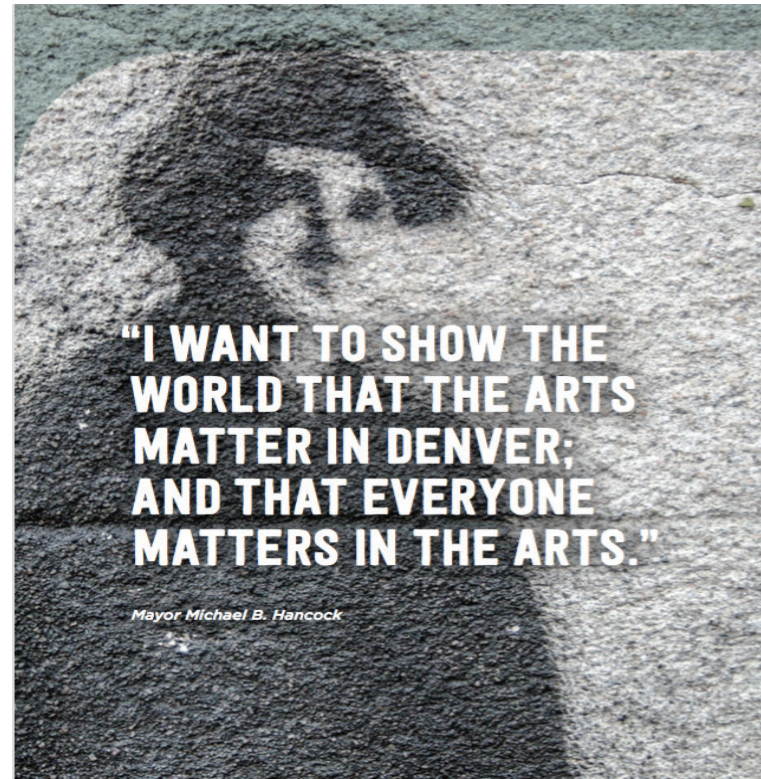
Members of the RiNo Art District are located in RiNo, as well as in surrounding neighborhoods. Interview respondents indicated that residents in surrounding areas believe that neighborhoods that are family-friendly are more sustainable. According to Andy Metzger, resident

LAND USE FOR COMMUNITY NEEDS

Community, Arts & Culture

of Cole and Pastor of Summit Church in RiNo, Denver needs more places where families can be raised, not just communities with uses catering to individuals in their 20/30s. While exciting, he expressed a desire for uses that were more sustainable and more holistically met the needs of families. According to Andy, “We can have 50 breweries but at some point, how sustainable is that? We need vision for what’s after. Places should have thoughtfulness for families to stay.” It is important that community engagement provide the Art District RNO with this crucial community feedback to consider when intervening in the market with policies, projects, and programs to encourage or discourage particular land uses with their time, energy, and treasure.

Commercial space in RiNo is not affordable for community uses, so intervention in the market will be necessary to encourage development of uses that meet community needs. Community needs can



POLICY

Design guidelines
Programs and capabilities to broker or purchase commercial and residential spaces in partnership with community partners

FINANCING

Art District Economic Diversity Assistance Loan/Fund
New sales tax revenue stream
Revenue from implementation of a parking district

PARTNERSHIP

Encourage developers to engage in partnerships with providers in the public, private, and nonprofit sectors

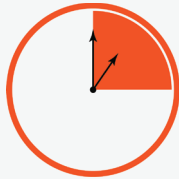
Image source: Denver Imagine 2020
CoStar

LAND USE FOR COMMUNITY NEEDS

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

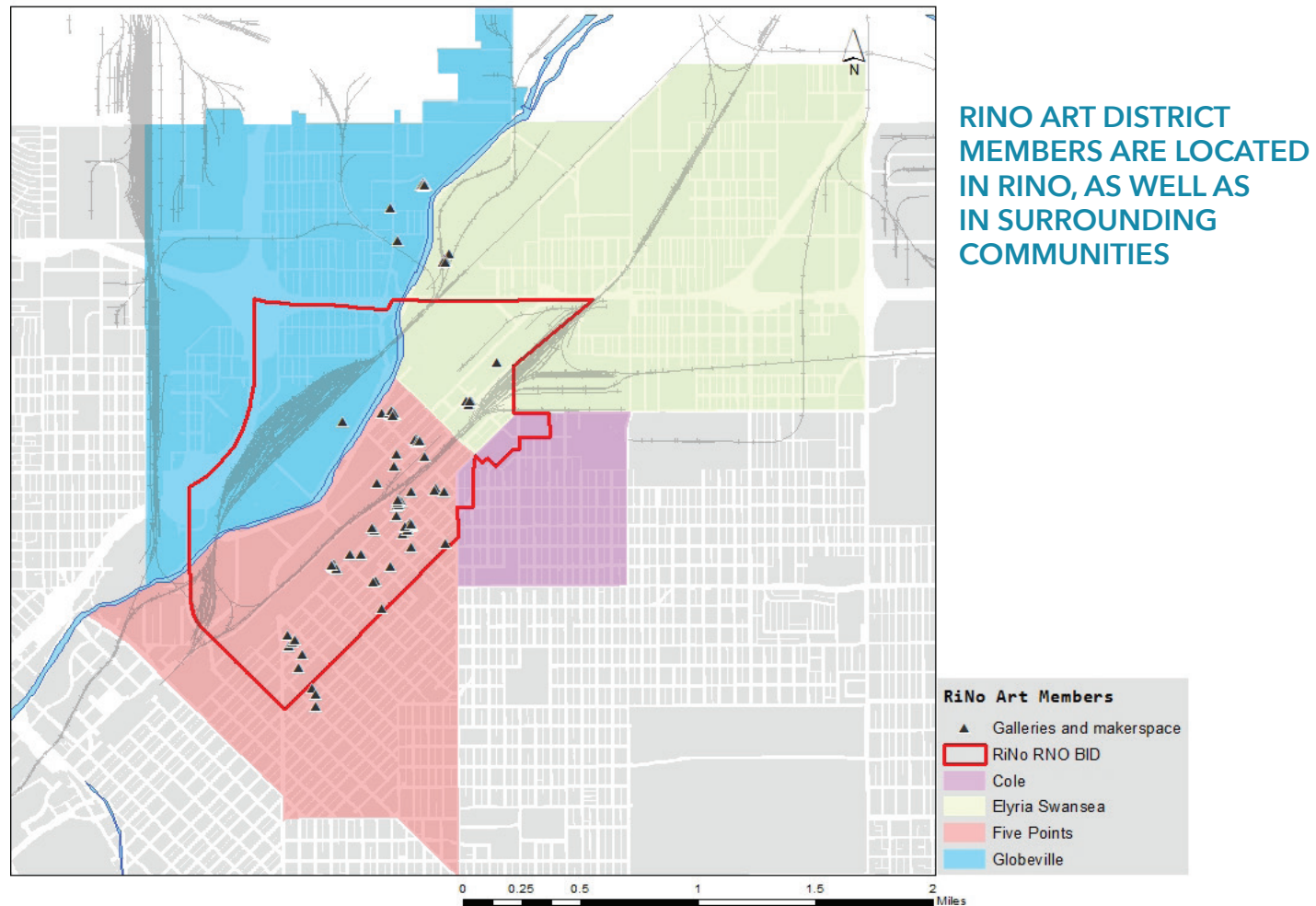
Place

be met by private sector, public sector, or nonprofit partners. According to CoStar, average commercial rents in RiNo increased from \$27.57 in Q2 2007 to \$34.01 per square foot in Q2 2016. Cost-structures of opportunistic projects to fulfill community needs will be directly related to the resources of the developer, cost of the property when purchased, and construction costs, among other considerations. Based on interviews completed by Denver Shared Spaces, sponsored by Mile High Connects, small businesses and nonprofits in Denver can afford approximately \$15 per square foot. Therefore, it is highly unlikely that community-serving spaces that will allow art integration into everyday life for all residents will not exist in RiNo if they are not supported.

The Art District can enhance its power by leveraging its existing revenues, as well the ability to raise more funds, to support community benefit uses. After completion of the community engagement strategy and needs study in the short-term to identify community needs, the Art District can implement policies, projects and programs in the mid- and long-term to encourage developers to engage in partnerships with providers in the public, private, and nonprofit sectors. In the mid-term design guidelines can specifically mention particular uses that are recommended in first-floor retail, office and industrial spaces – in mix with other market-price tenants. In the long-term, RiNo can utilize part of its Art District Economic Diversity Assistance Loan/Fund to directly support developers or providers that meet community needs. This fund can be supported through a new sales tax revenue stream or revenue from implementation of a parking district. Further, RiNo can implement in the short- and long-term programs and capabilities to broker commercial and residential spaces to meet community needs or to purchase key properties and lease to tenant partners who support community needs.

LAND USE FOR COMMUNITY NEEDS

Community, Arts & Culture



RiNo Art District
CoStar
Denver Shared Spaces and Mile High Connects, Tenant Pipeline Program



ECONOMIC DIVERSITY & AFFORDABLE HOUSING

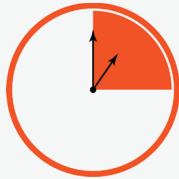
EXISTING CONDITIONS

While the Art District has engaged with local residents from Cole and Curtis Park, youth engagement has not been initiated. As the Art District moves forward in the future, it is highly recommended that they work on their youth engagement strategies.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Prosperity

OUTREACH AND SKILLS

CONNECTING THE YOUTH

In order to sustain the arts in the community, it is important to engage the residents living adjacent to the Art District. The “RiNo brand” has created unexpected predicaments for the general neighborhood, including the displacement of artists, as the real estate in RiNo has attracted national investors. In order to suppress some of this pressure and make sure that the future development and growth of RiNo fosters the Art District and its adjacent neighborhoods, youth engagement needs to be more prominent in the future.

Through engagement with the youth, the Art District can connect to the schools and parents who live nearby. The connection to the parents and schools will help them be more aware of the arts, which can lead to future partnerships that can be leveraged by the Art District to accomplish their goals. This new connection gives voice to the different

stakeholders in the neighborhood that are often underrepresented or unheard. These future partnerships will help create a stronger and more unified voice for the District as the District crafts a collective voice that is representative of all neighborhoods. Having this collective voice will help the elected officials acknowledge the Art District as an organization that is endorsed by its community.

The general RiNo neighborhood has a few schools in close proximity (.5-mile), including Cole Elementary and Middle School, Manual High, and Ebert Elementary. One specific way of engaging the youth is to connect artists with after school art programs. Either artists within the District or neighborhood schools can host after school programs. Programs can consist of doing collaborative public art projects (murals, chalking, signage) within the students’ neighborhood, such as Five Points or Cole. These programs

OUTREACH AND SKILL DEVELOPMENT

Economic Diversity & Affordable Housing

can also help students produce their own personal artwork that can be put on a special art display.

Another program may consist of weekly or biweekly school field trips led by local artists to visit Denver's diverse art galleries and studios spaces. Denver and RiNo's unique art industry can help peak student interest in the arts by expanding their knowledge and perception of art and artistic expression; something that is hard to do in a conventional learning environment. This can be accomplished by, again, leveraging partnerships with the schools to organize weekly or monthly visits for students to visit the different art galleries that are in RiNo. Similar to a First Friday Artwork, this would allow for the youth to engage with local artists and gain exposure to the variety of arts that exist within their neighborhood. While First Fridays are primarily targeted at the adult population, creating a similar opportunity for the youth population

would become an invaluable learning tool.

WORKFORCE TRAINING SCHOLARSHIP PROGRAM

The Workforce Training Scholarship Program is intended to connect RiNo artists, entrepreneurs and supporting workforce with educational and career advancement opportunities. BID support for continued education is important in order to provide RiNo's workforce with opportunities to advance their skillsets, increase wages, and secure greater financial stability. RiNo Art District members may be awarded scholarship or grant funding to attend an Artist-in-Residence program, Leading Edge Business Planning program, or an alternative educational program of Art District members choosing.

ARTIST-IN-RESIDENCE PROGRAM

Artists and other creative professionals

can stay and work elsewhere temporarily by participating in artist-in-residence programs. These opportunities offer conditions that are conducive to creativity and provide their guests with context, such as working facilities, connections, audience, teachers, etc. Partners may include Alliance of Artists Communities, Denver Art Museum, The Art Institute of Colorado, and Colorado Creative Industries.

LEADING EDGE BUSINESS PLANNING PROGRAM

Partner with Colorado Small Business Development Center Network to deliver comprehensive training to small businesses by providing entrepreneurs with a better understanding of starting and operating a small business. The program has courses geared to help both start-up and existing businesses in the areas of finance, marketing, management and more.

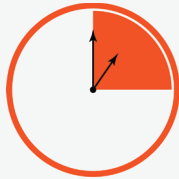
EXISTING CONDITIONS

A large homeless population exists within the general RiNo area. Although the issue of homeless is a regional issue that deserves city-wide action and conversation, the Art District has some capability to address homelessness in the short-term.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Prosperity

OUTREACH AND SKILL DEVELOPMENT

CONNECTING THE HOMELESS

The homeless population has a large presence in the neighborhood as many homeless facilities and shelters are sited along Park Ave., near the Denver Rescue Mission Center. Instead of ignoring the presence of the homeless population, action can be taken to address the issues of homelessness in the neighborhood. The Art District has already begun to address this issue by hosting an open forum to discuss homelessness at a local level.

Recommended actions include creating more programs that support the homeless population. These actions include:

- 1) Connect the homeless population to local job opportunities.
- 2) Humanize our local homeless population by using art to tell their individual story.
- 3) Cultivate local artists within our own homeless population by partnering with local shelters.

In implementing these actions, the Art District can continue to invest in the homeless population recognizing them as community assets.

The following case studies provide clear insight into the benefits of supporting our homeless population, as well innovative tactics that are often not considered in our communities.

"THERE'S A BETTER WAY"

While other cities try to regulate or ban panhandlers, Albuquerque, N.M., offers them an income and social services for the day.

In May 2015, Mayor Richard J. Berry launched "There's a Better Way" campaign to give panhandlers a chance at a change in their lives and to encourage more effective charitable giving to help the homeless.

Twice a week, a city van rolls through

OUTREACH AND SKILL DEVELOPMENT

Community, Arts & Culture

downtown Albuquerque, stopping at popular panhandling locations. The driver asks panhandlers if they want a day job. Work pays \$9 an hour, higher than the state's \$7.50 minimum wage, and provides a lunch. The city's public works department can employ up to 10 people a day for beautification projects, such as pulling weeds and picking up litter. At the end of the shift, the participants are offered overnight shelter as needed.

ART LIFTING

Art Lifting aims to empower artists living in homelessness or disabilities through the celebration and sale of their artwork. The creative work of these artists are sold online, which include original paintings, prints, and products. By showcasing and selling artwork via ArtLifting.com, artists gain self-confidence that permeates all aspects of their lives.

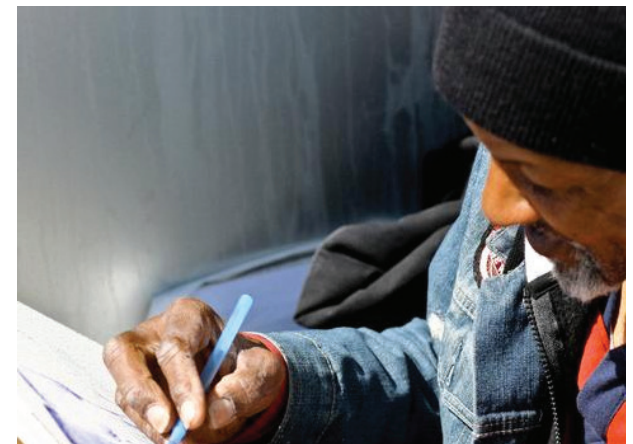
PRISES DE RUES (TAKEN FROM THE STREETS)

Twelve homeless people were chosen by the charitable organization Deuxième Marche, armed with cameras, trained to use them, and for four weeks were able to photograph Paris the way they see it. These photos were then used for an exhibition for the public to see. The exhibit aimed to break away from the preconceptions and negative connotations that are often tied with the homeless population.

"When you live on the pavement, no one sees you anymore. You become transparent. If no one is really seeing these homeless people anymore, that means that homeless people are seeing things like no one else."
- Deuxième Marche



Churchrelevant.com

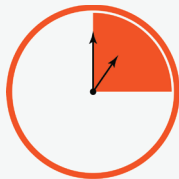


Artlifting.com

EXISTING CONDITIONS

The development activity in RiNo remains highly active and is projected to continue as more infill and redevelopment takes place within the District. To ensure that future development is in support of the Art District and the general welfare of the neighborhood, regulatory policies should be created to preserve and enhance the existing character of RiNo as well as to ensure that present and future community needs are met.

SHORT-TERM
MID-TERM
LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

INCENTIVES & REGULATIONS

NEW DEVELOPER INCENTIVES

It is recommended that incentives be available for both developers and landlords to provide community benefit uses, such as affordable housing and art space, and favorable lease renewals for local businesses. The goal of these incentives is to reduce barriers to development to achieve the desired outcomes of the community (based on needs study).

Recommended incentives include:

1. Long-term lease renewals (tax credit for landlord)
2. Lease to local businesses (tax credit for landlord)
3. BID/GID funding for infrastructure improvements for inclusion of low-income housing development
4. Dedicate a percentage of FAR for artist space(s) in exchange for height exemptions

Local businesses that operate in

neighborhoods with high real estate values are often highly vulnerable to displacement. Since many of these local businesses do not own the building they operate in, their tenure becomes uncertain. This uncertainty becomes even more unsettled as regional businesses, who can pay more for rent, move into the neighborhood. Incentivizing long-term lease renewals for local businesses, through the use of tax credits, can provide more stability for businesses that desire to stay in their current space. The same tax credits can be used to encourage new local businesses to locate in the neighborhood by incentivizing landlords to fill their vacancies with local businesses.

Community benefit uses, such as affordable housing and art space, can also be incentivized by working closely with the development community. Developers that choose to provide affordable housing can be rewarded by using BID and/or GID funding to make infrastructure

INCENTIVES & REGULATIONS

Economic Diversity & Affordable Housing

improvements that support their development and reduce construction costs. Development of artist spaces can be encouraged through the use of height exemptions. Developers would be sanctioned to build higher than what is allowed by-right if they provide a certain square footage dedicated to artist spaces. More information on these tax credits can be found in a new report written by Institute for Local Self-Reliance (ILSR) titled, “How Rising Commercial Rents are Threatening Independent Businesses, and what Cities Are Doing About it”.



Olivia LaVecchia, & Stacy Mitchell. (2016, April). How Rising Commercial Rents Are Threatening Independent Businesses, and What Cities Are Doing About It. Retrieved December 12, 2016, from <https://ilsr.org/affordable-space/>

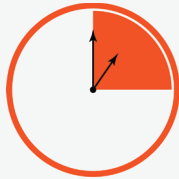
EXISTING CONDITIONS

The development activity in RiNo remains highly active and is projected to continue as more infill and redevelopment takes place within the neighborhood. In order to ensure that future development is in support of the Art District and the general welfare of the neighborhood, regulatory policies will have to be modified to preserve and enhance the existing character of RiNo.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

FORMULA BUSINESS ORDINANCE

Through adoption of a Formula Restricted Business Ordinance, the RiNo Art District and BID Board can regulate the presence and design of formula retail uses or “chain stores” within the District. The goal of such an ordinance is to protect the District’s diverse retail base, to support local businesses and to maintain neighborhood individuality. The ordinance is not intended to restrict all chain retailers, rather it provides a mechanism to evaluate the appropriateness of each individual formula retail establishment’s use, design, and necessity. If deemed a desirable addition to the neighborhood, then staff can work with applicants to help them successfully integrate into the neighborhood and to tailor the establishment to better serve the needs of the community. This may require that businesses function in a smaller floorplate. A Formula Restricted Business Ordinance is beneficial because it allows the Art District/ BID Board to allocate space and resources based on current and

projected community needs.

CASE STUDY: FORMULA BUSINESS RESTRICTION - SAN FRANCISCO, CA¹

Since 2006, San Francisco has restricted the proliferation of “formula” (or chain) retailers and restaurants. The city’s regulations define a formula retail use as an establishment that shares common features with at least 11 other establishments worldwide. Under the law, formula retail stores and restaurants are considered conditional uses, meaning that each application must be approved by the Planning Commission on a case-by-case basis. In evaluating whether to grant a permit for a formula business, the Commission considers several criteria, including but not limited to: the existing concentration of formula retail businesses within the neighborhood, whether similar goods and services are already available, and the compatibility of the

¹: “Commission Guide for Formula Retail.” 2014. Government. San Francisco Planning Department. July.

FORMULA BUSINESS ORDINANCE

Economic Diversity & Affordable Housing

proposed business with the character of the neighborhood. San Francisco's law has been successful in its support for local economic diversity and preservation of unique neighborhood character.



Walgreens in San Francisco
thesansserif.com

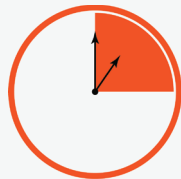
EXISTING CONDITIONS

More than half of RiNo residents make under 80% AMI and only 1% of RiNo residents live and work within the District. The supply of affordable units does not meet current demand making many RiNo residents more vulnerable to displacement grounded in development interests in and around the RiNo Art District. An influx of tech and professional businesses and jobs has also contributed to the unaffordability of commercial and residential space in RiNo.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Prosperity

ECONOMIC DIVERSITY PROGRAM

Availability of affordable commercial and residential space within the RiNo Art District and adjacent neighborhoods is becoming increasingly scarce. Between 2006 and 2016, property values within the District rose by 46% and commercial lease rates increased by 33%. However, RiNo's median household income has not followed suit, increasing by a mere 1%. As cost of living continues to rise, it will likely become increasingly difficult for the RiNo Art District to attract and retain its target demographic, creative entrepreneurs. Through establishment of the RiNo Art District Economic Diversity Assistance Program (EDAP), the Art District will have resources available to support those artists and entrepreneurs aspiring to make RiNo home. EDAP aims to broaden ownership opportunities through creation of an Emerging Artist/Entrepreneur Loan.

Owning rather than leasing is one of the best ways to ensure stable occupancy

costs and to maintain long-term affordability. Ownership is a form of resiliency, especially for a community of which over half of its residents make less than 80% AMI. It is a means to earn equity with mortgage payments, it provides protection against rising rents, it fosters a sense of commitment (stake in community) and it “builds wealth that will stay in the community instead of the pockets of remote real estate investors.”¹

Administration of the Emerging Artist/Entrepreneur Loan would require the BID to partner with a bank, such as Elevations Credit Union, who was the lender in the Colorado Faculty Housing Assistance Program case study. EDAP is a need-based program designed to (1) attract and retain artists and entrepreneurs by improving the affordability of their residence/business and providing a

1. Olivia LaVecchia, & Stacy Mitchell. (2016, April). How Rising Commercial Rents Are Threatening Independent Businesses, and What Cities Are Doing About It. Retrieved December 12, 2016, from <https://ilsr.org/affordable-space/>

ECONOMIC DIVERSITY PROGRAM

Economic Diversity & Affordable Housing

source of equity and; (2) provide support for new artists and entrepreneurs who have limited access to cost-effective financial resources. The loan provides a source of financial assistance in the form of a down payment needed to qualify for a live and/or work space loan. It would be in the BID's best interest to apply for a grant, available through the Colorado Microfinance Alliance or through the City and County of Denver's Office of Economic Development Neighborhood Business Revitalization Program (NBR), to get the loan and assistance program off the ground.

A loan of this nature could be administered in one of two ways: a loan provided by Elevations Credit Union and guaranteed by the BID, secured by a second deed of trust, with a variable interest rate; or, a loan provided by the BID, secured by a second deed of trust, and where in lieu of interest being paid, the BID is paid a share of any appreciation in the value of the

home purchased with the loan upon the loan's maturity or termination². This model is ideal for an area like RiNo that is receiving attention and investments from local and out-of-town developers alike. A loan assistance program that gains appreciation, in a hot housing market such as RiNo's, could prompt the creation of an Art District Community Needs-Based Fund that the BID could then allocate toward other Art District and BID needs. These community uses should be based on what the ongoing needs study has identified at that time as priority; including but not limited to: live/work, family housing, micro-units, group homes, coops, and owner & renter occupied dwelling units. This assistance program, which proposes the creation of both a loan and a fund, benefits both the artists as well as the BID. In the long-term,

2. <http://www.cu.edu/treasurer/faculty-housing-assistance-program-0>

the BID will gain sufficient capital with the accrual of funds based on the home-/flexible space owner paying a share of any appreciation in the value of the home purchased with the loan upon the loan's maturity or termination, to begin acting as a broker and/or land owner and participate in the development of affordable housing and artist/entrepreneur spaces.

POLICY

- Art District Stakeholder Groups
- BID Board
- City & County of Denver, Office of Economic Development

PARTNERSHIP

- City & County of Denver, Office of Economic Development
- Denver Arts & Venues, Create Denver
- Neighborhood Development Collaborative (NDC)
- Enterprise Community Partners / ULC
- Mile High Connects
- Colorado Enterprise Fund (CEF)

FINANCING

- Affordable Housing Fund / Revolving Loan Fund (RLF)
- Create Denver Revolving Loan Fund (CDRLF)
- TOD Fund / LIHTC
- Mile High Transit-Oriented Development Fund
- Rocky Mountain MicroFinance Institute
- National Reinvestment Fund
- New Market Tax Credits



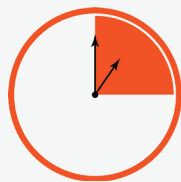


CONNECTIVITY

EXISTING CONDITIONS

Through the existing conditions analysis, coded interviews, and client feedback, pedestrian-scale lighting is identified as a gap/opportunity in RiNo, inhibiting convenience and safety in multi-modal movement. Both business owners and residents highlighted the issues of lighting, calling out 38th underpass and alleyways specifically. RiNo is also transitioning to a nightlife district. This is increasing use at night with entertainment venues, bars, and restaurants in areas that formerly did not have much street light and therefore do not have adequate lighting for pedestrians. Land use makeup and the transition of old industrial lots to new developments, creates pockets of heavily trafficked areas with limited pedestrian scaled lighting.

SHORT-TERM



WAYLIGHTING

"PEOPLE'S PERCEPTION AND FEELINGS OF SAFETY IN A NIGHT-TIME ENVIRONMENT OFTEN DIFFER SUBSTANTIALLY FROM ACTUAL RISKS. GENERALLY SPEAKING, LIT PLACES ARE SAFER THAN DARK AREAS; HOWEVER, WHETHER LIGHT ABOVE A CERTAIN LUMINANCE FURTHER INCREASES THE SAFETY OF A PLACE IS LESS CLEAR."

-CITIES ALIVE: RETHINKING THE SHADES OF NIGHT (ARUP REPORT MARCH 2015)

As every day passes, RiNo moves closer to becoming the new residential hub in downtown Denver. As it welcomes new homeowners and renters, it also welcomes tourists and visitors to its many emerging nightlife destinations. RiNo is experiencing an exponential growth of new restaurants, bars, and entertainment venues. Between these two different factors, RiNo will see an dramatic increase in pedestrians accessing the District during all hours of the day and night.

In order to provide a safe and convenient

pedestrian experience, RiNo will have to look towards creative lighting solutions to aid the pedestrian, both local and tourist, in navigating through the District. This section is divided into three unique approaches to help remedy the lack of pedestrian-scale lighting in RiNo Art District.

DISTRICT-WIDE LIGHTING

Currently in the RiNo Art District there is a substantial lack of pedestrian-scale lighting. In a map attached on the following page displays an abundance of 20-foot-tall street lights which serve the automobile primarily with its light focused over the roadway. However, when those lights are removed, the map displays various random pockets of pedestrian-scale lighting. These pockets are located adjacent to the LoDo neighborhood, 45th Street in Globeville, and surrounding the 38th and Blake RTD transit station.

RiNo Art District could benefit from the installation of consistent pedestrian-scale

WAYLIGHTING

lighting along priority corridors. These corridors have been identified through community mapping events, type of development along the corridor, and level of pedestrian traffic. The identified priority corridors in RiNo are:

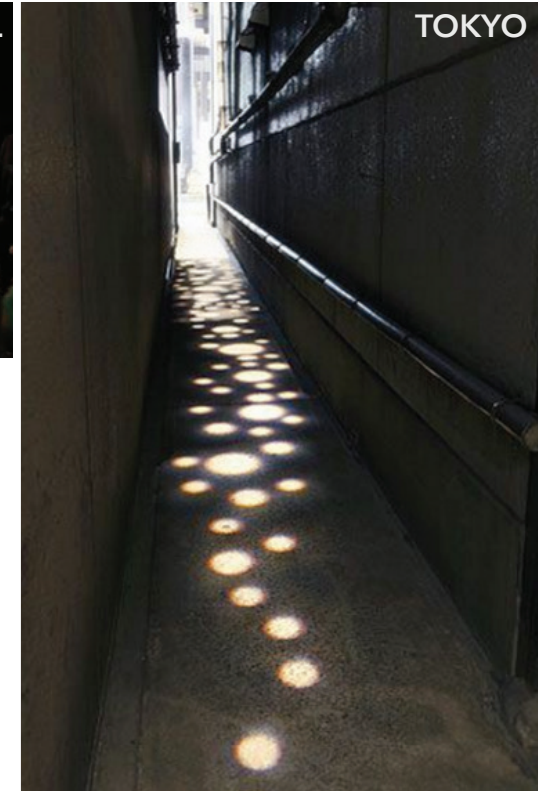
1. Larimer Street
2. Blake Street
3. Arkins Court
4. 31st Street
5. All Activated Alleyways

Installing lighting powered by wind or solar energy will lead to lower future maintenance costs, which is both energy- and cost-efficient. When considering this option, refer to UGEL, Outdoor Lighting System | Solar off-grid lighting, hybrid off-grid lighting.

DESTINATION WAYLIGHTING

Through alleyway activation and targeted corridor improvements, it is recommended RiNo adds destination focused waylighting in the future. This

Connectivity



POLICY

Add an additional section to new design guidelines to address artistic approaches to lighting solutions in alleyways, priority corridors, and galleries.

FINANCING

P.S. You Are Here Grant
Private Business Owners (higher design score for developments that incorporate waylighting)

PARTNERSHIP

Art District
Otak
Private Business Owners

Image sources (upper left, clockwise): Intersections Signalétiques, Tange Associates, Light+Design

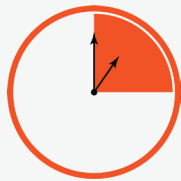
"Cities Alive: Rethinking the Shades of the Night." ARUP N.p. March 2015. Web. 09 Dec. 2016.

WAYLIGHTING

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Connectivity

approach to public lighting has the ability to showcase local art and allows artistic lighting to function as the solution to the lack of pedestrian-scale lighting. Destination waylighting is used to guide pedestrians to preferred paths of travel, that are both interesting and safe.

Seen in the examples on the previous page, waylighting can be used to guide pedestrians during special events with projected, directional crosswalks. It is up to the RiNo Art District to determine the desired aesthetic approach to waylighting. This is a good opportunity to involve local artists and surrounding communities in the discussion and process.

FIRST FRIDAY GALLERY LIGHTING

The third option for RiNo waylighting is a designated First Friday gallery waylighting system. This could be delivered to each First Friday participating gallery as a toolkit with the basic materials (i.e. orange tube lights) and required dimensions.

This allows each gallery to customize their own unique light sculpture, while using consistent materials to the other galleries. During First Friday, they would display these light sculptures outside their gallery to indicate to visitors they were an open and participating studio. This helps galleries increase number of visits and help visitors locate the open galleries with ease.

These three recommended solutions address the issue of safe and reliable pedestrian-scale waylighting in RiNo at three different scales. These lighting solutions have the potential to be collaborative local artist process.

WAYLIGHTING

Connectivity



Maps: Carrie Latimer, 2016

EXISTING CONDITIONS

The RiNo Art District is broken up from West to East by rail yards, large surface parking lots, and heavy industrial buildings. Particularly cumbersome is the lack of safe pedestrian and bicycle access in the west/east direction. Existing sidewalks are often discontinuous, missing, or irregular. Other pedestrian friendly elements such as four-way stops, bulb-outs, marked crosswalks, and protected bikes lanes are not present.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Connectivity

31ST STREET CORRIDOR

As RiNo continues to develop as a residential district, the need for better connections between the various sections becomes even more apparent. RiNo today is an auto-oriented district that contains very few, continuous pedestrian and bicycle routes. Safety is a key concern to residents who live in the District. Through interviews, the main concern was the inability to navigate the District without using a car.

In the planning process, 31st Street was identified as a key route to create a multi-modal connection between the west and east sections of the District. 31st Street has the opportunity to connect the 30th and Downing Station, Curtis Park, DHA housing, and the future RiNo Promenade.

DESIGN RECOMMENDATIONS

The future design of 31st Street was created by splitting the corridor into two distinct zones based on current and future land uses. The corridor beginning at the

future RiNo Promenade and extending to Curtis Park contains predominantly mixed-use and commercial land-uses. This stretch is designated as the Commercial Zone. 31st Street could use its existing 70 feet of right-of-way to have: widened 13 foot sidewalks, two-way protected bike lanes, two drive lanes, and space for green infrastructure improvements. This design removes all on-street parking along 31st Street in this zone in order to increase the width of the sidewalks to allow for bulb-outs, pedestrian lighting, bioswales, and other pedestrian scale amenities.

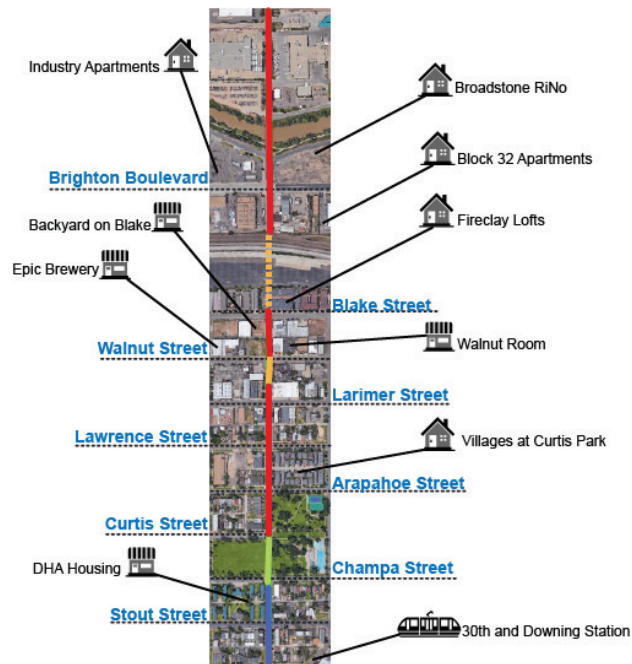
The Residential Zone should use its 70 feet of right-of-way to: maintain 1 lane of on-street parking, 9 foot sidewalks, two-way protected bike lanes, and space for green infrastructure.

In order to connect the east and west sides continuously, a ped/bike bridge is recommended across the Coors parking lot and railroad tracks.

31ST STREET CORRIDOR

Connectivity

EXISTING AND PROPOSED LAND USES ALONG 31ST STREET



POLICY	FINANCING	PARTNERSHIP
None	City of Denver Federal Transportation Alternatives Program	Art District WalkDenver City of Denver Existing and New Businesses along 31st Street

Maps: Jeremiah Bebo, 2016

31ST STREET CORRIDOR

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Connectivity



31ST STREET LOOKING EAST IN ITS CURRENT CONDITION



Safe multi-modal infrastructure



Pedestrian wayfinding



Green stormwater infrastructure



Pedestrian-scaled lighting



31ST STREET WITH IMPROVED DESIGN RECCOMENDATIONS

Images: Carrie Latimer, 2016

31ST STREET CORRIDOR

Connectivity



Images: Jeremiah Bebo, 2016

CASE STUDIES

ANNIE ALLEY SAN FRANCISCO

Key Elements:

- Temporary alley improvement
- Community engagement
- Improvement District

ALLEY MASTER PLAN FORT COLLINS

Key Elements:

- Shared spaces
- Potential solutions to trash removal
- Feedback from local businesses

ALLEYWAYS



Annie Alley during community music event.



Design concept provided by CMG Landscape Architects.

ANNIE ALLEY, SAN FRANCISCO

Annie Alley of San Francisco is a result of the Yerba Buena Street Life Plan created in 2011. The plan laid the framework for the next generation of public spaces in the Yerba Buena District. Community events and workshops were held in alleys to show potential concepts and garner support from business owners and community members. The improvements to the narrow Annie alley are an example of temporary installations that promote connectivity and community.

The cost of capital and construction for the temporary improvements was roughly \$128,000 and the cost of design was roughly \$60,000. The alley is now used for community events such as music performances and farmer's markets.

ALLEYWAYS

Connectivity

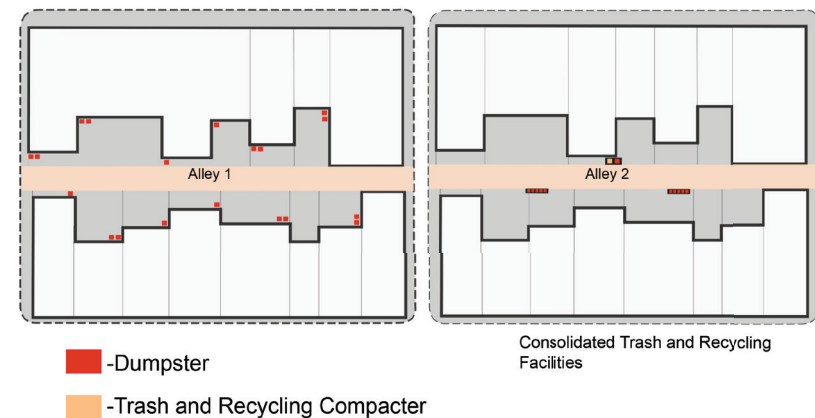
ALLEY MASTER PLAN, FORT COLLINS

The Fort Collins Alley Master Plan (2008) was commissioned by the City of Fort Collins. The plan was produced after the completion of a series of traffic and pedestrian studies. These studies helped identify the main areas of concern that accompany alley improvement projects. The main concerns related to: service and emergency vehicle access, trash removal, and alley maintenance. The recommendations in the report were made with those constraints in mind. The alleys in Fort Collins are shared spaces used by bikes, pedestrians, as well as cars and service vehicles. The alleys were not intended to be solely for pedestrian and bike usage so the clearance in most of the alleys is at least 8 feet.

The plan makers suggested that trash be addressed in a number of ways. A special trash district was suggested that would deal with trash specifically within the downtown business district however this suggestion did not garner much support. Input was solicited from local businesses that would be affected by alley improvement projects; what resulted was a coordinated trash effort that consolidated dumpsters. Each business uses smaller rolling dumpsters and dumps trash in a central alley dumpster location which makes trash removal more efficient. Trash compactors were also installed to reduce smell and visibility.



Mountain St Alley, Fort Collins Co.

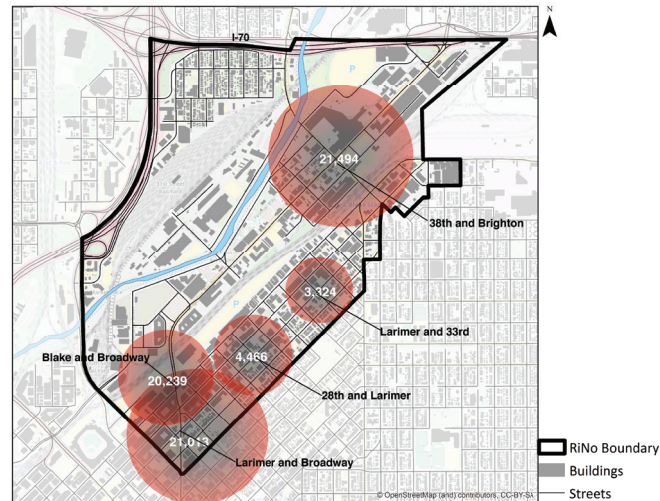


Dumpster and trash compacter diagram.

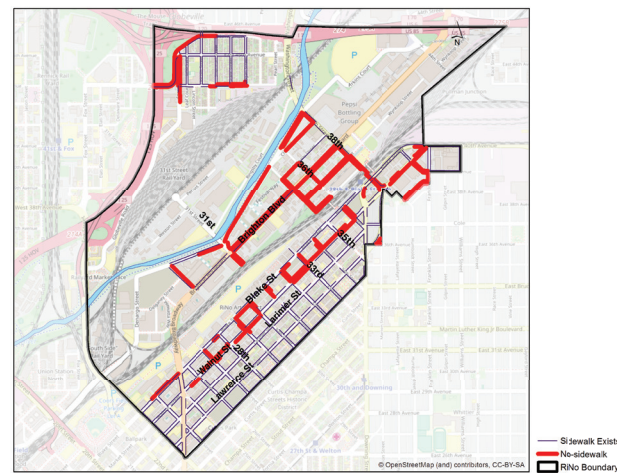
MAIN GAPS

1. High traffic levels in entrance areas
2. Missing Sidewalks
3. Pedestrian and bicycle safety
4. Perception of safety

ALLEYWAYS



Areas of high traffic in RiNo.



Streets with missing sidewalks.

GAPS AND OPPORTUNITIES

The areas of highest traffic in the District are shown in the map on the left. As RiNo adds residential and commercial density traffic levels will continue to increase unless there are alternative ways for people to enter, exit and travel within the District. Alleys can help improve connectivity and reduce traffic by providing an alternative to vehicle travel.

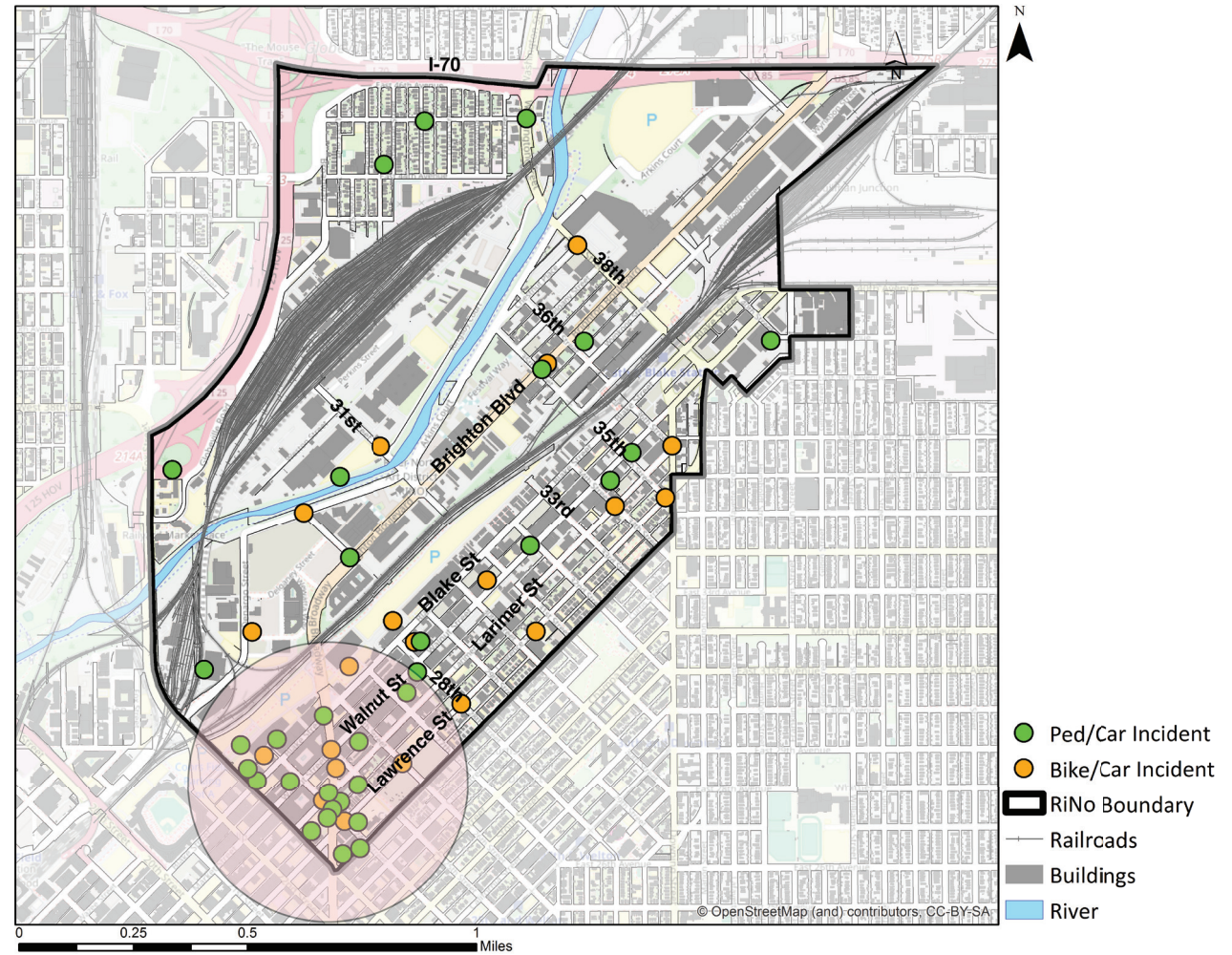
There are a number of streets in RiNo with missing and discontinuous sidewalks. Many people feel that adding polished sidewalks to every road would alter the character of RiNo. Improving alleyways could help preserve the gritty character of RiNo while providing safe routes for pedestrians.

ALLEYWAYS

Connectivity

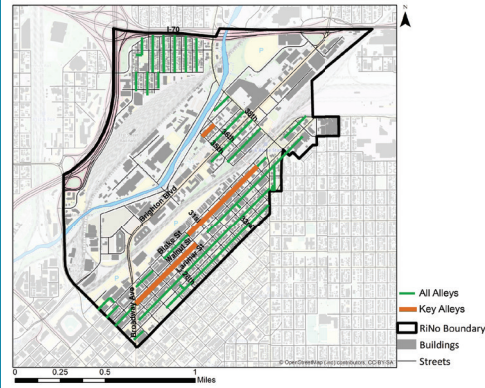
An analysis was done using City of Denver GIS crash data to determine the frequency and location of crashes between pedestrians, bicyclists and vehicles. The numbers were significant, especially in certain areas. This map shows a concentration of incidents at the intersections of Broadway and Larimer and Broadway and Blake.

There is a need for people to be able to move safely throughout the District using any mode of travel. Alleys are shielded from traffic; adding alleyways to the public realm could help reduce bike/pedestrian accidents and promote a feeling of safety.



The location of pedestrian and bicycle crashes with cars in 2016.

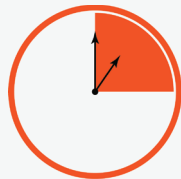
EXISTING CONDITIONS



SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

ALLEYWAYS



Alley Entrance from 25th



Plaza on Broadway

TRANSFORMATIVE PROJECTS



One of the key entryways into RiNo is from Broadway and Larimer. The Benjamin Moore Paints building is located nearby the intersection of Larimer and Broadway and abuts the plaza on Broadway and 25th. While visiting this area, the plaza seemed highly underutilized. From the plaza, begins the Larimer/Walnut street alley. A number of people and bikers were seen using this alley as an entryway and exit from RiNo. Improvements to this plaza and it's connecting alley could greatly improve the experience of visitors and residents as they enter and exit the District.

ALLEYWAYS

Connectivity



Many of the residents that the studio members interviewed mentioned the need for public spaces in RiNo. Whether it be a park or a plaza, they desired a place where people could sit and enjoy their lunch or simply people watch. An opportunity to create such a place was seen in the 25th street plaza. The 25th Street plaza is located at Larimer and Broadway. It is framed by the Benjamin Moore Paints building (1933) which is considered a contributing building in RiNo. Not only would the plaza act as a draw for visitors and residents, but the adjacent alley could be a key entrance to the District's alley network.

RENDERING: 25TH ST PLAZA: GATEWAY TO RINO



Image: Allison Baxter, 2016

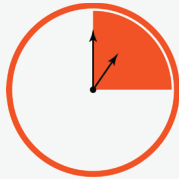
GOALS

Alleys that are: green, shared, active, clean and safe. To provide a safe and creative network of alleys in RiNo that improves connectivity within the District.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

ALLEYWAYS

III. ALLEY DESIGN GUIDELINES

Current Intent Statements (as of 11/30):

Intent: Avoid alley vacations to maintain urban circulation pattern.

Intent: To utilize alleys for additional pedestrian circulation.

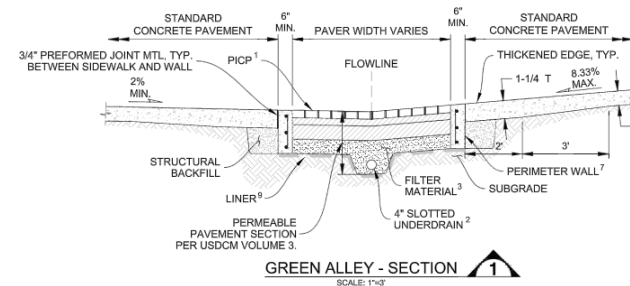
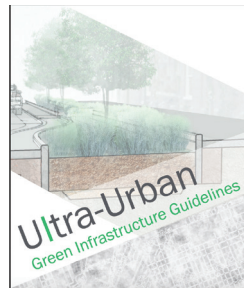
Intent: To minimize encroachment and visibility of trash storage and service areas into the alley width.

Proposed Additions:

Intent: Design alleys that are inclusive to all demographics.

Intent: Promote alleys that are active, green, shared clean and safe

Intent: Facilitate alleys that are a part of a larger community engagement strategy



The current Alley Design Guidelines direct users to the alley standards set forth by Denver Public Works Department. It is also recommended that users also be directed to Denver's Ultra Urban Green Infrastructure Guide, which has a "Green Alley Fact Sheet" that would help achieve a number of the goals in the District Design Guidelines. The green infrastructure guide comes with diagrams and drawings that detail how an alley can become part of the green infrastructure system using various techniques and materials.

ALLEYWAYS

Connectivity

DESIGN TOOLS:

1. FURNISHINGS

i. Amenities that facilitate the active use of an alley and incorporate art in their design and creation.

- a. Seating
- b. Tables
- c. Signage/Wayfinding
- d. Art

2. LIGHTING

i. Fixtures within the public and private realm that improve safety and wayfinding in creative and artistic ways.

- a. Waylighting
- b. Pedestrian scaled fixtures
- c. Building façade lighting
- d. String Lighting
- e. Art installations

3. GREEN INFRASTRUCTURE

i. Additions that contribute positively to the pedestrian atmosphere and/or help manage stormwater runoff.

- a. Landscaping and swales
- b. Living Walls
- c. Planters
- d. Trees



e. Permeable Pavement

d. Music

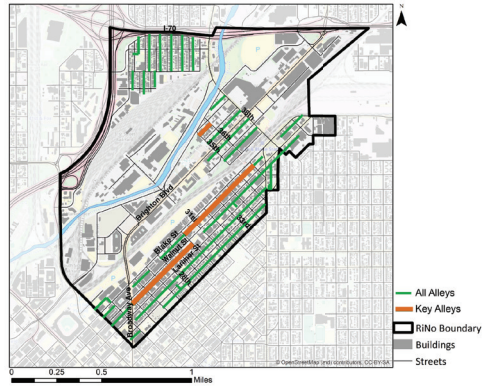
4. ACTIVE USES

i. Elements that encourage people to use alleys.

- a. Business Access/Active frontages
- b. Temporary Street Closures
- c. Community Engagement

e. Shared Spaces

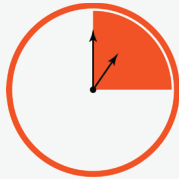
EXISTING CONDITIONS



SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Equity

PRIORITY

Place

ALLEYWAYS



DESIGN ELEMENTS THAT WOULD IMPROVE THE PEDESTRIAN EXPERIENCE AND ENCOURAGE ACTIVE USES

ALLEYWAYS

Connectivity



KEY IMPLEMENTATION GOALS:

- Community supported alley activation projects
- Continuous alley network
- Inclusive to all demographics

IMPLEMENTATION STRATEGIES:

- Create a Community Alley Activation Board
- Hold events in alleys using temporary amenities
- Fundraise
- Form local partnerships
- Encourage developers to use Alley Design Guidelines

COMMUNITY PARTNERS:

- Local Artists
- Non-Profits
- RiNo Board
- Community Members

POLICY	FINANCING	PARTNERSHIP
None	BID Fees General Obligation Bonds Public Private Partnerships	Private Developers Denver Urban Arts Fund



ENVIRONMENT & GREEN SPACE

EXISTING CONDITIONS

Rail lines located throughout RiNo have led to developments being built in unsafe proximity to active railroads.

COMMUNITY INPUT

“There are times that I can feel the trains crashing into each other.”

“The light rail always have their horns and bells because there have been several people on the tracks.”

“NOTHING IS MORE ESSENTIAL TO PROTECTING QUALITY OF LIFE THAN ENSURING PUBLIC SAFETY.”

HAZARD MITIGATION: INTEGRATING BEST PRACTICES INTO PLANNING (2010)

ECODISTRICT PROTOCOL

IMPERATIVE



Resilience

PRIORITY

Health + Wellbeing

SAFETY BUFFERS



The railroads are part of Denver’s and RiNo’s history. Despite the growth in the neighborhood today, the railroad companies are not likely to relocate soon. The rail lines cause constraints on how land can be developed. This constraint has led to many new developments to be built in unsafe proximity to active rail lines, some of which carry hazardous materials.

AVAILABLE RESEARCH

Canada and Australia have both created regulations and guidelines for what developers and local governments can and should do to mitigate the adverse effects of living and working in proximity to active rail lines.

The challenge with applying the *Canadian Guidelines for New Development in Proximity to Railway Operations* to the RiNo neighborhood is they are focused on greenfield development. The suggestions for ideal mitigation include a minimum

100-foot setback from the rail lines and an earthen berm with a 10-foot noise barrier placed on top. Looking at the quasi-industrial environment that is RiNo, these suggestions are unrealistic for the neighborhood.

SAFETY BUFFERS CONCEPT

One way to combat developments proximity to rail lines is to improve the perception of safety. This increased feeling of safety can be achieved through the placement of safety buffers on properties in proximity (100 feet or less) to active rail lines. Already developers have placed buffers between their development and rail lines, as seen at the City Gate Apartments located on Brighton Boulevard.

RiNo safety buffers should be creative in design. Some options are a ‘green’ vegetated buffer, helping to add much-needed vegetation to RiNo, a gabion wall, which would fit into the RiNo context, or

SAFETY BUFFERS



one made from recycled concrete and used as a canvas for artists to display their work.

Safety buffers offer an opportunity to enhance the perception of safety while creating an amenity for residents and visitors. We recommend that the safety buffer concept is added to the RiNo Design Guidelines to ensure if and when a developer chooses to build a buffer to separate their development from active rail lines, it will be done in a creative way that will enhance the quality of life for RiNo residents and visitors.

ADDITIONAL RESOURCES

Creating a safe environment should not be solely on the Arts District to do. Colorado Operation Lifesaver is a nonprofit that educates communities on railroad safety. The Denver Local Emergency Planning Committee is another potential partner in helping to create a safer environment in RiNo.

Environment & Green Space

DYNIA
ARCHITECTS
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Examples of potential creative safety buffer designs

POLICY	FINANCING	PARTNERSHIP
Amend Design Guidelines to include safety buffers within the Section on Walls and Fences <i>Sample language is included in the Appendix.</i>	None.	Art District Developers BNSF & UP

Image sources (left, clockwise): Dynia Architects, "Reclamation Project" (Flickr Snuffy), houzz

EXISTING CONDITIONS

According to the RiNo Registered Neighborhood Organization boundary, the 1,038 acre area only has eleven acres of dedicated park and open space land.

Denver Parks and Recreation established a goal, according to the 2003 Game Plan Master Plan, for eight to ten acres of park should be available to every 1,000 residents.

SHORT-TERM

MID-TERM

LONG-TERM



ECODISTRICT PROTOCOL

IMPERATIVE



Imperative Name

PRIORITY

Priority Name

GREEN ACQUISITION

As the study area was previously an industrial hub for Denver, and the area still supports light industrial uses today. It is no surprise that very little park or open spaces exist considering the industrial uses of the area. However, the residential population in RiNo has grown over the last several years and will continue to expand capacity for incoming residents. According to the 2010 Census, nearly 5,000 people lived in RiNo at the time. When we apply the metric established by Denver Parks and Recreation 2003 Game Plan, RiNo would need at least 38.5 additional park acres if no population growth were to occur. As RiNo continues to grow, park and open space should be emphasized to promote access to nature, recreation opportunities, and a high quality of life.

Looking into the future, Denver's Department of Community, Planning, and Development has projected that the RiNo area will receive 20,000 new residents

by the year 2035. If we consider RiNo's Registered Neighborhood Organization Boundary to be completely self-sufficient, 150 more acres of park would need to be within RiNo's boundary. This number is of course intriguing, however, it is not realistic because residents will be able to access regional and mountain parks beyond the RiNo boundary. Also, it is a poor use of land potential to dedicate fourteen percent of available land area to undevelopable land.

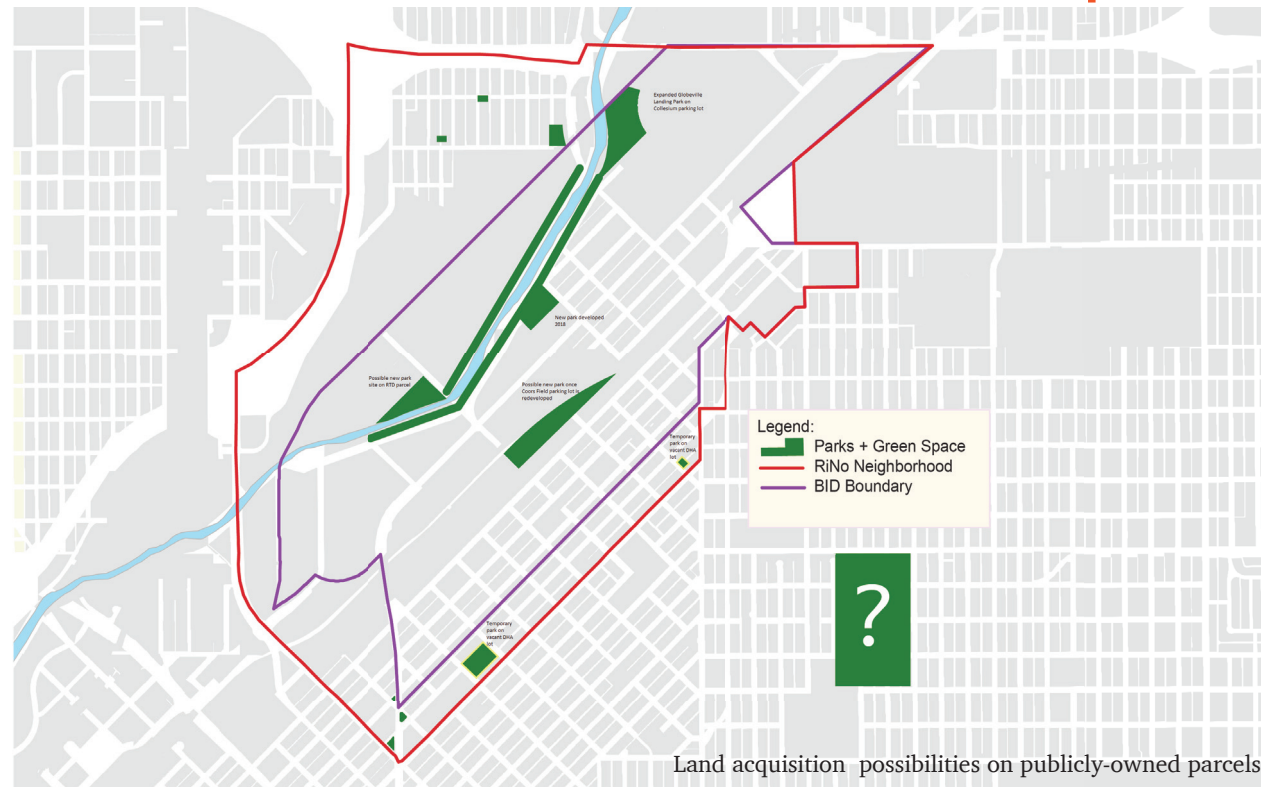
To determine an accurate land acquisition model, we looked at the Historic Baker Neighborhood. Baker was selected due to similar features to RiNo in their proximity to Downtown Denver, total land area, and commercial corridors. Baker has a historic past with old homes, traditional lawns filled with mature trees, and interesting architecture developed over the years. The Baker neighborhood does not have large, regional parks; the neighborhood only has 1.8 acres for every 1,000 residents.

GREEN ACQUISITION

Environment & Green Space

This metric not only seems more realistic, as it conveys a residential neighborhood character while still being able to offer other uses in the area.

As RiNo becomes a more residential neighborhood, we recommend that green acquisition for parks and open spaces are prioritized. Using the Baker neighborhood as a model for potential green space goals, we recommend that RiNo strives to provide 2 acres of park for every 1,000. If RiNo grows to the projected 20,000 residents, we recommend that RiNo gains 50 acres in park space by the year 2035. Land acquisition can be costly, however, the diagram on the right shows that 30 acres of park and open space can be accounted for on publicly-owned land. The remaining 20 acres of park land should be acquired through temporary parks on undeveloped parcels, privately-owned public spaces, and long-term land leases for vacant parcels.



POLICY

- Long-term land leases
- Developer impact fees
- Roof gardens
- Open space tax

FINANCING

- Park Impact Fees to be used to acquire land, incentivize development of publicly-owned public areas in design guidelines

PARTNERSHIP

- Denver Parks and Recreation
- Denver Water Quality
- Denver Housing Authority
- Arts and Venues
- RTD

City and County of Denver, Parks, 2016.

City and County of Denver, Parcels, 2016.

EXISTING CONDITIONS

2.7% Tree Canopy Coverage in RiNo Art District
(Denver average is 19.7%)

60% of the total surface area in RiNo Art District is impervious
(impervious- impenetrable to water)

The RiNo Art District straddles a vital Riparian habitat, the South Platte River, for a stretch of approx. 1.5 miles.

A study of urban forestry programs in five U.S. cities found that, on a per-tree basis, the cities accrued benefits ranging from about \$1.50–\$3.00 for every dollar invested.¹

ECODISTRICT PROTOCOL

IMPERATIVE



Equity & Climate Protection

PRIORITY

Living Infrastructure

VEGETATION

To inform the landscape guidelines, the consultant team conducted research on appropriate landscape materials for the RiNo Art District in regards to native species, water use, and aesthetic. A primary question was how to reinforce the “wild” of #KeepRiNoWild in the natural and wilderness sense of the word. One recommendation is to encourage the use of native grasses in the landscaping by creating a RiNo Art District Native Grass Seed Mix that property owners can use in their plant design. See Appendix IV. A. for notes and comments on the RiNo Design guidelines Draft #7, Landscape Guidelines.

Well designed vegetation and green stormwater infrastructure will improve the quality of life for all residents in the area, create a more pleasant and interesting experience for visitors, improve air and water quality, and protect the ecological systems, wildlife habitat, and natural character of the South Platte River in this urban environment.

In addition, vegetation transcends a simply contemporary aesthetic and offers a universally accessible and timeless aesthetic, an important consideration to create a comfortable environment for a diverse group of people to experience the river and district. Furthermore, it will bring visual coherence to an otherwise expansive landscape. The designed landscape will be recognizable, inviting, locally familiar, and unique. Additionally, the vegetation areas can provide space for art, such as sculptures. The vegetation and art elements will encourage pedestrians to explore and discover the area, enriching the experience and meaningfulness of the public space.



VEGETATION

Environment & Green Space

BENEFITS OF TREES AND VEGETATION IN THE URBAN ENVIRONMENT (US ENVIRONMENTAL PROTECTION AGENCY)²:

- IMPROVED QUALITY OF LIFE
- MITIGATION OF URBAN HEAT ISLAND
- IMPROVED AIR QUALITY AND LOWER GREENHOUSE GAS EMISSIONS
- ENHANCED STORMWATER MANAGEMENT AND WATER QUALITY
- REDUCED ENERGY USE
- REDUCED PAVEMENT MAINTENANCE

To encourage the adoption of green stormwater infrastructure, the consultant team recommends RiNo Art District participate in the Denver Sustainable Neighborhoods program and propose an Impervious Surface to Vegetated Area Conversion Program and a Green Stormwater Infrastructure Program for City Right of Way.

An existing program to promote is Denver Digs Trees. All Denver residents, businesses, nonprofit organizations, and schools are eligible to apply for free and low-cost trees.



© Christina Contreras

Source: Christina Contreras; Photograph of Glendale, CO public right-of-way near intersection of Colorado and Cherry Creek S Dr

POLICY

Landscape Design Guidelines in RiNo Design Guidelines (See Appendix IV. A. for detailed comments).

Green Stormwater Infrastructure.

FINANCING

Consider partnership opportunities.

Include in development and construction budgets.

PARTNERSHIP

- The Park People
- Denver Sustainable Neighborhood Program
- Denver Environmental Health
- Denver Parks & Recreation Forestry Office

Additional Riparian area info: www.nrcs.usda.gov/wps/portal/nrcs/detail/national/technical/?cid=nrcs143_014199

1. "Municipal Forest Benefits and Costs in Five US Cities." Greg McPherson, James R. Simpson, Paula J. Peper, Scott E. Maco, and Qingfu Xiao



EXISTING CONDITIONS

2.7% Tree Canopy Coverage in RiNo Art District

(Denver average is 19.7%)

60% of the total surface area in RiNo Art District is impervious (impervious- impenetrable to water)

The RiNo Art District straddles a vital Riparian habitat, the South Platte River, for a stretch of approx. 1.5 miles.

Extreme heat claims more lives each year in the U.S. than hurricanes, floods, tornadoes, and lightning combined.

(City and County of Denver Hazard Identification and Risk Assessment From the Bottom Up)

ECODISTRICT PROTOCOL

IMPERATIVE



Equity & Climate Protection

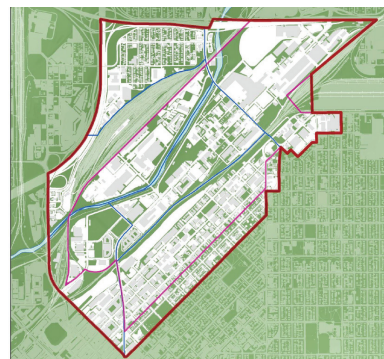
PRIORITY

Living Infrastructure

URBAN HEAT ISLAND

In the Denver semiarid, High Plains climate zone, the most influential microclimate factors in the urban environment are: impervious surface area, tree canopy cover, and albedo.

60% of the total surface area in RiNo Art District is impervious. Impervious areas in the district are (shown as white/grey below): paved roads, paved parking areas, paved medians, paved sidewalks, paved driveways, and building foundations. RiNo Art District has a 2.7% Tree Canopy Coverage. For reference, the Denver average is 19.7%. Given these existing conditions, it is essential to consider how future development will impact the microclimate, specifically ambient temperature and wind speed which dissipates heat.



PLEASANT PEDESTRIAN EXPERIENCE

If a pleasant pedestrian experience is desired to improve the quality of life for the increasing number of residents and the quality of experience for visitors, it is critical to consider the impact future development and introduced elements will exert on the microclimate.

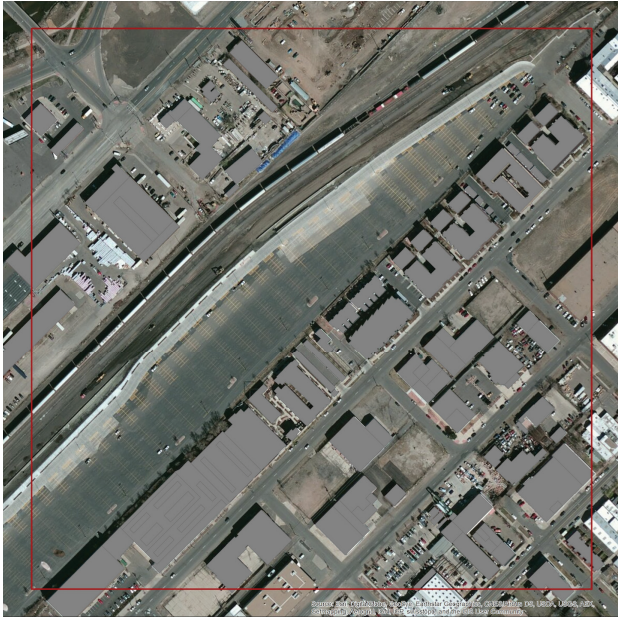
The images on the right are part of an ongoing research project to model microclimate response to changes in the built environment. This research is based on the PhD Dissertation of Mehdi Heris, *The Influence of Planning and Design Policies on Urban Microclimate*. For the purposes of examining human experiential factors, ambient temperature and wind speed are modeled, and modeled at a height of 1.8 meters or 5'11" to represent how an adult will feel the temperature and wind speed.

The images on the right consider the microclimate response of one introduced building. Future research will consider the microclimate response of additional buildings, street trees, and impervious/pervious surfaces. This type of information can be used to make informed microclimate design decisions.

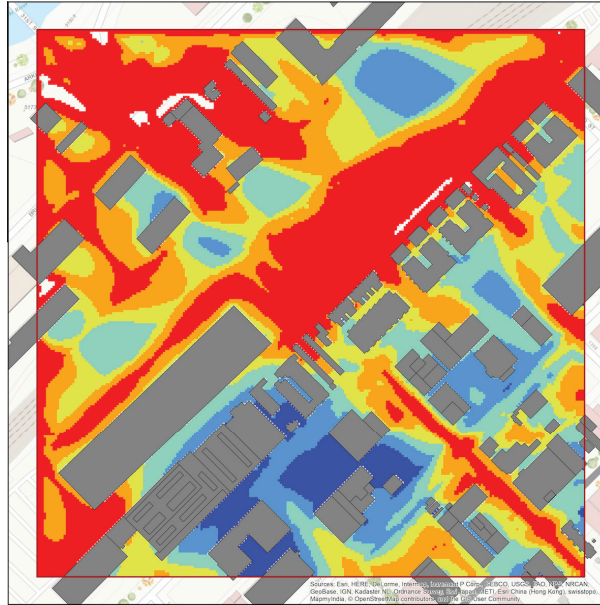
URBAN HEAT ISLAND

Environment & Green Space

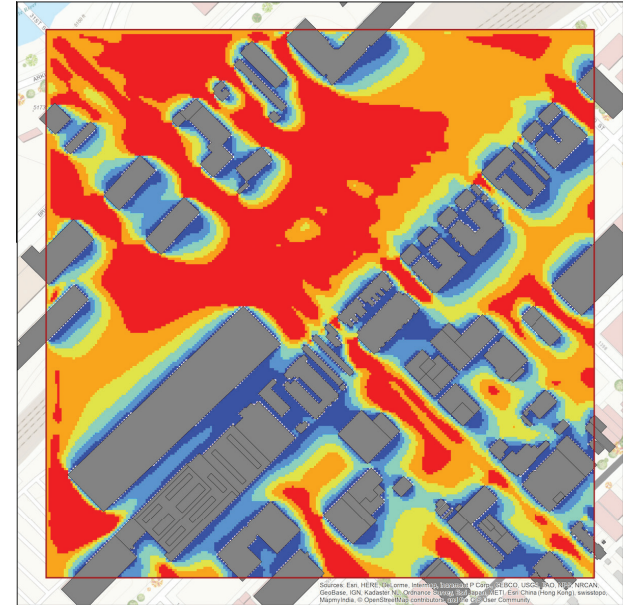
MODELING MICROCLIMATE RESPONSE



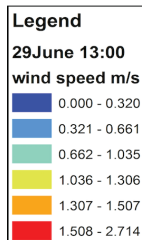
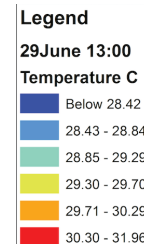
Existing Conditions



Ambient Temperature



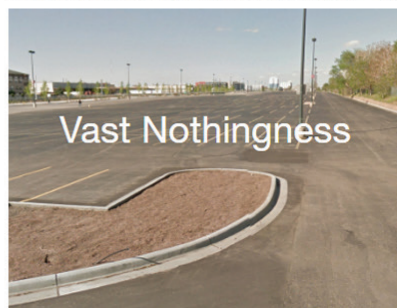
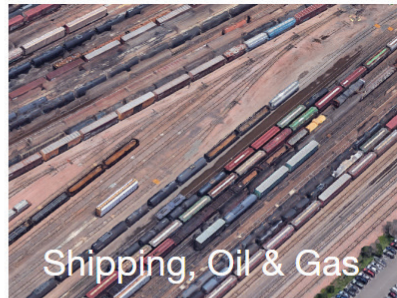
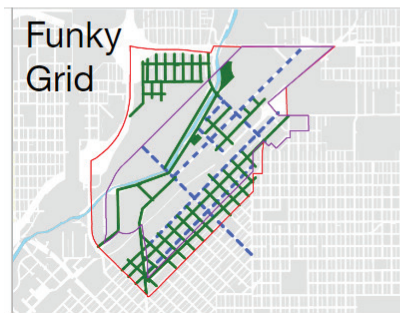
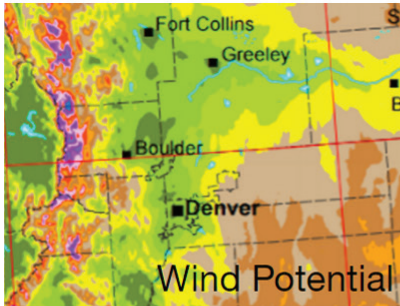
Wind Speed



MEHDI HERIS PHD DISSERTATION

The Influence of Planning and Design Policies
on Urban Microclimate

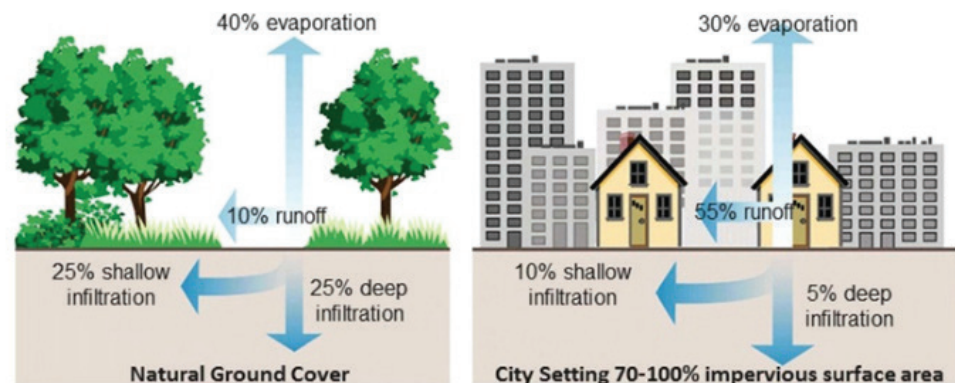
SUSTAINABLE DEVELOPMENT



RINO FIRST IMPRESSIONS

Looking through the lens of sustainability in a rapidly developing industrial area near the heart of Metro Denver, certain existing conditions, opportunities and key elements stood out in RiNo.

- Latent Potential for deployment of renewable energy and energy efficiency
With the high rate of redevelopment, there should be an improvement in energy efficiency in buildings. However, the overall energy demand is also likely to increase as the population and commercial activity increases with all of the new developments. Big footprint buildings and parking lots are great for renewable energy infrastructure, and areas with an industrial feel will be less averse to more imposing types of renewables.
- Shipping and Industry as an aesthetic - The area is surrounded and sliced up by rail lines, bounded by highways and major shipping operations. There are industrial lots and junk yards, cranes that jut out over the road, and the sense of grit is unmistakable.



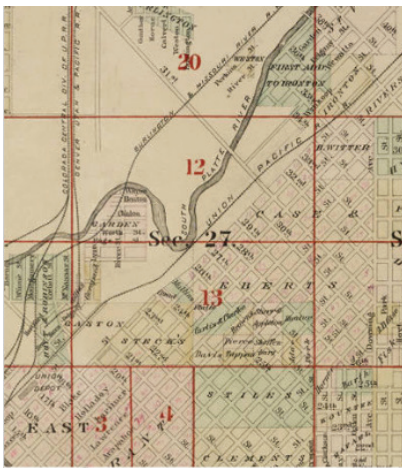
Stormwater infiltrates into the ground
Plants and trees work to absorb stormwater

Water hits impervious surface and runs off roofs, streets, parking lots etc.
Runoff goes into the sewers

SUSTAINABLE DEVELOPMENT

Environment & Green Space

- The River & the Watershed - The intensive industrial use of the District has taken a toll on the river, but it isn't unsalvageable and there are many opportunities to have a beneficial impact on the watershed and the river through improved infrastructure. There are many powerful partners already looking at ways to restore the river including the Army Corps and The Greenway Foundation. Developers should work on ways to help build improved infrastructure into new developments to align with the community interest and to invest in the future value of the District.
- Underutilized space - It seems ironic that one of the longest stretches of uninterrupted parking is centrally located at the heart of the RiNo Art District. Where there are opportunities to make better use of these types of spaces, and if this can be done without displacing the current uses, then all the better. Some of largest land holders in the District are tied to local and regional agencies such as a Metro District and RTD, these types of groups may be interested in public/private partnerships that would improve their bottom line in the long run.
- Lack of affordable space - Artists and people from surrounding communities do not seem to have a place within the composition of the new developments occurring the area. This city needs a massive infusion of affordable housing, and this is the kind of district where that scale of development could happen.
- Seeds of powerful branding - With many very popular and unique events, a highly engaged support structure through the RiNo Art District BID, a serious TOD, and amazing developments like TAXI, this area growing into a major center in the city.



Historic River North, 1887



RiNo, 2016



Brighton, Downstream, 2016



SUSTAINABLE DEVELOPMENT

CASE STUDIES

At the beginning of this project, we began designing the goals by first looking at case studies where similar areas and issues were addressed. The following case studies had the greatest influence on the final design of the sustainable development component of this plan.



LE CORBUSIER

Le Corbusier's concept of a Machine for Living, both the house and the scaled up version in the Ville Radieuse, are fascinating to study in the context of our re-urbanizing cities. The constant pressure to solve the housing and environmental catastrophes around us, has compelled me to look backwards Le Corbusier's outlandish visions. We can look at urban renewal's failures and note that they were modeled, in many ways, around these visions, as much as we can say that Le Corbusier was a very early and very prominent proponent of extreme density and height in early modern architecture. Still though, there is a pearl to be found in the idea of a machine for living, especially when attempting to preserve, propagate and even help better define an industrial aesthetic that is unique to RiNo in the midst of its changing role in the city. The scale of Ville Radieuse is absolutely egomaniacal, but the density and the considerations of light and air, affordability and transit are valid as we look at RiNo. Obviously, this model is a



sweeping type of broad brush planning that can not be achieved gracefully in the urban context, but it proposes something rather modular and futuristic, what it lacks in charm is made up with efficiency and height.

SUSTAINABLE DEVELOPMENT

Environment & Green Space

THE 22@ BARCELONA

This industrial area redevelopment plan is a fascinating small area plan, which asserts the need and vital outcomes of converting 200 hectares of industrial land into an 'innovation district.' This plan builds a concept around “@” zones, which is a recycled bit of internet lingo they use to identify the energy of a vibrant layer of intellectual services industries, industries that produce wealth through the value of thought instead of the direct exploit of the earth and human labor. There is a clear emphasis on drawing in start-up types of businesses, but they give a good amount of time to the promotion of social diversity, affordable housing and sustainable live/work arrangement. Their aim seems to be to build more than the form of an attractive startup scene, but to build it into and within the community, and use the community as an asset to entice young entrepreneurs and future business leaders. This plan also gets into the issue of preserving the historic industrial buildings of significance while not deterring modernists from tinkering



with ways to build 4000 new housing units and create spaces for cutting edge thought industries. They use a persistent collage of maps, diagrams, architectural models, building plans / sections / elevations and neighborhood analyses, accompanied by loosely organized bullet points that speak to the concepts behind the images and how they relate to the

7 elements with a higher level of patrimonial protection



economic development goals. The most pertinent element of this plan to our work in RiNo is its compelling presentation of intimate findings and thoughts, and its focus on creating urban form to adapt to increased housing needs and the goal of housing a specific type of industry.

SUSTAINABLE DEVELOPMENT



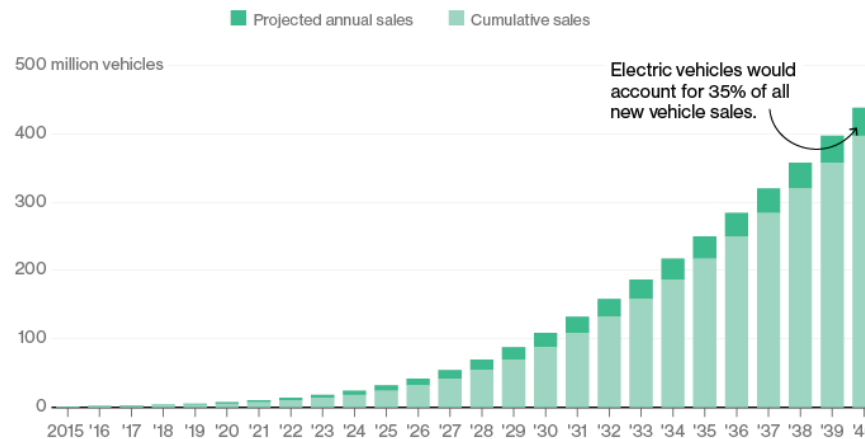
TRANSPORTATION & ENERGY

Transportation is one of the most fundamental systems in a city, and it is also a system that is likely to change dramatically in the next decade. Autonomous transportation is also an emerging technology that could not only make driving much safer, but also fundamentally change how we approach car ownership and the space within

our cities that is currently dedicated to vehicles. Electric vehicles have surged in popularity in recent years with Tesla at the vanguard, proving that electric is cool, fast, and fundamentally better than internal combustion. Many public transportation systems are also shifting to electric with both light rail and electric buses. Assuming that the global trend moving away from fossil fuels in transportation continues, there will be a significant increase in the amount of energy that will be drawn from the grid instead of gasoline from gas stations.

The Rise of Electric Cars

By 2022 electric vehicles will cost the same as their internal-combustion counterparts. That's the point of liftoff for sales.



Sources: Data compiled by Bloomberg New Energy Finance, Marklines

Bloomberg



In terms of local air quality and our responsibility to reduce carbon emissions it is important to further consider how this power is made. Powering an electrified transportation network with fossil fuels like coal and natural gas will only result in continued greenhouse gas pollution from both the power generation process and the extraction process. Renewable energy sources are the future, and it is

SUSTAINABLE DEVELOPMENT

Environment & Green Space

clear that solar power will be a part of a sustainable energy portfolio for any metropolitan region.

The price of solar panels has dropped precipitously over time, while the efficiency of the panels has increased, and the process used to make them has decreased its environmental impact. Solar power is an intermittent source of energy, in that it doesn't work at night, and this has long been the Achilles heel of using this technology, especially at

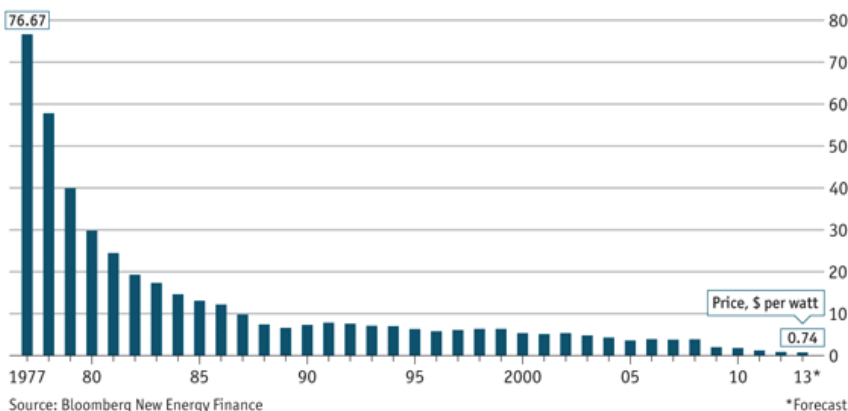
the utility scale. Recently, there have been significant advancements in storage technology for large scale power infrastructure, including a new utility scale battery system produced by Tesla, that aim to make solar a more viable option for city scale power generation. However, the potential amount of solar storage in electric vehicles may far surpass the scale of utility storage, and provide a means for distributing power and people at the same time. The circulation of the city draws people from the residential

extremities to the office and commercial centers in the morning, for the rest of the day the vehicles park themselves at a charging garage, store up power from a high-efficiency utility scale solar panel array on top of the charging garages and then deliver the people back to their homes and park at a local grid node, pushing the remains of the stored power into the local grid. In the context of Colorado, solar panels also have the potential to help offset the increase in power demand that has been attributed to cannabis growing operations, especially in areas with a lot of the light industrial space best suited for growing operations.



The Swanson effect

Price of crystalline silicon photovoltaic cells, \$ per watt



Economist.com/graphicdetail

SUSTAINABLE DEVELOPMENT

STORMWATER & NON-POINT SOURCE POLLUTION

With major stormwater outfalls planned for the RiNo Neighborhood at both Globeville Landing Park and where 33rd Street joins the Platte River, now is a good time to consider what is going to be coming out of those outfalls and how this polluted runoff can do more than just harm the river.

High volumes of polluted runoff are shed from impervious surfaces in urban areas, this runoff causes degradation of

the ecosystem and contributes to flash flooding. Polluted runoff that flows through the storm sewer system and into the river is essentially unfiltered, delivering whatever is on the pavement directly to the river including metals, petroleum products, road salt in the winter and undecomposed animal waste. The runoff can also be very warm in summer months, which causes a chemical process where the river loses dissolved oxygen as the water temperature rises, this kills



33RD Street Outfall Arkins to Mountain Cement Project Path



off gilled aquatic species such as fish. This type of pollution is typically called non-point source pollution because it cannot necessarily be attributed to any one point source, unlike an outfall from a factory, dry-cleaner, or wastewater treatment facility. Most point sources are regulated to some degree, which will typically require some level of pretreatment before the effluent is released into a water body. Because non-point source pollution from stormwater runoff has been identified

SUSTAINABLE DEVELOPMENT

Environment & Green Space

as one of the most detrimental impacts we have on our water resources as a nation, the EPA has enacted a number of stormwater regulations that require developers to address the runoff from their developments. In the RiNo Neighborhood boundary, and in Denver in general, there is a very high level of development, and

subsequently a very high percentage of impervious surfaces.

As the RiNo neighborhood continues to develop, it is likely that impervious cover in the area will not decrease, however we may see the quality of parks and greenspace increase based on proposed

parks and riverside green spaces currently proposed or under consideration. There is also a trend towards implementing green stormwater management BMPs, such as those being implemented along Brighton Blvd. and by various developers seeking to satisfy their stormwater requirements. The Denver Ultra-Urban Guidelines layout many approaches to stormwater that also integrate into the urban design, which are attractive and convey a 'greenness' that give a streetscape a sustainable feel. That said, the relative impact of these types of BMPs is fairly small, especially when you take into account the cost per gallon of mitigated stormwater runoff. There is certainly room to implement these practices, plants and green spaces really make a streetscape pleasant. However, to deal with the high percentage of impervious surfaces it is imperative that large utility-scale stormwater projects be considered.

IMPERVIOUS SURFACES (SF)		Percent of Total Impervious Area	Percent of Total RNO & BID Area
RNO & BID AREA	47,637,960		
Buildings Total	9,211,583	32.4%	19.3%
Industrial	4,454,568	15.7%	9.4%
Commercial	3,003,377	10.6%	6.3%
Residential	1,091,839	3.8%	2.3%
Garage/Shed	384,267	1.4%	0.8%
Other Buildings	277,534	1.0%	0.6%
Pavement Total	1,753,639	32.4%	19.3%
Parking	10,687,874	37.6%	22.4%
Paved Roads	7,031,173	24.7%	14.8%
Sidewalks	1,314,459	4.6%	2.8%
Driveways	151,529	0.5%	0.3%
Paved Median	65,280	0.2%	0.1%
District Total	28,461,897	100.0%	59.7%

SUSTAINABLE DEVELOPMENT

PEDESTRIAN CONNECTIONS

The RiNo neighborhood offers many destinations that draw visitors from around the city and the region, with more new spots opening up on a weekly basis it seems. The arts community is growing and more arts oriented events are occurring through the good efforts of the BID to bring the community together. One very basic issue that hinders the pedestrian experience in the RiNo neighborhood are the hard edges like rail lines and the river, and soft edges like large parking areas that discourage people from moving through the whole neighborhood.

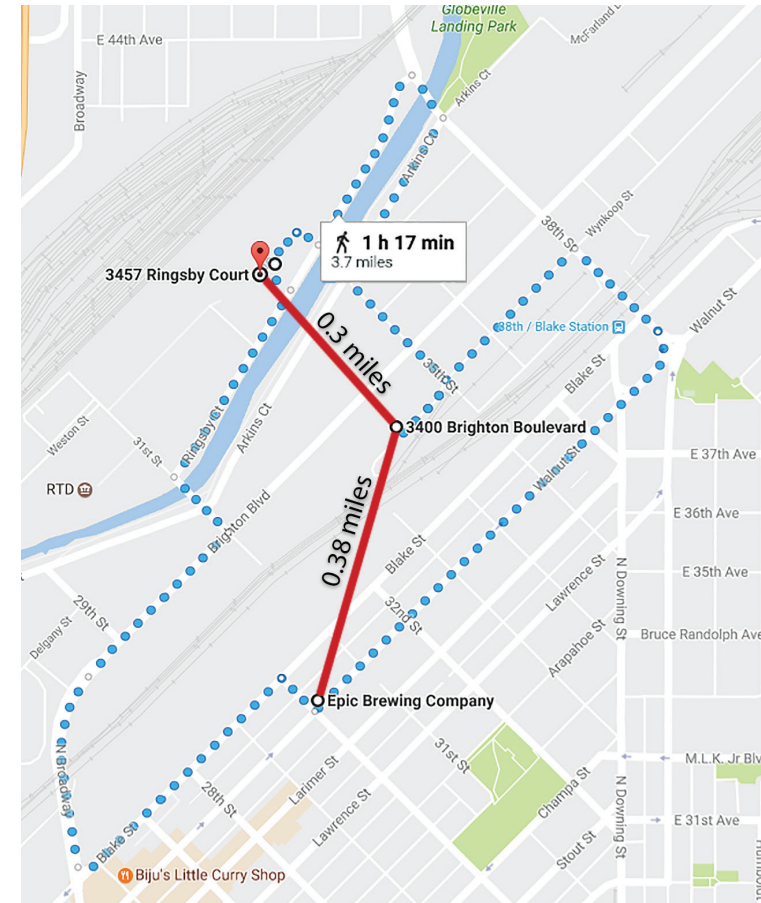
Someone trying to walk from TAXI, to the Source, to Epic Brewing Co. then back home to TAXI a person would have to walk 3.7 miles, even though these three destinations are only a total of 0.68 miles apart as the crow flies, meaning that the round trip takes 2.32 extra miles to traverse. This problem is being addressed in some spots through the addition of pedestrian bridges at both 35th street and

38th street, and a potential additional pedestrian bridge across the South Platte River somewhere between 38th and 35th street.

Looking at the funky grid in RiNo, one corridor that is detrimentally punctuated by edges is the 31st street corridor. This path already offers a bridge over the South Platte, but is hindered by the Coors Field parking lot as well as the adjacent railroad tracks. Following 31st street from Blake to the southeast the road stops in a place where the grid has been overtaken with some materials storage, which may not persist much longer depending on



adjacent redevelopments. Towards the end (or beginning) of the path Curtis Park provides a respite from the street, and a fantastic landscape design opportunity, and the corridor completes at the 30th and Walnut light rail station.



SUSTAINABLE DEVELOPMENT

Environment & Green Space

LAND UTILIZATION

RiNo is home to some of the most sought after properties in the Denver Region, part of the area was just up-zoned to foster Transit Oriented Development around the 38th & Blake Rail Station, and as many as 100 sites are in various stages of redevelopment in the neighborhood. And yet, one of the largest parking lots in Denver cuts the neighborhood in half, and is a strikingly underutilized piece of land at the heart of this thriving district. At the same time, the RTD facility adjacent to TAXI to the southwest occupies about 50 acres that could be redeveloped in a way that builds on the success of TAXI development if a more suitable site for the RTD facility could be identified.

AFFORDABLE SPACES

Affordable real estate is in critically short supply in Denver, the city has been grappling with this issue for over a decade. Any type of 'sustainable' solution needs to address the extremely unsustainable

state of the housing market, especially for people living at or around the poverty level. The marginal industrial properties that provide the raw spaces that artists and craftspersons thrive in, the spaces where the RiNo Art culture has emerged from, have been overtaken by many marijuana growing operations and the price for the spaces left has increased dramatically.

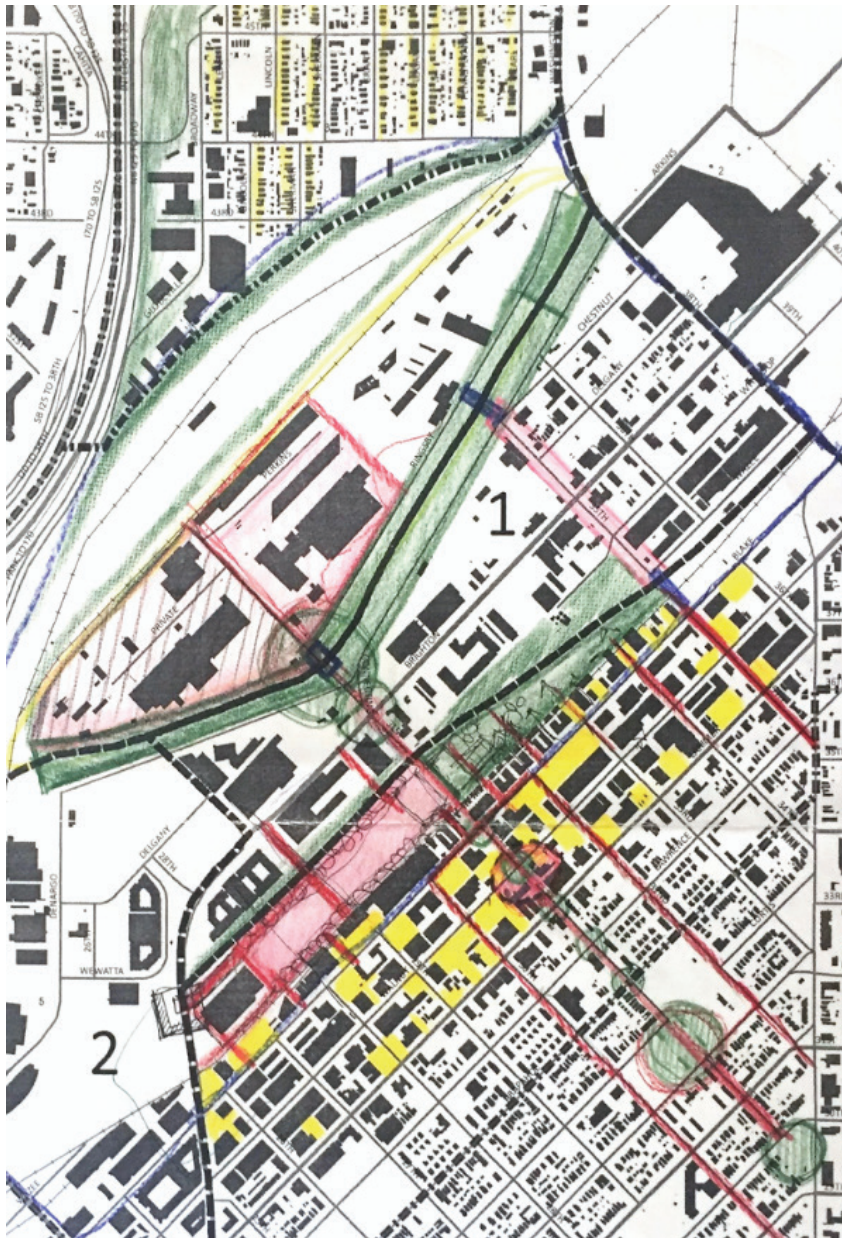
Building more luxury apartments, expensive modern infill townhomes, and polished commercial spaces does very little very late in terms of improving affordability in the real estate market in Denver. In order to sustain the community and culture of RiNo, and to address the larger issue of affordability in real estate in Denver, thousands of new affordable housing units must be added to the housing stock.

THE RINO BRAND

The Art District is a new organization, the RiNo District used to be known as the Rio

Norte Neighborhood not too many years ago. In recent years new developments have been built with so little attention to the context, that the neighborhood has worked to develop design guidelines and mobilize community members to oppose poorly designed projects. Developments in the area, like TAXI, sit at the vanguard of good design and development in Denver and seem to have captured a design language that is industrial and modern, almost a sort of modern west Bauhaus style. All of these factors contribute to the enigma that is the Aesthetic of RiNo, and this is something that will continue to evolve as the neighborhood continues to be reborn through the myriad redevelopments. Significant development projects should strive to contribute to the aesthetic through the selection of materials, structures and development programs that tap into the industrial history and develop the RiNo Neighborhood brand.

SUSTAINABLE DEVELOPMENT



SUSTAINABLE DEVELOPMENT

Big Idea: v0.1



VALVE

Stormwater: 1,000,000+ gallons of stormwater storage beneath structure

RTD Relocation : 30 acres of housing opportunity

Electric Transportation / Renewable Energy : Vehicular Charging / PV Storage Solution (6500 mWh)

Modular Wrap : Light Industrial/Maker Spaces/Small Footprint Housing/Amenities or Services

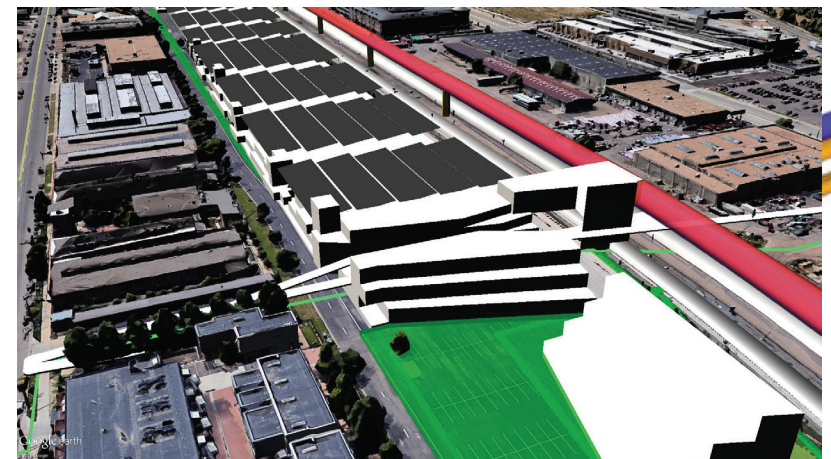
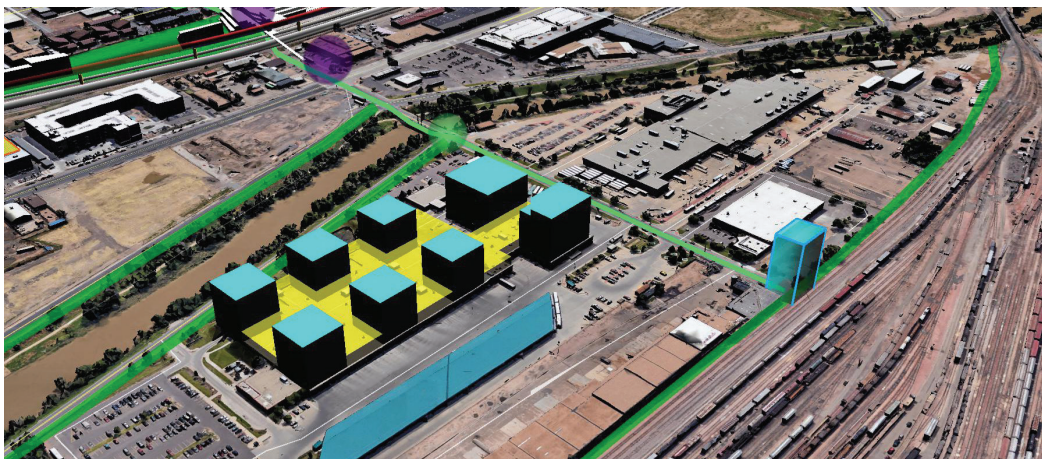
31st Street Pedestrian Connector

Institutional Node and Monumental Branding

Sculpture & Nature Park

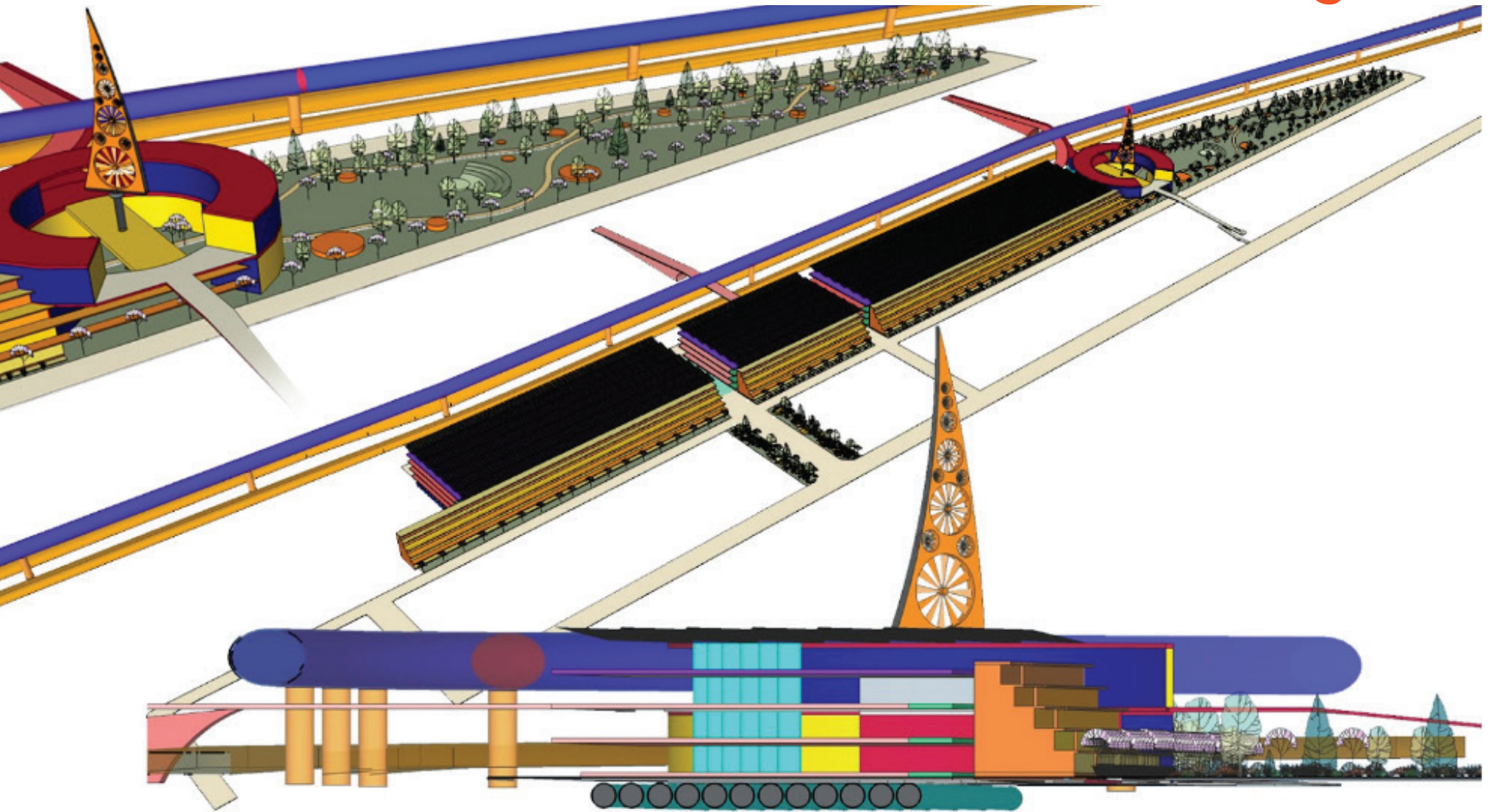


SUSTAINABLE DEVELOPMENT



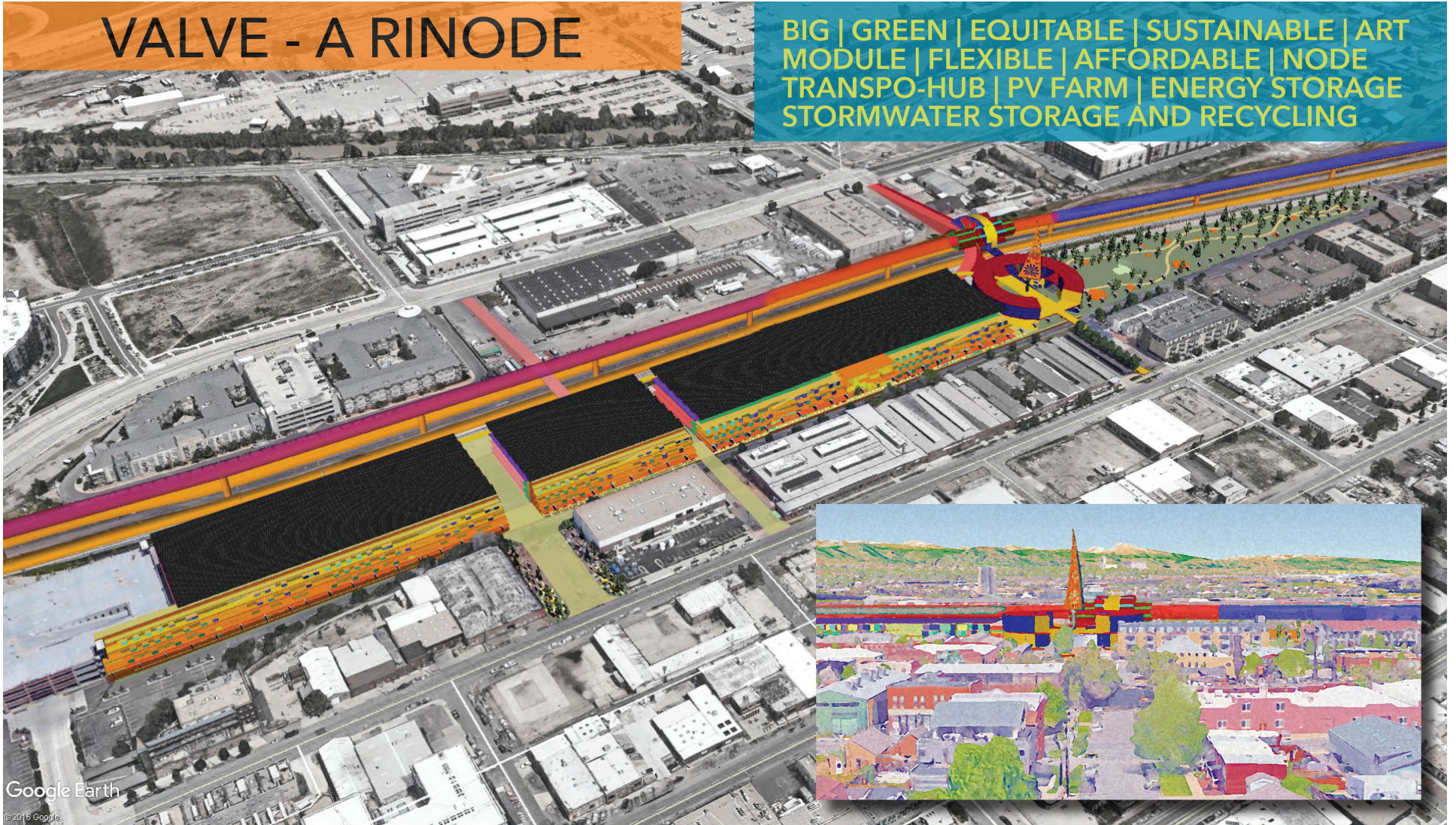
SUSTAINABLE DEVELOPMENT

Big Idea



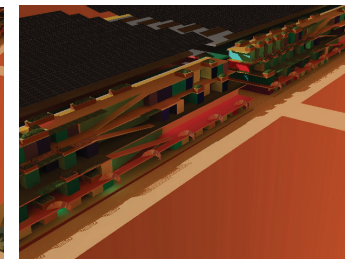
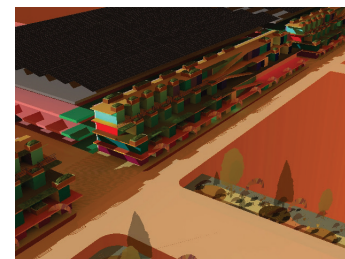
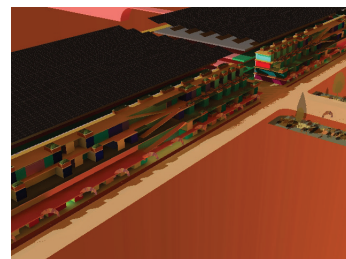
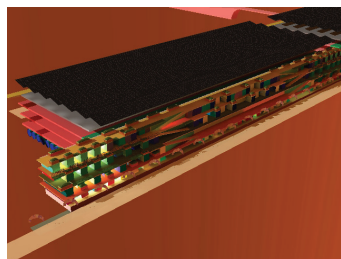
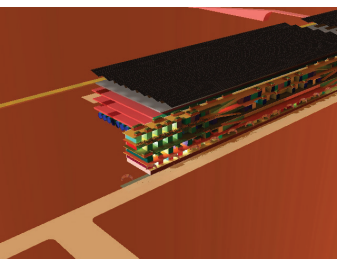
VALVE - A RINODE

BIG | GREEN | EQUITABLE | SUSTAINABLE | ART
MODULE | FLEXIBLE | AFFORDABLE | NODE
TRANSPO-HUB | PV FARM | ENERGY STORAGE
STORMWATER STORAGE AND RECYCLING



Google Earth

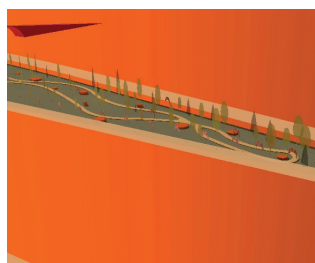
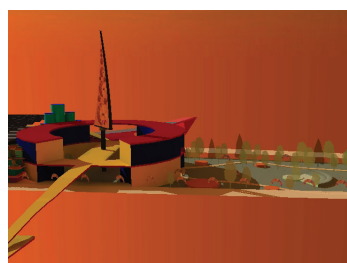
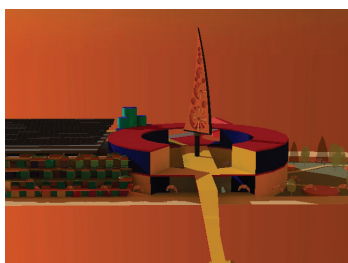
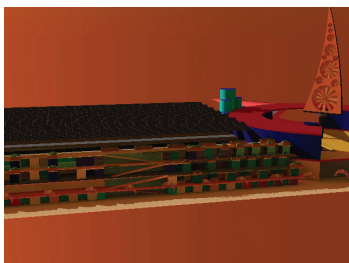
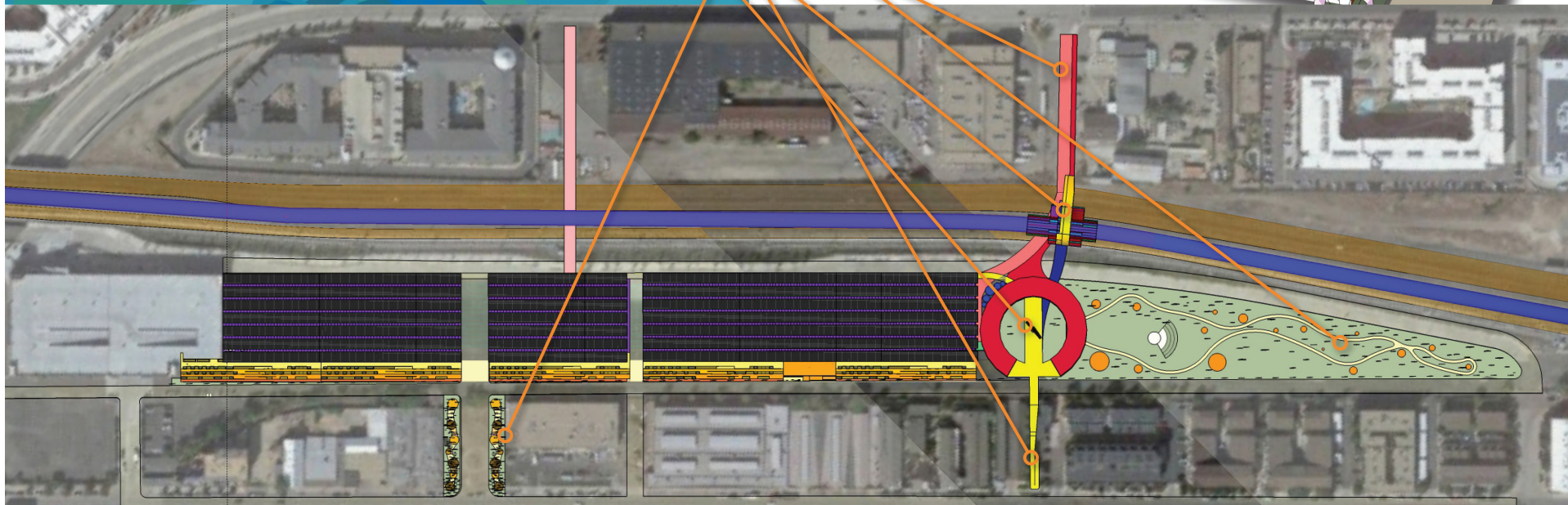
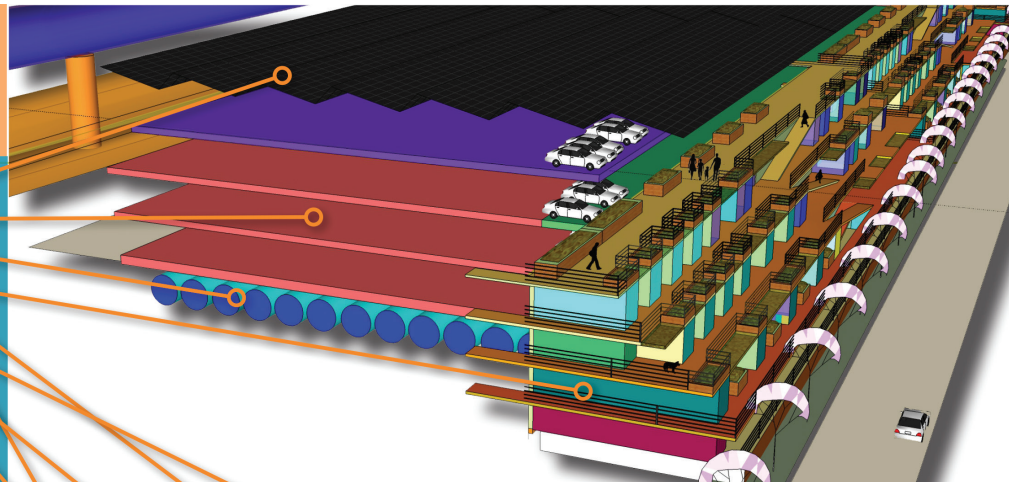
© 2016 Google



Community of the Arts

VALVE

MASSIVE SOLAR ROOF & UTILITY SCALE POWER STORAGE
 RELOCATE RTD AND CHARGE ELECTRIC FLEET
 1 MILLION GALLON STORMWATER RECYCLER
 MODULAR MIXED USE CONTAINER SPACE WALL
 SCULPTURE PARK
 RE-CONNECT 31ST STREET
 HYPERLOOP STATION
 COLORADO ARTS & INNOVATION CENTER @ EDGE CROSSING
 LARGE BIO-SWALE @28.5TH NEW STREET ACCESS



SUSTAINABLE DEVELOPMENT



CONTAINED

720 UNITS OF STACKED SHIPPING CONTAINER SMALL-UNIT APARTMENTS

SUSTAINABLE DEVELOPMENT

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APPENDICES

I. VISUAL PREFERENCE SURVEY



RiNo Art District Visual Preference Survey

Thank you in advance for taking the time to complete this Visual Preference Survey for the RiNo Art District. The survey will take you approximately 5 to 7 minutes and will be kept anonymous.

PURPOSE OF THE SURVEY

This survey is being conducted by graduate students in the Master of Urban and Regional Planning program at the University of Colorado Denver. As students in a planning and design studio course, we are studying the rapidly growing RiNo Art District in order to create a Quality of Life Plan for the residents in the area. The plan will provide guidelines and recommendations to guide future improvements for the communities in and around the district. The final product will be provided to the Art District board and Create Denver, a program within the City of Denver's Department of Arts & Venues. While the studio is gathering information from several sources, including interviews with residents, artists, and businesses, this survey is focused on the look and feel of the area, including the physical characteristics of buildings and public and private spaces. Your feedback will help to inform our understanding of the community members' design preferences and impressions of the area. The survey will start with some basic questions about yourself. You will then be asked to identify physical qualities of buildings and public and private spaces that contribute to the character and identity of RiNo.

Q1 Where is the nearest intersection to which you live, e.g. 29th and Larimer?

Q27 In what zip code do you live?

Q2 How long have you lived in your current residence?

- ☐ Less than a year (1)
- ☐ 1-2 years (2)
- ☐ 3-5 years (3)
- ☐ 6-9 years (4)
- ☐ 10 or more (5)

Q3 Do you work in RiNo?

- ☐ Yes (1)
- ☐ No (2)

Q4 What is your profession? Please check all that apply.

- ☐ Creative Industry (e.g. creative business such as gallery, studio building, performance center, or maker/artisan business) (1)
- ☐ Tech Industry (2)
- ☐ Retail/Food Service Industry (3)
- ☐ Manufacturing Industry (4)
- ☐ Development (e.g. Brokers, developers, realtors) (5)
- ☐ Design Profession/Architecture (6)
- ☐ Office and Professional (e.g. Medical services, insurance, finance, etc.) (7)
- ☐ Other, please specify: (8) _____

Q5 Do you consider yourself as an artist?

- ☐ Yes (1)
- ☐ No (2)

Q6 What is your age?

- ☐ Under 20 (1)
- ☐ 21-24 (2)
- ☐ 25-34 (3)
- ☐ 35-44 (4)
- ☐ 45-54 (5)
- ☐ 55-64 (6)
- ☐ 65-74 (7)
- ☐ 75 or older (8)

Q7 Which best describes your race or ethnicity? Please check all that apply.

- ☐ White, non-Hispanic (1)
- ☐ Asian or Pacific Islander (2)
- ☐ American Indian/Alaska Native (3)
- ☐ African American or Black (4)
- ☐ Hispanic or Latino (5)
- ☐ Other, please specify: (6) _____

Q8 On a scale of 1-5, how much do you enjoy living in your neighborhood?

	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)
1 being the most, 5 being the least (1)	☐	☐	☐	☐	☐

Q9 Are you a member of the RiNo Art District?

- ☐ Yes (1)
- ☐ No (2)

Q10 What percentage of time do you spend doing each of the following in RiNo?

- _____ Eating/Dining (1)
- _____ Shopping, other than for art (2)
- _____ Services (e.g. Hair salon, laundry, daily needs) (3)
- _____ Working (4)
- _____ Art or music events, including galleries (5)
- _____ Other, please specify: (6)

Q11 What activities do you value most in RiNo? Please check all that apply.

- ☐ Gallery hopping/First Friday (1)
- ☐ Breweries (2)
- ☐ Eating and drinking (e.g. weekend entertainment) (3)
- ☐ Place to live (4)
- ☐ Place to work (5)
- ☐ Outdoor activities (e.g. Jogging, biking along the Platt River, strolling) (6)
- ☐ None (7)

Q12 Rank the land uses you think contribute most to the character of RiNo. Click and drag each use to reorder them from 1-5, with 1 being the most and 5 being the least.

- _____ Industrial (1)
- _____ Commercial/Retail (2)
- _____ Residential (3)
- _____ Artist Maker Spaces (4)
- _____ Other, please specify: (5)

Q13 Do you identify RiNo as being "gritty"?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Don't know (3)

Q14 If yes, what physical qualities make RiNo "gritty," e.g. lack of sidewalks?

Q15 Do you consider RiNo to be an Art District?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Dont know (3)

Q16 Have you visited an Art District that has physical characteristics that you think RiNo should emulate?

- ☐ Yes (1)
- ☐ No (2)

Q17 If yes to Question 16, what Art District? Where was it located, e.g. Crossroads Art District, Kansas City, MO?

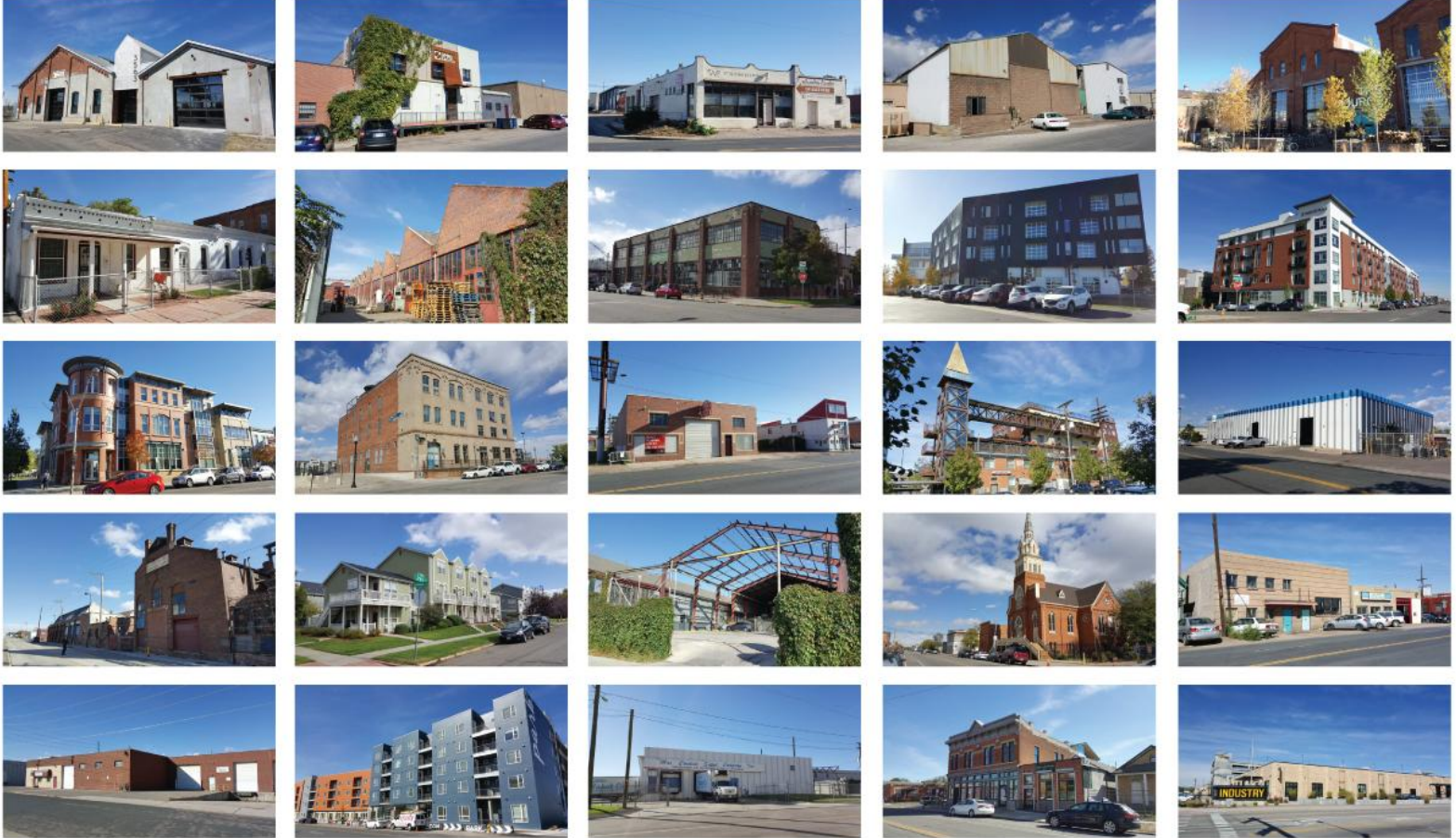
Q18 If any, what physical characteristic should RiNo emulate, e.g. reuse of old buildings, alleyway activation?

Q19 On the image below, click or touch the spots you enjoy most in RiNo. Choose up to 2 locations.



Q21 Please review the following photos of buildings in RiNo. Click or touch the photos that you think best represent RiNo's character and identity. Please choose up to 5 buildings.

Buildings—



Q22 Think about the photos you chose above. What are the characteristics of the buildings that you feel contribute to the character and identity of RiNo, e.g. brick facade, large windows, murals?

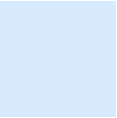
Q23 Please review the following photos of open and private spaces in RiNo and think about whether they represent the character and identity of RiNo. Click or touch the photos that you think best represent RiNo's character and identity. Please choose up to 5 open or private spaces.

Spaces —



Q24 Think about the photos you chose. What are the characteristics that contribute to the character and identity, e.g. outdoor seating, no sidewalk?

II. DENVER ZONING CODE: CONSERVATION DISTRICT GUIDELINES



ARTICLE 9. SPECIAL CONTEXTS AND DISTRICTS

DIVISION 9.4 OVERLAY ZONE DISTRICTS

SECTION 9.4.1 GENERAL INTENT

Overlay Zone Districts are generally intended, in special and unique cases, to provide a vehicle to supplement otherwise generally applicable zone district standards with additional use or design limits, allowances, and prohibitions.

SECTION 9.4.2 OVERLAY ZONE DISTRICTS ESTABLISHED

To carry out the provisions of this Code, the following overlay zone districts have been established and are applied to property as set forth on the Official Map.

OVERLAY ZONE DISTRICTS	
CO-	Conservation Overlay District
UO-	Use Overlay District
DO-	Design Overlay District

9.4.2.1 Process to Establish Overlay Zone Districts - Text Amendment & Rezoning Required

Creation of an overlay zone district shall be by text amendment according to Section 12.4.11, Text Amendment, to codify the standards established within the overlay, and by an official map amendment (rezoning) according to Section 12.4.10. With the Manager's approval, the map amendment may be filed and reviewed concurrent with the text amendment according to Section 12.3.3.9, Concurrent Applications. In no case, however, shall the map amendment be approved until the text amendment creating the overlay zone district is approved.

9.4.2.2 Effect of Underlying Zone District Designation

All of the provisions of the underlying zone district shall be in full force and effect, unless such provisions are specifically varied by the provisions of the applicable overlay zone district; provided, however, except in an approved use overlay zone district (-UO), an overlay zone district shall not be used to add to the specific permitted uses in the underlying district, nor shall it be used to prohibit specific permitted uses in the underlying district.

9.4.2.3 Effect of Overlay Zone District Designation

All zoning applications within a specific overlay zone district shall comply with the applicable provisions of that overlay zone district, and the underlying zone district, and shall be reviewed under this Code to assure such compliance. Where the provisions of the overlay zone district are different from (e.g., in the case of an overlay use district), or more restrictive than (e.g., in the case of a neighborhood conservation overlay zone district) the provisions of the underlying zoning designation, the provisions of the overlay zone district shall apply. A change in the underlying zone district does not change the content or applicability of the overlay zone provisions.

SECTION 9.4.3 CONSERVATION OVERLAY DISTRICT (CO-)

9.4.3.1 Purpose

The Conservation Overlay District is intended to provide a vehicle to initiate and implement programs for the revitalization or conservation of specific areas within Denver possessing distinctive features, identity, or character worthy of retention and enhancement. A Conservation Overlay District takes effect through adoption of area specific standards that will facilitate maintenance and protection of the area character and the development of vacant or under used lots. The overlay may also be used to establish specific design guidelines that are more detailed than the standards of this Code for use during review of development within the overlay zone district.

9.4.3.2 Minimum Requirements for Establishment

In addition to the minimum criteria for official map amendment applications specified in Article 12, Section 12.4.10, an application for a rezoning to apply a Conservation Overlay District shall comply with the following provisions:

A. Multiple Conservation Overlays Prohibited

A property may only be located within one Conservation Overlay District.

B. Application Requirements

An application to rezone to a Conservation Overlay District shall include, in addition to other rezoning submittal requirements, the following information:

1. A statement of purpose and an explanation of how the zone district criteria stated in this Section are met.
2. An ordinance and map indicating the boundaries of all lots in the proposed Conservation Overlay District and the underlying zone districts contained within the proposed overlay zone district.
3. A Conservation Overlay District map and such other textual and graphic material as may be necessary to indicate and govern building forms and features, site development requirements, circulation, off-street parking and modifications to underlying zone district development and design standards.

C. Review Criteria for Approval of District

In addition to the review criteria applicable to rezonings stated in Section 12.4.10, Official Map Amendment (Rezoning), and to text amendments stated in Section 12.4.11, Text Amendment, the Conservation Overlay District shall meet one or more of the following criteria:

1. The district contains distinctive building features, such as period of construction, style, size, scale, detailing, mass, color and material; and/or
2. The district contains distinctive site planning and natural features, such as lot platting, building lot coverage, street layout, setbacks, alleyways, sidewalks, creek beds, parks and gardens.

9.4.3.3 Modification of Underlying Zone District Standards

A. Modification of Permitted Uses Not Allowed

Uses permitted in the underlying zone district shall not be modified in any way.

B. Modification of Standards Allowed

A Conservation Overlay District may allow for the modification of any of the following standards within this Code to enhance the area's identity and character consistent with the plan criteria stated above in Sec. 9.4.3.2:

1. Use Limitations

Use limitations otherwise applicable to permitted uses in the underlying zone district may be modified.

2. Building Form Standards

- a. Building form standards otherwise applicable to new development in the underlying zone district may be modified.
- b. A Conservation Overlay District may add new restrictions on building form and building or site design, including but not limited to restrictions on building materials and architectural style.

3. All Other Design Standards

All other development and design standards applicable to new development in the underlying zone district may be modified.

9.4.3.4 Conservation Overlay Districts Established

The following conservation overlay zone districts are established:

CONSERVATION OVERLAY DISTRICT NAME	ZONING MAP DESIGNATOR
Hilltop Heritage Conservation Overlay District	CO-1
Curtis Park Conservation Overlay District	CO-2
Scottish Village Conservation Overlay District	CO-3
Potter Highlands Conservation Overlay District	CO-4

9.4.3.5 Effect of Approval

A. Zoning Map Designator

Each Conservation Overlay District shall be shown on the official map by an “CO-#” designator and an appropriate number placed after the underlying zone district designation.

B. Limitation on Permit Issuance

No zoning permit for development or for a use within a Conservation Overlay District shall be issued by Community Planning and Development unless the development or use meets the standards set forth in the adopted Conservation Overlay District.

9.4.3.6 Hilltop Heritage Conservation Overlay District (CO-1)

A. Creation

There is hereby created a conservation overlay zone district designated as Hilltop Heritage Conservation Overlay District CO-1.

B. Limitation on the Establishment of Zone Lots in the Overlay District

Any zone lots in this overlay zone district that existed on July 21, 2000, may be amended or subdivided only if each of the zone lots that are created or result therefrom is not less than 75 feet wide at any street (Side Street or Primary Street) setback line for structures and are not less than 9,300 square feet in lot size.

C. Exceptions Inapplicable

The exceptions from zone lot width and area requirements for zone lots in Section 1.2.3.3, Flag Zone Lots, shall not apply in this overlay zone district, provided however, zone lots containing at least 27,900 square feet existing on March 7, 2000, may be amended into zone lots in compliance with the zone lot width reduction for flag lots contained in Section 1.2.3.3, Flag Zone Lots, if the resultant zone lots contain at least 9,300 square feet.

9.4.3.7 Curtis Park Conservation Overlay District (CO-2)

A. Creation

There is hereby created a Conservation Overlay District designated as the Curtis Park Conservation Overlay District.

B. Intent

Accommodate detached accessory structures in a manner that respects the character of the Curtis Park neighborhood.

C. Applicability

This Curtis Park Conservation Overlay District shall apply only to zone lots zoned to an -RH zone district.

D. Building Form Standards for Zone Lots with a Historic Structure

For any zone lot occupied by a historic structure, as “historic structure” is defined in Article 13, Rule of Measurements and Definitions, development of a detached accessory structure is allowed subject to the following allowances and conditions:

1. The structure may comply with the U-RH-2.5 Detached Garage building form standards and exceed the maximum building coverage; and
2. The structure may comply with the U-RH-2.5 Detached Accessory Dwelling Unit building form standards and:
 - a. May exceed the maximum building coverage,
 - b. Shall be exempt from the bulk plane, and
 - c. May exceed the maximum height in stories not to exceed two stories.
3. The structure shall be located in the rear one-half of the zone lot; and
4. The design and location of the building shall be approved by the Landmark Preservation Commission before final approval of a zoning permit.

E. Building Form Standards for Zone Lots without a Historic Structure

For zone lots not occupied by a historic structure, development of a detached accessory structure is allowed using the U-RH-2.5 Detached Accessory Dwelling Unit building form, subject to the following allowances and conditions:

1. The structure shall be exempt from the bulk plane,
2. The structure may exceed the maximum height in stories not to exceed two stories,
3. The structure shall be located in the rear one-half of the zone lot, and
4. The design and location of the structure shall be approved by the Landmark Preservation Commission before final approval of a zoning permit.

9.4.3.8 Scottish Village Conservation Overlay (CO-3)

A. Creation

There is hereby created a Conservation Overlay District designated as the Scottish Village Conservation Overlay (CO-3).

B. Intent

To allow setback, building coverage, and lot depth building form standards that are consistent with the character of the Scottish Village.

C. Applicability

This Scottish Village Conservation Overlay shall apply only to those areas designated as CO-3 on the Official Zone Map.

D. Primary Building Form Standards Applicable to Urban House, Duplex and Tandem House Building Forms Only

1. Side Interior Setback

The minimum side interior setback shall be 3 feet.

2. Building Coverage

- a. Building coverage maximum per zone lot shall be 60%.
- b. An exemption from the maximum building coverage shall not be given for a portion of the zone lot area occupied by a Detached Accessory Dwelling Unit or a Detached Garage form.

3. Shallow Lot Standards

a. Applicability

- i. Zone lots established prior to July 10, 2015 where at least one side interior or side street zone lot line is 90 feet or less deep, measured from the intersection of the primary street zone lot line and a side interior or side street zone lot line to the intersection of a zone lot line opposite the primary street.

b. Standards

- i. Rooftop and/or Second Story Decks are allowed in 100% of zone lot depth.
- ii. The following underlying zone district primary building form height standards applicable in the front 65% of zone lot depth shall apply to 100% of zone lot depth:
 - a) Height in stories;
 - b) Height in feet;
 - c) Allowable height increase; and
 - d) Bulk plane vertical height at side interior and side street zone lot line.

E. Accessory Building Form Standards Applicable to Detached Accessory Dwelling Unit Building Form Only

1. Side Interior Setback

- a. The minimum side interior setback shall be 0 feet.
- b. Side interior setbacks less than 5 feet may be subject to more restrictive building and fire code review.

9.4.3.9 Potter Highlands Conservation Overlay (CO-4)

A. Creation

There is hereby created a Conservation Overlay District designated as the Potter Highlands Conservation Overlay District.

B. Intent

To apply additional building form standards that are consistent with the established character of the Potter Highlands Historic District.

C. Applicability

This Potter Highlands Conservation Overlay shall apply only to those areas designated as CO-4 on the Official Zone Map.

D. Primary Building Form Standards Applicable to Urban House, Duplex, and Tandem House Building Forms

1. Side Interior Setbacks

- a. For zone lots greater than 30 feet and up to 40 feet in width, the minimum side interior setback shall be 5 feet.

2. Bulk Plane Vertical Height at Side Interior and Side Street Zone Lot Lines

- a. For zone lots 30 feet or less in width, the maximum bulk plane vertical height at the side interior and the side street zone lot line in the front 65% of the zone lot shall be 15 feet.
- b. For zone lots greater than 30 feet in width, the maximum bulk plane vertical height at the side interior and the side street zone lot line in the front 65% of the zone lot shall be 13 feet.

3. Rooftop Decks

- a. Rooftop deck on roof of second story or above
 - i. Any unenclosed deck, patio, terrace, porch, exterior balcony, or similar unenclosed building element located on the roof of the second story or on the roof of any story above the second story of a structure shall be prohibited in 100% of zone lot depth.
- b. Rooftop deck on roof of ground story
 - i. Any unenclosed deck, patio, terrace, porch, exterior balcony, or similar unenclosed building element located on the roof of the ground story of a structure shall be permitted in the front 65% of zone lot depth.

4. Flat Roof Height Limit and Bulk Plane Exception

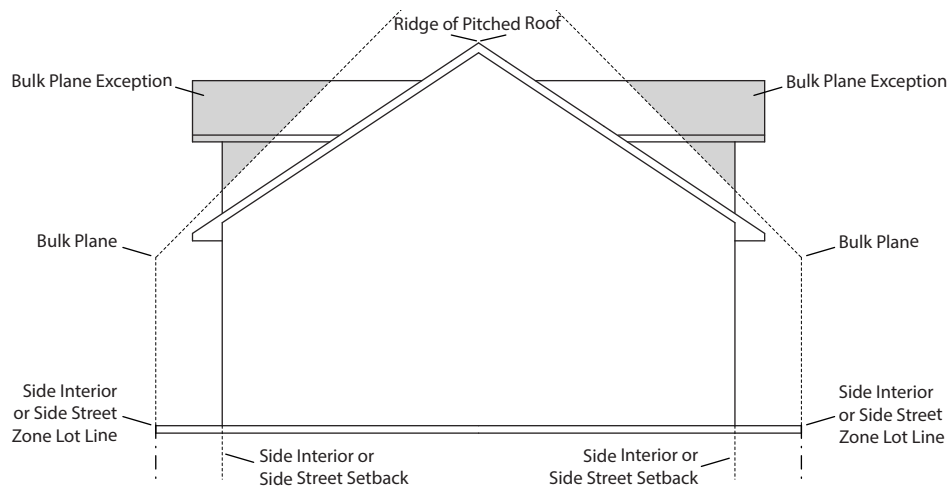
- a. In the front 65% of zone lot depth:
 - i. Flat Roof structures shall have a maximum height of 25 feet.
 - ii. Bulk Plane shall not apply to structures having a Flat Roof.
- b. In the rear 35% of zone lot depth:
 - i. Flat roof structures shall have a maximum height of 14 feet.
 - ii. Bulk Plane shall not apply to structures having a Flat Roof.

5. Bulk Plane Exception

Any portion of structures extending through and exceeding bulk plane standards shall be subject to the following limitations:

- a. The highest point of an exception shall not exceed the height of the ridge of the pitched roof. (See Figure 9.4-1)

Figure 9.4-1

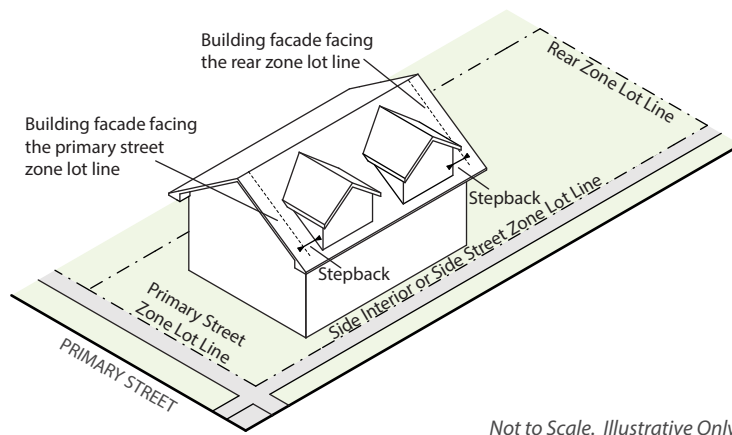


Not to Scale. Illustrative Only.

- b. An exception shall contain at least one window that faces a side interior or side street zone lot line.
- c. An exception may only project through and exceed bulk plane standards in the front 65% of zone lot depth.
- d. An exception shall not have a Flat Roof.

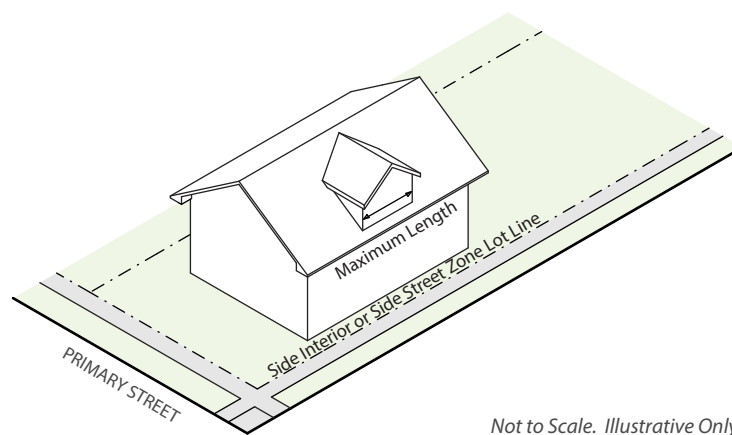
- e. An exception's roof overhangs shall not exceed 3 feet, measured perpendicular from the exterior wall of the exception to the edge of the roof overhang.
- f. An exception shall step back a minimum of 5 feet from the building facade located between an exception and the primary street zone lot line, measured perpendicular from an exception to the building facade. Roof overhangs may encroach into the stepback. (See Figure 9.4-2)
- g. An exception shall step back a minimum of 3 feet from the building facade located between an exception and the rear zone lot line, measured perpendicular from the exception to the building facade. Roof overhangs may encroach into the stepback. (See Figure 9.4-2)

Figure 9.4-2



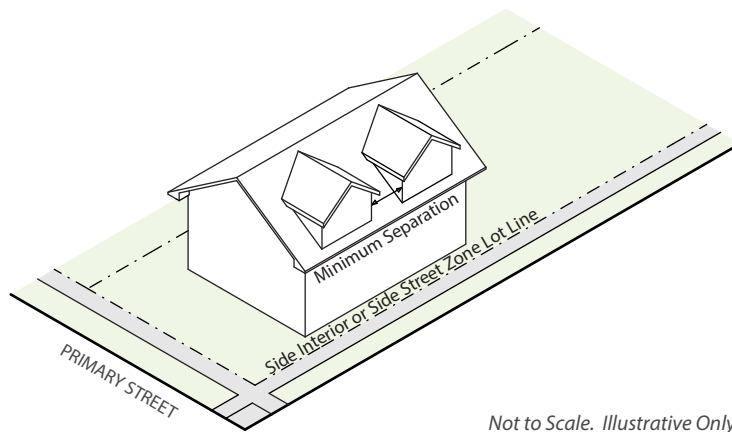
- h. The maximum length of an individual exception shall be 12 feet, measured parallel to the building facade facing the side interior or side street zone lot line. Roof overhangs shall be excluded from the calculation of maximum length. (See Figure 9.4-3)

Figure 9.4-3



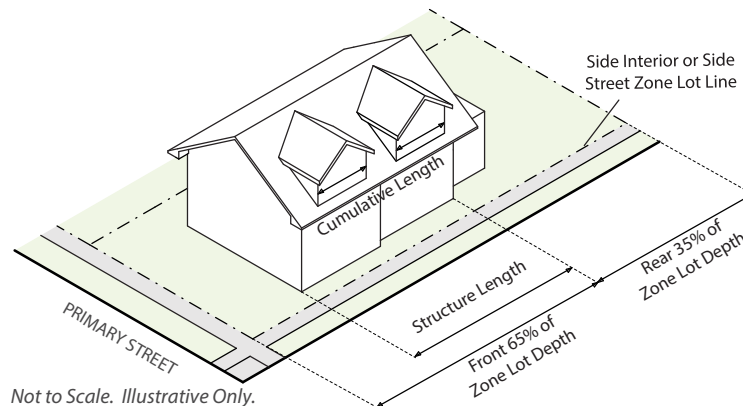
- i. The minimum separation between exceptions shall be 4 feet, measured parallel to the building facade facing the side interior or side street zone lot line. Roof overhangs shall be excluded from the calculation of minimum separation. (See Figure 9.4-4)

Figure 9.4-4



- j. The maximum cumulative length of all exceptions shall not exceed 50% of the overall structure length facing the side interior or side street zone lot line within the front 65% of zone lot depth. Maximum cumulative length shall be calculated using the sum of the length of all exceptions divided by the structure length in the front 65% of zone lot depth facing the side interior or side street zone lot line. (See Figure 9.4-4)

Figure 9.4-5



E. Primary Building Form Standards Applicable to Structures Containing Two Unit Dwelling Uses

1. Applicability

- a. Two Unit Dwelling uses legally established and maintained prior to July 10, 2015 shall be considered conforming uses and shall not be subject to the zone lot standards in this subsection 9.4.3.9.E. A structure containing such a Two Unit Dwelling use may be modified or demolished and rebuilt in conformity with the building form standards of the underlying zone district, provided:
 - i. The zone lot shall not be reduced, expanded, or enlarged, and
 - ii. The number of dwelling units on the zone lot shall not be increased above the number of dwelling units that existed when the use was legally established.
- b. Two Unit Dwelling uses established after July 10, 2015 shall be subject to the standards in this subsection 9.4.3.9.E.

2. Zone Lot Standards

a. Zone Lot Size

The minimum zone lot size shall be 5,500 square feet.

b. Zone Lot Width

The minimum zone lot width shall be 50 feet.

F. Accessory Building Form Standards Applicable to Detached Accessory Dwelling Unit Building Form Only

1. Side Interior Setbacks

a. The minimum side interior setback shall be 0 (zero) feet.

b. Side interior setbacks less than 5 feet may be subject to more restrictive building and fire code review.

SECTION 9.4.4 USE OVERLAY DISTRICTS (UO-)

9.4.4.1 Purpose

Use Overlay districts are a vehicle to permit or prohibit specific land uses in delineated parts of the city that otherwise are included in a variety of underlying zone districts and portions of zone districts. The purpose of the Adult Use and Billboard Use overlay zone districts created herein is to maintain the status quo of entitlement relating to the establishment, maintenance, and operation of adult uses and billboard uses as those rights existed before June 25, 2010. The purpose of the Historic Structure Use Overlay District is to encourage the continuing preservation and adaptive re-use of landmark and historic structures. Because variation of permitted uses in an underlying zone district is most appropriately the focus of a legislative rezoning or an amendment to the underlying zone district, future application of the use overlay zone districts created herein is strictly limited and the establishment of new use overlay zone districts is prohibited.

9.4.4.2 Modification of Underlying Zone District Standards

A. Modification of Permitted Uses and Use Limitations Allowed

1. A Use Overlay District may be used to add to the specific permitted uses in the underlying zone district, or prohibit specific permitted uses in the underlying district.
2. Use limitations otherwise applicable to permitted uses in the underlying zone district may be modified.

B. Applicable Standards -- Modification Not Allowed

All of the provisions of the underlying zone district shall be in full force and effect, and shall not be modified by the provisions of the applicable overlay zone district.

9.4.4.3 Use Overlay Districts Established

The following Use Overlay Districts are established:

USE OVERLAY DISTRICT NAME	ZONING MAP DESIGNATOR
Adult Use Overlay District	UO-1
Billboard Use Overlay District	UO-2
Historic Structure Use Overlay District	UO-3

9.4.4.4 Limitation on Applicability of Use Overlay Zone Districts

- A. Except for the three use overlay zone districts expressly established in Section 9.4.4.6, 9.4.4.7, and 9.4.4.8 below, no new use overlay zone districts may be established after June 25, 2010.

III. DESIGN GUIDELINES DRAFT #7 COMMENTS

The following is a complete copy of the RiNo Art District draft design guidelines. Where appropriate, we have included additional language to incorporate the concepts presented in this plan. These are denoted by orange text.

DRAFT # 7

11/30/16 (Additional guidelines and changes in bold)

Organization and Format

The RiNo Design Guidelines are organized according to category: urban design / site design, architecture, landscape architecture, signs and art. For each subject there are guiding principles followed by intent statements, design standards and design guidelines. Photographs and illustrations are included to further expand the standards and guidelines and visually illustrate preferred examples. Four components (Principles, Intent Statements, Design Standards and Design Guidelines) are used together to set parameters for the design goals of each category. The goal is to ensure a level of structure and objectivity without eliminating creativity and flexibility. This system allows multiple paths to achieve a satisfactory result. The Design Standards and the Design Guidelines are not intended to be inflexible rules or standards. Exceptions may be granted if more appropriate solutions, consistent with the Intent Statements, are achieved. It is the applicant's responsibility to show that alternative solutions are consistent with and effectively implement the Principles and Intent expressed within the RiNo Design Guidelines document. The four components of the Guidelines are defined as follows:

GUIDING PRINCIPLES

Each of the categories contains a set of principles that express the goals for the continued evolution of the district. These principles shape the intent statements which in turn define the Design Standards and Design Guidelines.

INTENT STATEMENTS

Intent statements establish the goals or objectives within each category. In circumstances where the appropriateness or applicability of a Design Standard or Design Guideline is in question, the Intent Statement will provide additional direction.

DESIGN STANDARDS

Design Standards are prescriptive criteria that provide a specific set of directions for achieving the Intent Statements. Standards denote issues that are considered essential. Standards use the term "shall" to indicate that compliance is expected.

DESIGN GUIDELINES

Design Guidelines provide suggested approaches to achieve the goals or objectives set forth in the Intent Statements. Guidelines use the term "should" or "may" to denote they are considered relevant to achieving the Intent Statement and will be pertinent to the review process.

I. Urban Design / Site Design / Land Use

Guiding Principles

- To build on RiNO's distinctive urban character.
- To encourage entrepreneurship and innovation.
- To promote active pedestrian environments through building orientation to the street, frequency of building entries, transparency, and active ground floor uses.

A. Urban Design / Site Design for the Public Realm

The public realm is a critically important element in establishing the character of the RiNO neighborhood. It is also fundamental in creating an attractive pedestrian environment, which is a major change from the industrial, truck-oriented nature of the neighborhood. An attractive pedestrian environment relies on three characteristics – 1) ground floor interest and/or activity with a zone for café seating where desired; 2) a clear and generous walking zone; 3) an amenity zone where elements related to creating a comfortable pedestrian environment have a place. The amenity zone also buffers the walking zone from on street traffic, and door swings from parked cars. Street trees in the amenity zone have an important role in providing shade, interest and scale to the pedestrian environment. However, in this climate and urban condition, they must be planted correctly with space, air and irrigation for their root systems in order to flourish. It is better to plant a few trees well than many planted poorly.

Urban Design / Site Design for the Public Realm Total Points:

Neighborhood support: 115 points

Exemplary Level: 200 or more points

Detailed Point System Calculations

1. Pedestrian and vehicular access

Minimize curb cuts.

Guideline I A 1 a): 0-10 points

Width of curb cuts.

Guideline I A 1 b): 0-10 points

Alley access for garages and loading areas.

Guideline I B 1 c): 0-10 points

Probable maximum: 30 points, probable minimum points for neighborhood acceptability: 10 points

2. Streetscape and street design in the Public ROW

Three sidewalk zones

Guideline I A 2 a): 0-10 points

Two sidewalk zones: walking and amenity zones

Guideline I A 2 a): 0-5 points

Bike racks

Guideline I A 1 b): 0-2 points/rack, 6 pts. max

Tree planting menu

Guideline I A 2 c) (2) i : 2 points / tree

Tree planting menu

Guideline I A 2 c) (2) ii : 6 points / tree

Tree planting menu

Guideline I A 2 c) (2) iii : 8 points / tree

Irregularly placed street trees.

Guideline I A 2 c) (3): 0-5 points

Low Impact Development stormwater systems,

Guideline I A 2 c) (4): 0-15 points

Paving with embedded art.

Guideline I A 2 c) (5): 0-10 points

Repair and/or replace sandstone paving,

Guideline I A 2 c) (5): 0-10 points

Avoid coarse gravel or cobbles in amenity zone.

Guideline I A 2 c) (6): -5-0 points

Provide street furniture

Guideline I A 2 c) (7): 0-10 points

Maintenance

Guideline I A 2 c) (8): 0-10 points

Probable maximum: 145 points, probable minimum points for neighborhood acceptability: 75 points

3.Public alleys

Alley lighting,

Guideline 3 b) (1-2): 0-10 points

Active Alleys,

Guideline 3 e) (1-3): 0-20 points

Green Alleys,

Guideline 3 f) (1-2): 0-20 points

Probable maximum: 50 points, probable minimum points for neighborhood acceptability: 10 points

4.Publically accessible open space.

Addition to sidewalk

Guideline 5 a): 0-10 points

Comfortable Open Space

Guideline 5 b): 0-20 points

Shade trees

Guideline 5 c): 0-10 points

Regular maintenance

Guideline 5 e): 0-10 points

Probable maximum: 50 points, probable minimum points for neighborhood acceptability: 20 points

1. Pedestrian and Vehicular Access

Intent Statements

Intent: To provide safe pedestrian circulation along all streets.

Intent: To minimize conflicts between automobiles, trucks and pedestrians.

Standards

Refer to DPW's sidewalk / street design standards.

Guidelines

a. Curb cuts for parking garage access and/or service areas should be minimized on the long frontages of the named streets, preferably limited to one or two.

a. Curb cuts should be no more than 20 ft wide.

a. Garage and loading areas should be accessed primarily from alleys, significantly reducing the need for curb cuts off of named and numbered streets.

1. Streetscape / Street Design in the R.O.W.

Intent Statements

Intent: To provide low impact development (LID) stormwater solutions.

Intent: To provide shade from the summer sun, particularly mid-day and in the afternoon.

Intent: To provide comfortable walking space on the sidewalk.

Intent: To provide adequate bicycle racks to avoid the use of street trees, regulatory sign poles, and café corrals for informal bicycle parking.

Intent: To buffer pedestrians from traffic lanes in the street.

Intent: To provide enough well marked space in the street for bicycle use.

Intent: To provide healthy growing conditions for street trees.

Standards

Refer to DPW's sidewalk / street design standards.

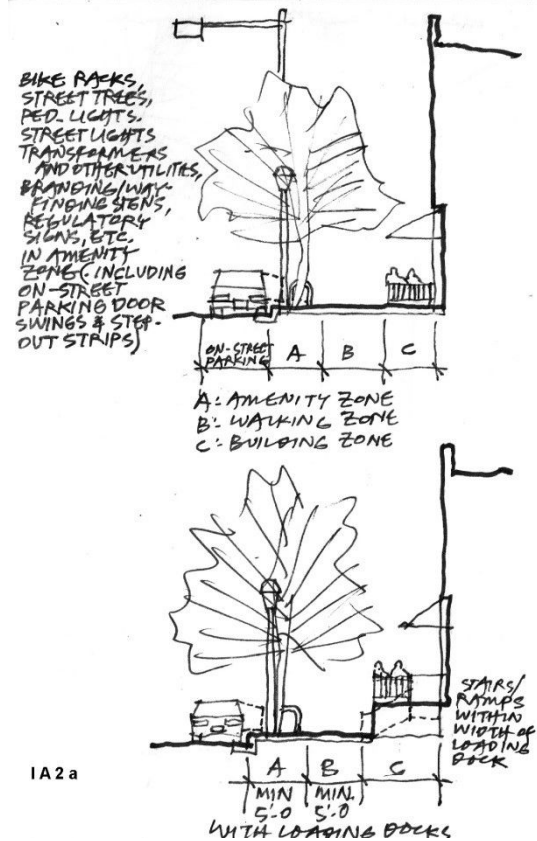
Refer to City Forester standards for street tree section and spacing (which I hope we can influence).

Guidelines

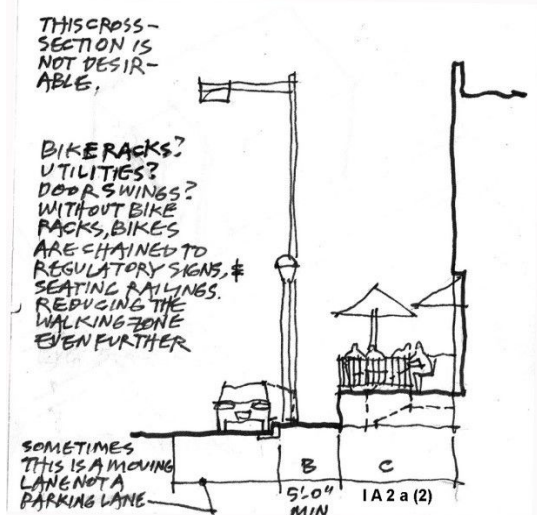
a. Pedestrian Facilities

1. The sidewalk within the ROW should contain three zones: an amenity zone at least 5 ft wide next to the curb for street trees, bike racks, trash containers and other street furniture, street lights, pedestrian lights, parking meters, bus stops and other public elements.

- i. an unobstructed walking zone, at least 6 ft. wide
- i. a building zone for sidewalk café seating, temporary display of merchandise or other items related to the ground floor uses of the building. This zone may range in width depending on the ROW and/or setbacks available but it should not encroach onto the minimum walking zones and amenity zones.
- i. A building zone should also be provided to buffer ground floor residential uses. Ideally, the building zone would be enlarged by a landscaped setback so that ground floor residential would have enough buffer space to include stoops to front doors and a transition from public to private space. (sketch)



1. An existing raised loading dock should not be extended beyond the building zone to the extent that the walking zone is pushed to the curb, consequently eliminating the amenity zone. (sketch)



a. Bicycle Facilities

(1) Bike racks for public use should be placed in the amenity zone, and conform to the City's bike rack standards while at the same time, be considered as part of the neighborhood's branding efforts.

(2) A sufficient number of bike racks should be provided to avoid bicycles being locked to railings around café seating, City regulatory signs and to trees.

a. Landscape Materials

1. Street trees should be provided on all named streets. Street trees should not be provided on numbered streets with a mountain view as seen from Larimer Street. See III. _____ for streets with mountain views.

The proposed 31st Corridor includes street trees and should not be one of the excluded street tree streets.

Have mural view been considered? Where unobstructed views for large murals are desired, native grasses should be encouraged.

1. Street tree species should be chosen to provide shade, and be suited to Denver's dry climate and dense urban conditions at intervals that provide an interlocking canopy at maturity, 30 to 35 ft O.C.. Similarly shaped trees should be provided to create a consistent canopy while allowing for a diversity of species. Low branching, and ornamental trees, as well as conifers are unsuited to be in the ROW.

Any tree planted in the public right of way should follow recommendations for species according to the Denver Urban Forestry Street Tree Guidelines. The full document can be found in the data deliverables under the name [Street_tree_guide.pdf](#)

We propose closer intervals than 30 to 35 ft OC for street trees. Consider Glendale, CO Landscaping guidelines. An example of 15 ft OC street trees can be found on Cherry Creek S Dr near the intersection of Colorado and Cherry Creek S Dr.

Photos of Glendale, CO landscaping near the intersection of Colorado and Cherry Creek S Dr.

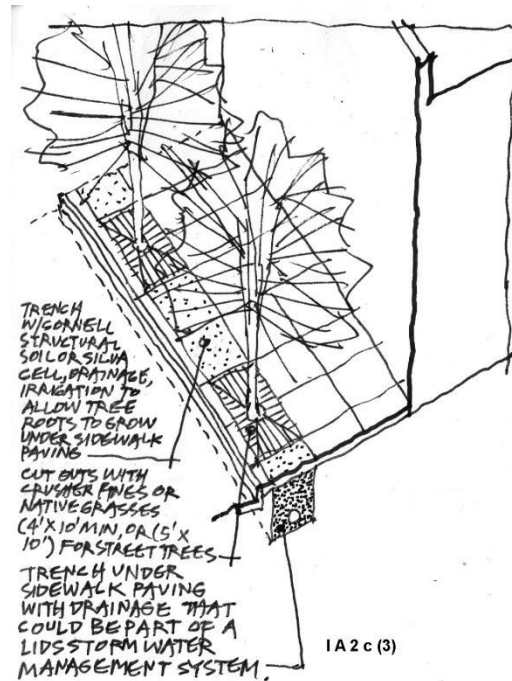




Street tree planting menus.

- i. Street trees planted in sidewalk cutouts or grates at least 40 Sq Ft in exposed area (4 ft x 10ft, 5 ft x 10 ft. and 50 Sq.Ft. is better) in order to maximize pedestrian space. Sidewalk cutouts may be surfaced with **NATIVE GRASSES**, crusher fines, permeable pavers, or metal grates. Street trees to be irrigated. See recommended system. (Sketch)
- i. Cutouts or grates connected (trenched) and filled with Cornell structural soil allowing pavement to bear on the structural soil. Trees irrigated with drainage system. See recommended system. Sketch)

- i. The cutouts or grates connected (trenched) and filled with top soil within a suspended pavement system such as Silva Cell, allowing pavement to span over top soil within the suspended pavement system between cutouts. The suspended pavement systems such as Silva Cell can also create a LIDS storm water management system. Trees irrigated with drainage system. See recommended system. (Sketch)



i.

If used, cutouts should be surfaced with crusher fines and preferably unlandscaped so as to recall RiNO's gritty character, or paved with permeable pavers, thus maximizing pedestrian space and flexibility, and minimizing the maintenance responsibilities of the owners and tenants. However, where ground cover may be desired within the cutouts, planting with native grasses such as blue grama or Little Bunny Fountaingrass would be good choices. Gravel or river rock should not be used since such materials cannot be walked upon and act as a heat retainers and generators in the summer.

Expand on native grasses and include scientific names to avoid confusion.

Native Grasses (Graminoids):

Andropogon gerardii (Big bluestem)
Aristida purpurea (Three awn)
Bouteloua curtipendula (Sideoats grama)
Bouteloua gracilis (Blue grama)
Buchloe dactyloides (Buffalograss)
Panicum virgatum (Switchgrass)
Pascopyrum smithii (Western wheatgrass)
Schizachyrium scoparium (Little bluestem)
Sorghastrum nutans (Yellow Indiangrass)
Spartina pectinata (Prairie cordgrass)

Street trees should be provided with bubbler irrigation automatically controlled for each tree, and a subsurface drainage system connected to the storm sewer or LIDS stormwater treatment system.

Where other landscaping, such as the native grasses, may occur in the ROW, it should be drought tolerant.

Where sidewalk pedestrian space is limited, unlandscaped or permeable paved cut-outs also avoid low planter curbs used to protect planting. Such planter curbs restrict the pedestrian walking space, and if provided with landscaping, should only be used if the sidewalk is wide enough to accommodate the amenity zone, pedestrian walking zone, and a building zone. Cut-outs and/or grates should maintain a minimum 12 inch wide step-out strip at the curb.

1. While equally spaced street trees at intervals that create a continuous canopy are the most likely to produce a comfortable pedestrian environment, irregularly spaced street trees or street tree clusters may also be a good fit with the existing character of the neighborhood, in that being an industrial neighborhood, it had few trees of any sort either purposely planted or volunteers.

1. Where maintenance is assured, space is available, and drainage warrants, Low Impact Development (LID) stormwater management systems may be provided in lieu of cutouts or grates so long as a minimum 12 inch step-out strip is maintained at the

back of the curb, and, where on-street parking exists, frequent (22 ft OC +/-) concrete paths (min. 4 ft wide) from the step-out strip to the sidewalk are provided over any linear swales in the amenity zone. Certain streets may be designated for the use of such stormwater management systems.

1. Paving: Broom finished standard gray concrete with troweled joints is appropriate for the character of the neighborhood. If accents at entries or corners are desired, sandstone paving should be used. The amenity zone itself should not be accented with another material or color as that visually narrows the sidewalk and overly specializes it. Repair and replace sandstone paving where it exists.

Neighborhood branding elements or art embedded or etched into the concrete paving may be appropriate if long term spalling of the concrete around the embedded or etched element can be minimized.

(6) Coarse gravel, river run cobbles, and other unwalkable rock surfaces should definitely be avoided in the sidewalk amenity zone. Other surfaces that are heat-sinks, impermeable, or cheap looking, such as poured asphalt and artificial turf should also be definitely avoided.

(7) Street furniture: benches, bike racks, trash receptacles, etc. Pick a bench, trash receptacle, bike rack. Use Brighton Blvd. as a source of products?
Make a connection to art and sculpture opportunities for street furniture.

1. Maintenance

It is the property owner's responsibility to keep the landscaping healthy, particularly the street trees, which should be pruned and/or replaced when damaged. A LIDS stormwater treatment system in the ROW may be a shared responsibility depending on its extent.

a. Crosswalk design

(1) Special Artist Program for all signalized and Stop-

signed intersections.

a. Lighting: Street and Pedestrian

(1) Should pick a set of fixtures for street lights and pedestrian lights. What is being proposed for Brighton Blvd.?

a. Bus stops and Shelters

(1) Branding opportunity, special design for RiNO? Talk to Ignazio Correa Ortiz at RTD who is working on bus stops and shelters.

a. On Street Parking.

(1) On street parking is encouraged. The amenity zone should be designed to accommodate pedestrian access to and from parked cars.

a. Wayfinding / Identity signage in the R.O.W.

(1) RiNO branding program.

a. Revocable permits for new elements in the R.O.W. e.g. steps, ramps, loading docks and extensions, café corrals, awnings / canopies, etc. are generally required by the City.

(1) Revocable permits for café corrals, and raised seating areas in the ROW other than existing loading docks should be discouraged where they impinge on the minimum walking zone and the minimum amenity zone.

1. Public Alleys

Intent Statements

Intent: Avoid alley vacations to maintain urban circulation pattern.

Intent: To utilize alleys for additional pedestrian circulation.

Intent: To minimize encroachment and visibility of trash storage and service areas into the alley width.

Intent: Design alleys that are inclusive to all demographics

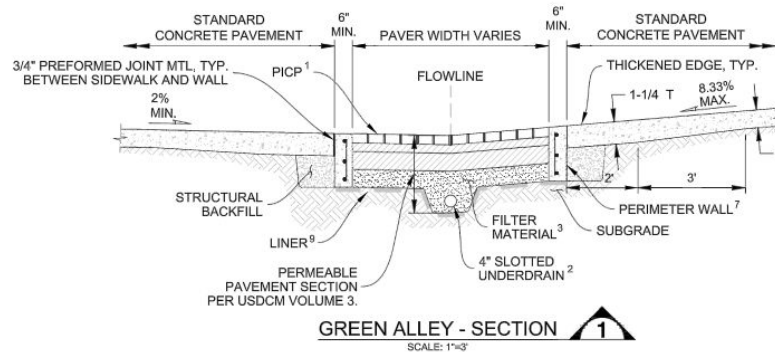
Intent: Promote alleys that are active, green, shared clean and safe

Intent: Facilitate alleys that are a part of a larger community engagement strategy

Standards

See DPW standards

See Denver's Ultra Urban Green Infrastructure Guide



Guidelines

a. Pedestrian and bicycle use

- (1) Alleys should be considered as alternate pedestrian and bicycle routes, often with secondary building and/or garage entries acting as origin and destination points along the alley.

a. Lighting

- (1) Alleys should be well lit through architectural lighting at building entries, and generally from the building facades that face the alleys.
- (2) Lighting should be downcast and/or shielded to avoid glare onto adjoining buildings.

a. Utilities

- (1) Locate the majority of the utilities within the alleys rather than in the streets.
- (2) Work towards burying utilities throughout the district

a. Paving

- (1) In general, alleys should be paved in concrete with special paving treatment or striping at crossing zones between opposite alley-facing uses such as secondary residential or commercial entries and parking.
- (2) The use of permeable paving is highly encouraged
- (2) Some alleys may be excellent candidates for the use

of special paving if the development orients active uses toward the alley.

a. Active alleys

- (1) Residential or other active uses with windows overlooking alleys and/or doors providing access onto the alley are encouraged.
- (2) Other active uses such as restaurants, cafes, and shops are encouraged to orient off of alleys, thereby taking advantage of the alley's unique out-of-the-way qualities.
- (3) High quality wall art is encouraged as a way to activate alleys as informal public galleries.

a. Green alleys

- (1) Permeable pavers should be considered, at least for the edges of the alley, assuming that the alley drains to the center.
- (2) Green walls, and climbing vines are encouraged on alley-facing walls both to soften the alley environment, and to discourage graffiti. New construction should be encouraged to small provide landscape cutouts at the conjunction of the alley and building, possibly in a shallow rear setback, to allow the planting of vines and climbing flowers on trellises.

Include green walls and climbing vines in other sections and allot contributing points so they are encouraged throughout the district and not limited to alleys.

- (3) Residential units, and commercial spaces that may face the alley should be encouraged to attach planted pots to balcony railings, walls and fences.

Other Design Tools:

1. Furnishings

- i. Amenities that facilitate the active use of an alley and incorporate art in their design and creation.
 - a. Seating
 - b. Tables
 - c. Signage/Wayfinding
 - d. Art

2. Lighting

i. Fixtures within the public and private realm that improve safety and wayfinding in creative and artistic ways.

- a. Waylighting
- b. Pedestrian scaled fixtures
- c. Building façade lighting
- d. String Lighting
- e. Art installations

3. Green Infrastructure

i. Additions that contribute positively to the pedestrian atmosphere and help manage stormwater runoff.

- a. Landscaping and swales
- b. Living Walls
- c. Planters
- e. Permeable Pavement

4. Active Uses

i. Elements that encourage people to use alleys and foster shared spaces.

- a. Business Access/Active frontages
- b. Temporary installations/amenities
- c. Community engagement events
- d. Music

1. Private streets, alleys, car courts, and drives

Intent Statements

Intent: To match or improve upon the design standards of public streets and alleys.

Standards

Guidelines

Likely design guideline subjects:

- a. Private streetscape
- a. Lighting
- a. Paving and crosswalks

(Is this section needed?)

1. Publicly Accessible Privately Owned Open Space

Intent Statements

Intent: To provide spaces for the incorporation of connected urban wildlife habitat, especially in relationship to waterways.

Intent: To provide low impact development (LID) stormwater solutions.

Intent: To provide publicly accessible open space distributed throughout the RiNO area.

Intent: To provide publicly accessible open space that matches the needs of the neighborhood.

Standards

Guidelines

- a) Where a sidewalk is 16 ft or less in width within the ROW, a building setback of 3 ft or more which matches the sidewalk elevation and paving should count as providing useable and desirable open space since it increases the sidewalk width often making possible a functional amenity zone, a generous walking zone and a generous building zone.
- b) Publically accessible open space should be comfortably furnished with adequate seating, trash receptacles and pedestrian lighting. Power outlets should be considered for the charging of laptops and smart phones.
- c) Such open space should be provided with shade trees and landscaping.
- d) Publically accessible open space may be closed at night for security purposes, but should be open during the day and weekends.
- e) Publically accessible open space should be regularly maintained – trash receptacles emptied; landscaping watered, pruned, mowed, and replaced when needed; light fixtures and bulbs repaired and replaced, etc.

A. Urban Design / Site Design / Land Use for Private Development

At the heart of respecting the RiNO character while leading it into a new, higher density mixed use future is understanding its urban design structure. This structure distinguishes it from other neighborhoods (which have their own

structures). Basing new development on this structure insures that the fundamental characteristics of the neighborhood are absorbed into the new development patterns, strengthening the character of the neighborhood while giving the new development a special quality born of the area.

Urban Design / Site Design for Private Development Total Points:

Neighborhood support: 20 points

Exemplary Level : 40 or more points

Detailed Point System Calculations

Responding to a relevant subarea's guidelines,

Guideline I B 1 a): 0-10 points

Reinforcing a node or center,

Guideline I B 1 b): 0-20 points

Respecting and/or incorporating a building that contributes to the neighborhood character,

Guideline I B 1 c) : 0-20 points

Preserving or enhancing a neighborhood gateway,

Guideline I B 1 d): 0-10 points

Maintaining or enhancing a designated view,

Guideline I B 1 e): 0-20 points

Promoting mixed uses

Guideline I B 3 a): 0-10 points

Promoting reduced or no parking,

Guideline I B 3 b): 0-10 points

Contextual Relationships

a. Subareas

38th and Blake Station area

Intent Statements

Intent: To scale higher buildings so that they transition into the neighborhood, and they provide human scale at the street level.

Standards

(1)An upper story setback of at least 10 feet shall occur between the 2nd and 5th floors within the minimum required build-to zone and facing a primary or secondary street of any building higher than 8 stories and/or 110 ft.

Guidelines

To be determined as an outgrowth of the rezoning process.

Coliseum Subarea (if needed)

Intent: To be determined

Standards

To be determined

Guidelines

To be determined

Brighton Boulevard Subarea (if needed)

Intent: To be determined

Standards

To be determined

Guidelines

To be determined

South Platte River and Riverfront Subareas**Intent Statements**

Intent: To enhance and/or accentuate the South Platte River and its natural environment.

Intent: To further connect the South Platte River to the existing and future fabric of the neighborhood.

Standards**Guidelines**

- (1) Buildings should orient doors and windows toward the South Platte River and river pedestrian and /or bike paths. (sketch)
- (2) New development should not 'wall off' the River environment from the blocks that adjoin the River, but should provide gaps in the development, allowing pedestrian connections to the interior of the blocks or through the blocks to the adjoining streets.
- (3) Projects that are adjacent to the River should celebrate the River and contribute to creating centers of interest and activity that focus on the River.

(4) Consider orienting some buildings perpendicular to the River so as to direct pedestrians to the River corridor, creating strong connections to the River.

(5) Where pedestrian connections are established to and from the River, adjoining building entries, windows and balconies should be oriented toward and along those connections.

(6) Particularly in development that occurs near the River, creative stormwater management systems and design should be incorporated into new and renovated development.

Taxi Subarea (If needed)

Intent: To be determined.

Standards

To be determined

Guidelines

To be determined

Walnut and Blake Subarea (If needed)

Intent: To be determined.

Standards

To be determined

Guidelines

To be determined

Larimer Subarea (If needed)

Intent: To be determined.

Standards

To be determined

Guidelines

To be determined

a. **Nodes, Centers**

Intent Statements

Intent: To build on the existing activity nodes in the neighborhood. (See urban design diagram)

Standards

Guidelines

- a. New active uses should be clustered as much as possible to create synergy between uses.
- a. New active uses should reinforce, as much as possible, existing nodes of activity – restaurants, retail, breweries, galleries, etc.
- a. Inactive uses such as storage buildings, warehouses, etc should not be located within active nodes.
- a. **Mixed use buildings should be strongly encouraged in and near activity nodes.**
- b. **Existing buildings and structures that contribute to the character of the area.**

Intent Statements

Intent: To respect existing buildings and structures that have been determined to be important to the identity of the neighborhood..

Standards

Guidelines

- (1) New buildings should respect the scale and form of existing buildings important to the identity of the neighborhood, by keeping the new buildings roughly at the same height or lower than the existing building, or stepping down (or back) the new building to reflect the scale of the existing building. (sketch)



(2) Existing buildings that have been determined contribute to the identity of the neighborhood should be incorporated into new development as much as possible, both to maintain some of the character of the neighborhood, and to break down the scale of larger buildings.

a. Gateways

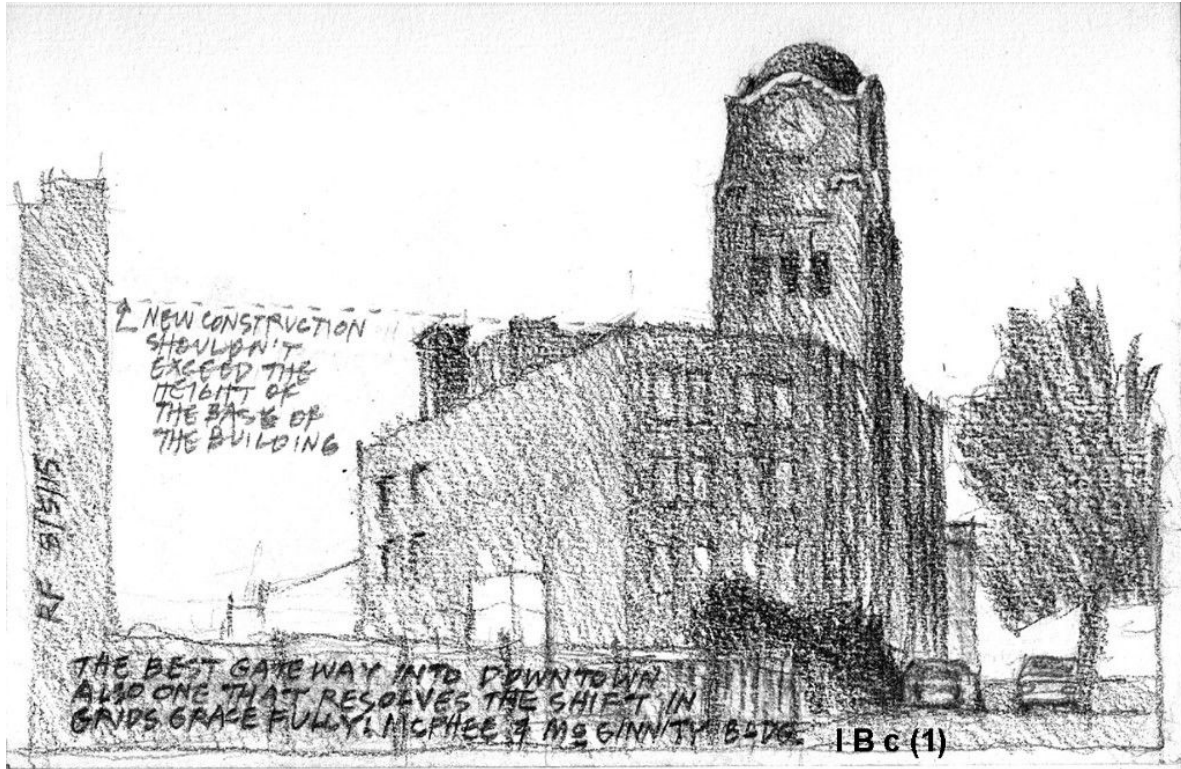
Intent Statements

Intent: To announce the entries into the neighborhood and/or important subareas of the neighborhood through the form and design of new architecture, landscape architecture and/or identity signage.

Standards

Guidelines

(1) Where a building is located at the corner of an important gateway intersection to the neighborhood or to one of its subareas, the building location and/or its form should acknowledge this entry to the neighborhood or subarea. (See diagram)



(2) Streetscape design should incorporate gateway elements and/or art at the important entries / exits to and from the neighborhood. Such elements should reflect the special qualities of the neighborhood.

a. Views

Intent Statements

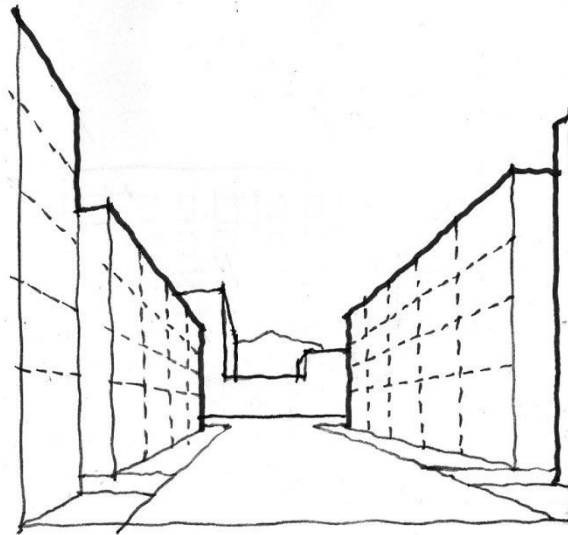
Intent: Maintain views of the mountains, downtown skyline, or important buildings.

Standards

Guidelines

(1) Where a building is located at the terminus of a mountain or downtown view along a public ROW, the building should be gapped or stepped down at least the width of the cross-street ROW to maintain a long view of the mountains or the downtown from the street. (sketch)

(2)Where a building is stepped or reduced in height to preserve a mountain view, street trees should not be planted within the view plane.



GAPS FOR MOUNTAIN VIEWS
MAYBE ON NUMBERED STREETS
WITH MOUNTAIN VIEWS STREET TREES
SHOULD BE AVOIDED IB 1 e (1)

1. Building Orientation and Location on the site

Intent Statements

Intent: To create a generally continuous or consistent edge to the street which helps to define a sense of place and focuses pedestrian activity within the public realm of the street.

Intent: To interface with alleys as a secondary, but important pedestrian environment.

Intent: To encourage the creation public open spaces such as plazas and courtyards that support multiple uses and gives relief and interest to the streetscape.

Intent: To orient front facades and main entries toward streets and/or public spaces.

Intent: To provide informal observation of streets and open spaces from adjoining buildings by orienting windows and doors toward the street.

Intent: To orient and design buildings in ways that help define the passage from one subarea to another.

Standards

See zoning

Guidelines

- a) Buildings (and their entries and windows) should be oriented toward street ROWs and public spaces to provide informal over-sight for the public realm.
- b) Buildings (and their entries and windows) should also orient toward alleys, **including** publicly accessible private open spaces, plazas, and internal courtyards to provide the same informal over-sight.

3.Land Uses

Intent Statements

Intent: To encourage mixed uses throughout the area. In particular, activity nodes should be reinforced, and residential projects should be clustered.

Intent: To encourage mixed uses, densities and transit services so that the need for on-site parking is reduced or eliminated.

Standards

Guidelines

- a) Mixed use buildings or projects should be encouraged throughout the neighborhood, particularly in or near nodes.
- b) Buildings or projects that provide reduced or no parking are encouraged so long as sufficient pedestrian, bicycle and transit infrastructure exists.

1. Service / loading area location

Intent Statements

Intent: To locate service areas with the minimum impact on the pedestrian environment.

Standards

Guidelines

- a) Service loading areas should be in alleys or on secondary streets.

I. Architecture

New architecture in the RiNO neighborhood should both reflect the industrial, 'gritty' character of the neighborhood, and also strive to create innovative and creative design. Neither direction is exclusive of the other. What isn't a good fit is a standard 'product' design mentality which erodes the special character of the neighborhood, and gradually transforms it into a banal 'every-place / no-place', indistinguishable from anywhere else in the city, region, or country. RiNO's 'brand' should be innovative and yet of this 'place', different from the surrounding neighborhoods. RiNO has a collection of unique elements to build upon: the South Platte River, artists and galleries, the railyards and rail transit, mountain views, solid and substantial existing buildings, and adjacency to downtown.

Guiding Principles

- To ensure a building's utility, sustainability and flexibility for different uses over its lifespan.
- To encourage creativity and innovation in new construction, renovation, and adaptive reuse.
- To reflect and build on RiNo's distinctive existing urban character.
- To promote active pedestrian environments through building orientation to the street, frequency of building entries, transparency, and active ground floor uses.
- To promote the renovation and reuse of existing structures when possible.

Architecture Total Points:

Neighborhood support: 85 points

Exemplary Level: 160 or more points

Detailed Point System Calculations

1. Building form, height and massing guidelines:

Breaks in the horizontal plane

Guideline II 1 a): 0-10 points

Breaks reinforced by height

Guideline II 1 b): 0-5 points

Gateway corners accentuated

Guideline II 1 c): 0-5 points

Transition to lower building

Guideline II 1 d): 0-10 points

Smaller buildings

Guideline II 1 e): 0-20 points

Probable maximum: 25 points, probable minimum points for neighborhood acceptability: 10 points

2. Building façade design, scale and variation guidelines:

Breaks reinforced by change in material / color

Guideline II 2 a): 0-2 points

Breaks fit architectural concept

Guideline II 2 b): 0-5 points

Building simplicity

Guideline II 2 c): 0-10 points

Locations for signs

Guideline II 2 d): 0-2 points

Facades respond to differing conditions

Guideline II 2 e): 0-10 points

Facades / materials take advantage of strong sun

Guideline II 2 f): 0-5 points

Probable maximum: 34 points, probable minimum points for neighborhood acceptability: 12 points

3. Building transparency and fenestration patterns:

Ground floor storefronts clustered into bays.

Guideline II 3 a): 0-5 points

Ground floor storefronts reflect continuous glazing of older commercial.

Guideline II 3 b): 0-5 points

Residential alternation of window / door / wall patterns.

Guideline II 3 c): 0-5 points

Probable maximum: 10 points, probable minimum points for neighborhood acceptability: 5 points

4. Building entry guidelines:

Encourage multiple entries.

Guideline II 4 a): 0-10 points

Emphasize building entries.

Guideline II 4 b): 0-10 points

Existing loading docks preserved and reused for entries.

Guideline II 4 c): 0-5 points

Encourage raised floors.

Guideline II 4 d): 0-5 points

Probable maximum: 30 points, probable minimum points for neighborhood acceptability: 10 points

5. Building materials, details, ancillary elements guidelines:

Prevailing neighborhood materials

Guideline II 5 a): 0-10 points

Avoid listed materials and façade systems.

Guideline II 5 b): 0-5 points
Avoid non hard-coat EIFS
Guideline II 5 c): 0-5 points
Encourage the expression of building's structure
Guideline II 5 d): 0-2 points
Encourage innovative materials.
Guideline II 5 e): 0-10 points
Encourage projecting or inset balconies.
Guideline II 5 f): 0-3 points
Visually 'heavy' materials brought to ground.
Guideline II 5 g): 0-5 points

Probable maximum: 35 points, probable minimum points for neighborhood acceptability: 12 points

6. Building lighting guidelines:

Primary building entries well lit.
Guideline II 6 a): 0-5 points
Alley lighting.
Guideline II 6 b): 0-5 points
Storefront lighting.
Guideline II 6 c): 0-2 points
Gateway building lighting.
Guideline II 6 d): 0-3 points

Probable maximum: 15 points, probable minimum points for neighborhood acceptability: 7 points

7. Roof form and design guidelines:

Flat and/or low pitched roofs.
Guideline II 7 a): 0-2 point

Exposure of rooftop mechanical, solar, wind generators, etc.
Guideline II 7 b): 0-5 points
Rooftop living space, gardens, green roofs.
Guideline II 7 c): 0-10 points
Mitigate rooftop equipment noise
Guideline II 7 d): 0-5 points
Rooftop dining / entertainment noise and glare.
Guideline II 7 e): 0-5 points

Probable maximum: 27 points, probable minimum points for neighborhood acceptability: 7 points

8. Sustainable design guidelines:

LEED Silver

Guideline II 8 a i): 0-5 points
LEED Gold
Guideline II 8 a ii): 0-10 points
LEED Platinum
Guideline II 8 a iii): 0-15 points
Net Zero
Guideline II 8 a iv): 0-30 points
Energy generation
Guideline II 8 b): 0-10 points
Bries Soleis
Guideline II 8 c): 0-5 points
Recycled content and regional materials.
Guideline II 8 d): 0-10 points
Recycled existing building's materials into new development.
Guideline II 8 e): 0-10 points
***Probable maximum: 55 points, probable minimum points for
neighborhood acceptability: 20 points***

Special Building Type Total Points:

Parking Garage / Visible Parking Levels

Neighborhood support: 15 points

Exemplary Level: 30 or more points

Detailed Point System Calculations

Conceal headlights and screen interior lighting.

Guideline II 9 a)(1): 0-5 points

Complement architecture of the building which it serves.

Guideline II 9 a)(2): 0-5 points

Accommodate future conversion.

Guideline II 9 a)(3): 0-10 points

Alley faces mitigate effects on adjoining properties.

Guideline II 9 a)(4): 0-10 points

Street-facing facades complement the urban environment.

Guideline II 9 a)(5): 0-5 points

Provision of charging stations.

Guideline II 9 a)(6): 0-5 points

Provision of mixed uses.

Guideline II 9 a)(7): 0-20 points

Personal Storage Buildings

Neighborhood support: 10 points

Exemplary Level: 25 or more points

Detailed Point System Calculations

Massing breaks.

Guideline II 9 b)(1): 0-10 points

Cluster storefronts to reflect industrial patterns.

Guideline II 9 b)(2): 0-5 points

Continuous storefronts to reflect older commercial.

Guideline II 9 c)(3): 0-5 points

Provision of mixed uses.

Guideline II 9 d)(4): 0-20 points

Renovation of and/or additions to Existing Buildings

Total Points:

Neighborhood support: 20 points

Exemplary Level: 40 or more points

Detailed Point System Calculations

Respect or reuse original entry

Guideline II 10 a)(1): 0-10 points

Respect or reuse original windows.

Guideline II 10 a)(2): 0-10 points

Respect or reuse original materials and/or ornament.

Guideline II 10 a)(3): 0-10 points

Respect or reuse original structure and roof shape.

Guideline II 10 a)(4): 0-10 points

Respect and preserve any historic signage.

Guideline II 10 a)(5): 0-10 points

New additions complement existing building.

Guideline II 10 b): 0-20 points

Contemporary interpretations of historic facades.

Guideline II 10 c): 0-10 points

1. Building form, height and massing (review zoning)

Intent Statements

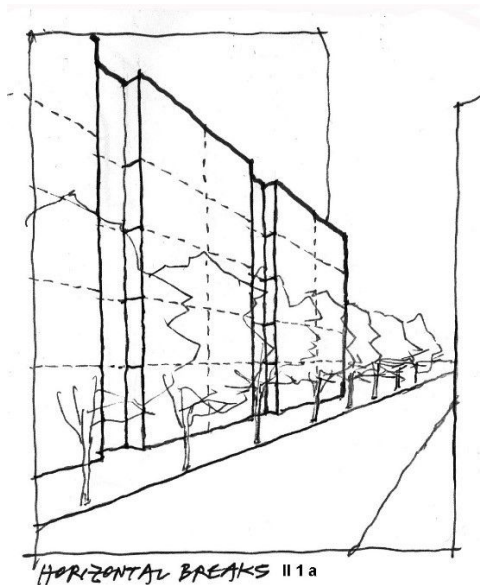
Intent: To create buildings with human scale and interest.

- Intent: To moderate scale changes between adjacent buildings particularly those that are important contributors to neighborhood character.*
- Intent: To create an interplay of sunlight and shadow, taking advantage of Colorado's sunny climate, through the shaping of the building's form.*
- Intent: To create occasional special building forms that terminate views, emphasize intersections, help define the passage between subareas, and provide varied skylines.*
- Intent: To promote sun and sky exposure to public streets and open spaces.*

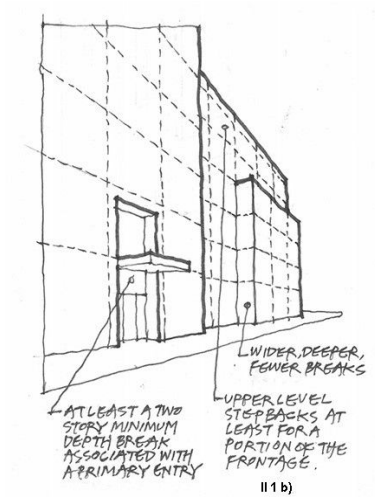
Standards

Guidelines

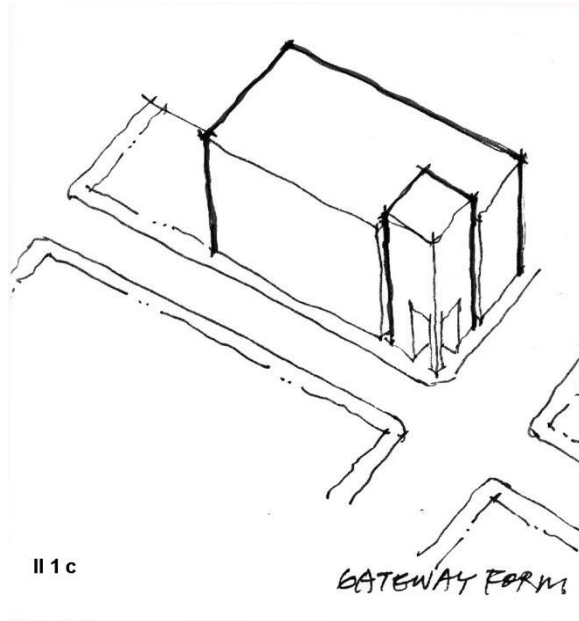
- a. On long building facades, greater than 125 ft in length, clear breaks in the horizontal plane of the façade should be provided in order to scale a large building to its neighborhood context and to the pedestrian. (sketches)



- a. Breaks in a long façade (Guideline II 1 a) may also be reinforced by a change in building height and/or upper story massing reduction. (sketch)

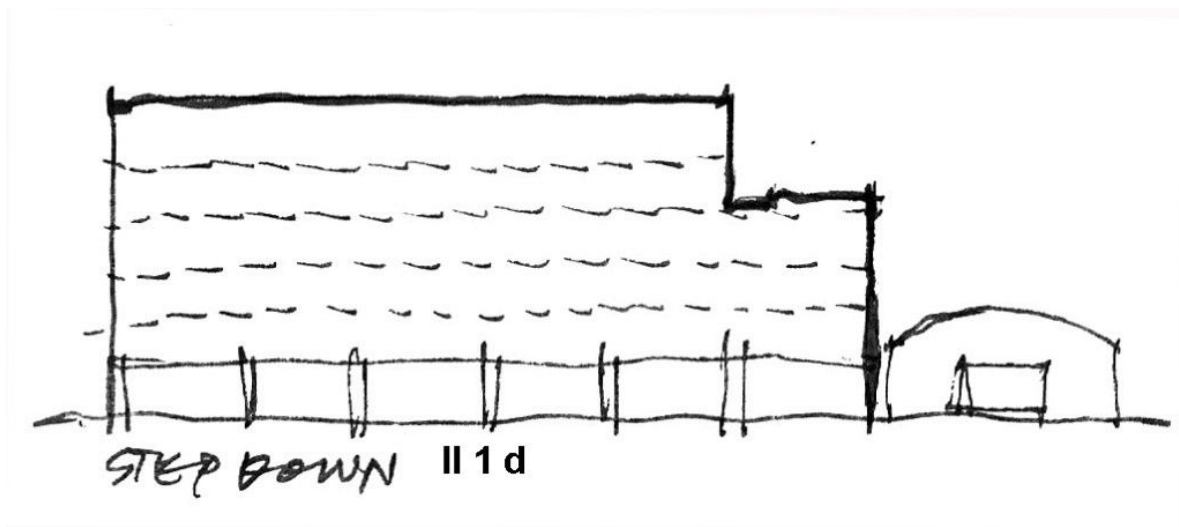


- a. Building corners at locations identified as important gateways into the neighborhood or subarea should be accentuated in building form, fenestration, balconies, bays, materials or and/color. (sketch)



Page Break

a. Where a proposed building, the façade of which is longer than 125 ft. and higher than 4 stories, adjoins a lower existing building identified as a building that contributes to the character of the neighborhood, the proposed building mass **should transition in height** to the lower building. **(sketch, could show diagonal dash?)**



e) Buildings with street frontages of 125 ft or less are encouraged as they more naturally create human scale.

1. **Building Façade Design, Scale and Variation** (review zoning)

Intent Statements

Intent: To encourage human-scaled buildings.

Intent: To avoid differentiated and/or blank façades, particularly those visible from the street.

Intent: Where near designated historic or contributing buildings, or historic districts, to gain inspiration from the form, detail, materials and colors of historic buildings.

Intent: To relate to existing context through either contemporary interpretation, or appropriate contrast in the design of new buildings.

Intent: To design facades that logically respond to sun exposure.

Intent: To design facades that logically incorporate sign locations.

Intent: To design facades that communicate logical transitions of material and detail.

Standards

Guidelines

a. Massing breaks in a long façade as described in Guideline II 1 a) may be profitably reinforced by a change in material, pattern/texture, and/or color.

a. Massing breaks and material / color changes should be provided in ways that fit the architectural concept of the building rather than applied in illogical patches to meet a guideline.

a. While scaling a large building to the scale of a pedestrian is important, a unified simplicity of the building's architecture and form also fits the character of the neighborhood, which is historically made up of simple masonry industrial buildings. Design that errs on the side of fewer but specific materials with meaningful accentuations is encouraged.

a. Building facades should be designed to accommodate likely locations for wall signs, projecting signs, and awnings with or without signs.

e) Building facades should respond to differing conditions **such as their performance** in regard to sun exposures which suggest sun-shading devices on the northwest / southwest facades (see 8c), larger windows on the northeast façade; a river exposure;

westerly views; major street / minor street exposures, etc. in order to create variation based on intrinsic conditions.

a. Building facades and materials should take advantage of Colorado's strong sun conditions by choosing materials and material systems that have textures and patterns which cast shadows, as well as providing projecting or recessed balconies and bays.

1. **Building transparency and fenestration patterns** (review zoning)

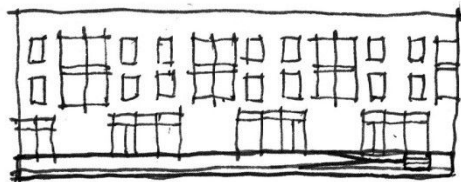
Intent Statements

Intent: To provide transparency within the street facing facades (particularly at ground level) consistent with the nature of the use: greater transparency for commercial uses, less for residential uses, and possibly even less for artist studios and industrial / 'maker' spaces.

Standards

Guidelines

- a. In recalling the old industrial character of the area characterized by loading bays and garage doors, ground floor storefront glass areas are encouraged to be clustered into bays with solid wall areas between glassy zones. (Sketch)



CLUSTERED GLASS IN BAYS
ON GROUND FLOOR II 3.a



- a. Ground floor storefront glass may also reflect the largely continuous glazing of the older commercial buildings in the neighborhood and be considered as a means of expressing the interior function to the public realm enhancing the depth of the urban environment.
- a. Rhythmic and / or varied alternation of windows, doors and solid walls are encouraged for ground floor residential uses.

1. Building entries

Intent Statements

Intent: To orient the primary building entry toward the street.

Intent: To encourage the adaptive reuse of existing light industrial entry facilities such as loading docks that provide neighborhood character and flexibility for existing and future uses

Intent: To add scale, activity and function to the street.

Intent: To visually emphasize the major entry or entries to a building or a ground floor use.

Standards

Guidelines

- a) Encourage as many street-oriented entries as practical. **For buildings longer than 125 ft. more than 2 are encouraged.**
- b) Building entries should be emphasized through the use of such design devices as changes in plane, differentiation in material and/or color, provision of a canopy, greater level of detail, lighting, ornament, and art.

c)Existing raised loading docks should be preserved and reused as entry elements.

d)Raised ground floors in new construction should be encouraged to create a similar condition. (Vancouver example)

1. Building materials, details and ancillary elements

Intent Statements

Intent: To insure the use of quality materials with proven durability that weather well and gracefully age in the urban environment.

Intent: To renovate or reuse on-site architectural elements and materials.

Intent: To use materials that need less maintenance and resist vandalism.

Intent: To use materials that incorporate human scale in their modules and have the ability to receive and/or provide detail and textural relief.

Intent: To encourage the use of fabrication technologies that enhance efficiency and broaden the scope of architectural achievement.

Standards

Guidelines

a. The prevailing materials in the neighborhood, such as brick, metal / steel, corrugated metal panels, exposed fasteners, concrete, and concrete block should be used to recall the generally industrial neighborhood character.

b)Materials and facade systems that should be avoided

are: Low cost fiber cement panels with exposed fasteners that tend to break or crack at the corner connection, stucco that is not a hard coat finish, thin gauge metal panels that easily oil can and twin tee tilt up concrete panels used in a manner that reduces transparency and opportunities for natural light. Variations of each of the systems listed above can be proposed if consideration is

given to durability, thoughtful detailing and sensible application to a building façade.

c)The use of non hard coat finish stucco EIFS should be avoided.

d)The building structure should be expressed when possible.

e) The use of innovative and contemporary materials and details is encouraged along with current and future fabrication technologies that assist in the creation of formworks and or finish products. Examples include CNC milling, water jet and laser cutting, and even 3-d printing. Cross Laminated Timber is a specific example of a sustainable and innovative material that takes advantage of current fabrication technologies and is efficiently deployed as building floor and wall structure and interior finish.

f)Projecting (**more than 2 ft.**) and inset balconies are encouraged with materials and detailing that complement the architecture. Largely opaque or translucent railings are encouraged. Largely transparent railings are questionable, given the likelihood of outdoor storage of bicycles and other items unrelated to the use of the balconies, **and their lack of privacy.**

a. Visually 'heavy' materials such as brick, stone, and concrete block should be brought to the ground as much as possible, rather than suspended above the ground, in order to provide a sense of stability and to visually link the street environment to the lower portions of the building. (sketch)



1. Building Lighting

Intent Statements

Intent: To provide lighting at building entrances for safety and ease of access.

Intent: To add to the general image of a safe and well-lit street and alley environment.

Intent: To accentuate important architectural components of the building.

Intent: To avoid glare into adjoining residential units.

Intent: To avoid significant night sky light pollution.

Standards

Guidelines

a. Primary building entries should be **well** lit to promote a more secure environment at the door, emphasize the primary point of entry to the building, and provide sufficient lighting for efficient access into the building.

a. Building lighting should provide lighting for alleys, particularly at garage and secondary building entries. Such lighting should not be standard security lighting, but lighting which is shielded to avoid glare onto adjoining properties.

a. Buildings with ground floor retail and restaurants should maintain storefront lighting in the evening.

- a. Buildings at important gateways to the neighborhood or subareas should incorporate lighting that emphasize architectural features such as corner elements, projecting bays, etc.

1. Roof form and rooftop design

Intent Statements

Intent: To recall the unpolished industrial character of the neighborhood.

*Intent: To utilize the roof for outdoor activities such as pools, outdoor dining decks, gardens, **active play fields, turf areas, basketball and tennis courts,** etc.*

Intent: To encourage rooftop technology for environmental sustainability.

Intent: To reduce equipment noise impacts on adjacent residential.

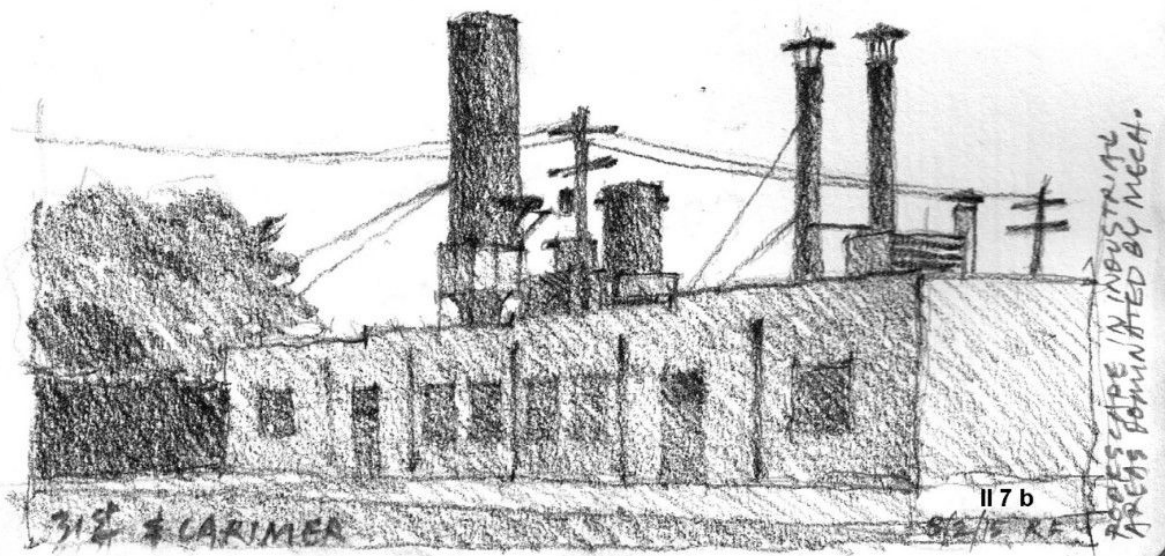
Intent: To maintain the integrity of architecturally designed building tops.

Standards

Guidelines

- a. Flat roofs with parapets and low pitched roofs are preferred in
that they are typical of the neighborhood.

- a. In light industrial and mixed use industrial development, rooftop mechanical, flues, vents, fans, solar panels, wind generators etc, are allowed to be exposed to emphasize their technical and industrial qualities. Architectural design elements that may help design, organize and cluster the rooftop equipment are encouraged. **In other building types such as office and residential, environmentally sustainable rooftop equipment such as solar panels, wind generators and similar equipment may be exposed.**



a. Rooftop living space, gardens, green roofs and other agricultural uses are encouraged.

d) Rooftop mechanical equipment noise should be mitigated when residential units are nearby, either through the design of the equipment or by sound buffering walls.

e) Where rooftop dining and/or entertainment is planned adjacent to residential, effective mitigation of noise and glare **should** be provided.

1. Sustainable building design

Intent Statements

Intent: To design buildings with improved performance which can be operated and maintained within the limits of existing resources.

Intent: To improve the comfort, health and well-being of building occupants and public visitors.

Intent: To save tenants money through reduced energy and material expenditures, waste disposal costs, and utility bills.

Intent: To promote RiNO as an innovative leader in responsible sustainability.

Standards

Guidelines

- a. New construction should be LEED certified.
 - i. **LEED Silver should be a minimum level.**
 - i. **LEED Gold is encouraged.**
 - i. **LEED Platinum is applauded.**
 - i. **Net Zero energy and/or water attainment should receive the highest praise.**

a. Energy generation is strongly encouraged, particularly roof-top solar.

a. Shading areas of glass which are exposed to direct sunlight should be thoughtfully considered. Bris Soleil's should be thought of as an integral part of the architectural concept in the form of innovative screen walls or modular systems and not applied as an appendage "eyebrow" or afterthought to the façade.

Vegetated walls and window overhangs that provide shading should be considered.

a. The use of recycled content and regional materials is strongly encouraged.

a. Where new construction replaces existing masonry buildings, the masonry, particularly brick and stone, should be recycled into the facades of the new buildings. **Not only is this more sustainable, it carries forward into the future the past character of the neighborhood.**

1. Guidelines for specific building types

- a. **Parking Garages and Visible Parking Levels**

Intent Statements

Intent: To utilize underground and structured parking to the greatest possible extent.

Intent: To activate structured parking with ground floor retail or other pedestrian oriented uses.

Intent: To minimize visual impacts of parked cars on the pedestrian experience.

Intent: To design the facades of structured parking so that their character is compatible with the architecture of the building which the parking serves or within which the parking is incorporated.

Intent: To promote structured parking designs that are compatible in character and quality with adjoining buildings, plazas and other publically accessible open space.

Intent: To minimize the need for parking by comprehensively enhancing multi-modality throughout the District.

Intent: To limit the impact of parking access points on the pedestrian environment.

Standards

Guidelines

1. Garage and parking level facades that face primary and secondary streets and which are not wrapped by another use should be designed to conceal the headlights of parked cars and to screen the interior lighting of the garage.

1. Garage and parking level facades, not wrapped by another use, should be designed to complement the architecture of the building which the parking serves.

- i. Similar materials should be used on the structured parking façades as used on the other facades of the building.

- i. Horizontal and vertical façade articulation of the structured parking facades should align and/or relate with the façade articulation of the other street-facing facades of the building.

1. Structured parking levels that face the street should be designed to accommodate future conversion to other uses through the provision of level floor plates and sufficient floor to floor heights.

1. Alley facing facades of structured parking that are adjacent to non-parking uses should be designed to mitigate impacts on neighbors.

1. Parking garages exposed to primary or secondary

streets should be screened with materials that work to obscure the function of the garage but compliment the urban environment through the play of light and shadow, color or graphics. **Include vegetated walls.**



1. Provision of charging stations for electric vehicles
Is encouraged.

1. **The provision of mixed uses as part of the parking structure or visible parking levels is strongly encouraged, either as ground floor commercial uses, artists' studios, and/or the wrapping of street-facing parking structure or visible parking facades with another use, such as residential or office.**

a. **Personal Storage buildings**

Intent Statements

Intent: To create architectural interest and scale in a building type that has no intrinsic activity.

Intent: To add active uses, particularly at the ground floor at street level to a building that has no intrinsic activity.

Standards

Guidelines

1. Storage buildings should utilize massing breaks, pedestrian scaling techniques and materials recommended in the general architectural guidelines II 1 (a through d); II 2 (a through d) and (f); II 5 (a through d) and (f).

1. Storage buildings should cluster ground floor commercial glass areas into bays as described in guideline II 3 (a).

1. **Ground floor storefront glass may also reflect the largely continuous glazing of the older commercial buildings in the neighborhood and be considered as a means of expressing the interior function to the public realm enhancing the depth of the urban environment.**

1. **The provision of mixed uses as part of the storage building is strongly encouraged, either as ground floor commercial uses, artists' studios, and/or the wrapping of street-facing facades with another use, such as residential or office.**

1. Guidelines for Renovation and Reuse of Existing Structures

Intent Statements

Intent: To rehabilitate, renovate and expand existing older structures in ways that maintain and/or respect their original character.

Standards

Guidelines

- a)The renovation, reuse and expansion of existing buildings should respect and utilize, where feasible:
1. the building's original entry;
 1. fenestration patterns, window shapes and sizes and mullion patterns;
 1. the building's original materials and ornament, if any;
 1. original structure and roof shape;
 1. any historic signage;

b) New additions to existing buildings should utilize materials, structural systems, fenestration patterns, window shapes and sizes, entry design, and roof forms that complement the existing building either through careful interpretation, or contrast.

c) Contemporary re-interpretations of historic facades should be considered. Specific examples could include replicating an existing brick façade in detail through cast concrete, or shaping perforated metal as a palimpsest of an historic façade. Fabrication technologies can assist and provide a means of generating efficient details and innovative formworks.

(Further research needed)

I. Landscape Architecture

Private landscaping that is either accessible to the public or visible to public spaces like street ROWs or public parks and open spaces should add to the character of public spaces and reinforce the sense of nature in the neighborhood. This is particularly important near the South Platte River where private landscaping could significantly add to the River environment. While in the past, the neighborhood was largely hard-surfaced in keeping with its industrial nature, RiNO is now changing into a much more of a live – work – play neighborhood where people on the streets and in the parks are more prevalent. Landscaping is becoming much more important as needed relief and amelioration of the hard, hot and impervious urban environment.

Guiding Principles

- To encourage the integration of ecosystems into private development, such as green or LID stormwater management and/or wildlife habitat.

Landscape Architecture Total Points:

Neighborhood support: 95 points

Exemplary Level: 140 or more points

Detailed Point System Calculations

1. Parking lot guidelines:

Landscaping above City minimums

CLOSELY EXAMINE THIS BECAUSE HIGHER STANDARDS THAN THE CITY MINIMUMS ARE NEEDED. Many of the parcels are excluded or have very low requirements for parking lot landscaping because they are zoned Industrial - Mixed Use

Guideline III 1 a): 0-5 points

Low screen walls

Guideline III 1 b): 0-10 points

Art in screen walls

Guideline III 1 c): 0-10 points

Screen walls complement architecture

Guideline III 1 d): 0-5 points

Permeable paving

Guideline III 1 e): 0-10 points

Pedestrian system in Parking lot

Guideline III 1 f): 0-5 points

Downcast lighting

Guideline III 1 g): 0-5 points

Parking lot shade structures with solar panels

Guideline III 1 h): 0-10 points

Probable maximum: 60 points, probable minimum points for neighborhood acceptability: 30 points

1. Private Open Space Guidelines:

Private open space reinforces public space.

Guideline III 2 a): 0-5 points

Buffer ground floor residential.

Guideline III 2 b): 0-5 points

Private open space reinforces the South Platte River

Guideline III 2 a): 0-5 points

Probable maximum: 10 points, probable minimum points for neighborhood acceptability: 5 points

3. Private Open Space guidelines: Detention areas and Drainageways (Further research needed)

Landscaped shallow detention areas.

Guideline III 3 a): 0-5 points

Deep detention areas to be avoided

Guideline III 3 b): -3 -0 points

Detention areas with permeable paving.

Guideline III 3 c): 0-10 points

Probable maximum: 15 points, probable minimum points for neighborhood acceptability: 5 points

4. Landscape Materials guidelines (Further research needed)

Drought tolerant plant materials.

Guideline III 4 a): 0-5 points

Climate adapted plant materials.

Guideline III 4 b): 0-5 points

Pavement material reflect neighborhood character

Guideline III 4 c): 0-3 points

Good maintenance of plant materials

Guideline III 4 d): 0-7 points

Irrigation of plant materials.

Guideline III 4 e): 0-10 points

Create a RiNo Art District Native Seed Mix that can be used throughout the district. Planting this seed mix would achieve all maximum points as outlined above.

Probable maximum: 30 points, probable minimum points for neighborhood acceptability: 20 points

5. Service areas, Trash Enclosure guidelines

Trash enclosures for garbage and recycle dumpsters

Guideline III 5 a): 0-10 points

Trash enclosures for garbage and recycle dumpsters

Guideline III 5 a): 0-10 points

Enclosures relate to architecture

Guideline III 5 b): 0-5 points

Durable trash enclosures.

Guideline III 5 c): 0-5 points

Loading areas off of an alley or screened

Guideline III 5 d): 0-5 points

Probable maximum: 25 points, probable minimum points for neighborhood acceptability: 20 points

6. Wall and Fence guidelines

Recall neighborhood materials

Guideline III 6 a): 0-5 points

Recall neighborhood materials

Guideline III 6 b): 0-10 points

Complement architecture of building

Guideline III 6 c): 0-5 points

No barbed wire

Guideline III 6 d): -3-0 points

Probable maximum: 20 points, probable minimum points for neighborhood acceptability: 10 points

7. Site Lighting guidelines

Paths to entries well lighted

Guideline III 7 a): 0-5 points

Minimize light spill from outdoor patios / decks

Guideline III 7 b): 0-5 points

Shielded security lighting.

Guideline III 7 c): 0-5 points

Probable maximum: 15 points, probable minimum points for neighborhood acceptability: 5 points

1. Parking lots

Intent Statements

Intent: To minimize the visual impacts of surface parking on the pedestrian experience through location and/or screening.

Intent: To reduce the scale of surface parking lots.

Intent: To soften the appearance of parking lots through the addition of landscaping.

Intent: To reduce the overall amount of heat radiated from parking lots.

Intent: To provide some shade for parked vehicles.

Intent: To provide for pedestrian safety within parking lots.

Intent: To utilize practical and effective ways to minimize glare onto adjoining property or public R.O.W.s.

Intent: To use energy efficient light sources.

Intent: To filter pollutants from surface storm water runoff.

Standards

Guidelines

a) Interior and perimeter parking lot landscaping over and above City minimums is strongly encouraged.

b) Low masonry walls or metal fences should be used to screen parking lots from the street. Woven wire mesh fencing may

be used if supporting vines or hedges.

c) Parking lot screen walls should incorporate art wherever possible.

- a. Parking lot screen walls should complement the materials and character of the primary building.
- a. Parking lot surfacing should incorporate permeable paving and other storm water measures to reduce and clean storm water runoff.
- a. Parking lots should have a well thought-out and marked pedestrian system leading to the primary entry or entries of the building, as well as to any adjoining sidewalks.
- a. Parking lots should be well lit with downcast lighting fixtures on poles no higher than 20 ft.
- a. Provision of parking lot shade structures, particularly those on which solar panels are mounted, are encouraged

1. Private open space

Intent Statements

Intent: To insure that no part of the final development is left without deliberate and well-design landscape and/or hardscape treatment.

Intent: To reinforce the pedestrian environment established in the adjoining public street or open space.

Intent: To create usable open spaces for the occupants of the uses on the property.

Standards

Guidelines

a. Where accessible from and/or visible to the public ROW or other public spaces, private plazas and courtyards should be landscaped in a way that reinforces the landscaping **and/or paving** in the public spaces / ROWs.

a. Private property within a front setback intended to buffer

ground floor residential uses from the street should incorporate plant material that adds to the color and attractiveness of the street, and provides a measure of privacy to the residential use without blocking, at maturity, the street views from the front windows.

- c) Private property that is adjacent or near to the South Platte River should be landscaped in ways that reinforce the River environment, its natural character, and its wildlife.

1. Private Open Space: Drainage detention areas, Drainageways

Intent Statements

Intent: To attractively landscape stormwater detention areas and drainageways.

Intent: To landscape storm water detention areas with drought tolerant plant materials.

Intent: To landscape stormwater facilities with easily maintained plant materials and designs.

Standards

Reference the City's Urban Stormwater Best Practices document?

Guidelines

- a) Detention areas be landscaped with drought tolerant landscaping, necessitating that the detention area should be relatively shallow rather than deep.
- b) A deep detention area with retaining walls that may require a fence around it should definitely be avoided.
- c) Detention areas should be associated with permeable paving to reduce the depth of the detention area or to eliminate it entirely.

(Further research needed)

1. Landscape Materials

Intent Statements

Intent: To use drought tolerant landscape materials appropriate for urban conditions.

Intent: To provide adequate irrigation to support initial growth and the on-going health of the plant material.

Intent: To promote ongoing maintenance and replacement of plant materials.

Intent: To use native plant materials and/or materials appropriate to Denver's climate.

Standards

Guidelines

- a. Trees, shrubs, turf, native grasses and other materials should be drought tolerant, and adapted to urban conditions.
- b) Plant materials should be adaptable to the climate of the region.
- c) Paving should reflect the character of the neighborhood.
Smaller scaled pavers, architecturally finished concrete, and sandstone are encouraged.
 - a. Maintenance of plant materials should be provided throughout the life of the plants, and replaced when damaged or dead.
 - a. All plant materials should be irrigated.

(Further research needed)

5. Service areas, accessory buildings and trash enclosures

Intent Statements

Intent: To screen or conceal the view of the exterior trash containers, loading docks, open storage areas and utility boxes / equipment of a building from public sidewalks, streets, open spaces and adjoining uses.

Intent: To relate trash enclosures and other accessory buildings to the materials and architecture of the buildings

Standards

Guidelines

- a. Trash enclosures should be designed for both garbage and recycle dumpsters, and enclosed with at least 7 ft high walls and gates. A roof structure over the enclosure is highly

desirable both to screen views into it from above uses, and to prevent the throwing of bags and trash over the walls.

a. Trash enclosures and other accessory buildings should be designed with materials and details that match or clearly relate to the building that they serve.

a. Trash enclosures should be constructed from extremely durable materials with durable door materials and latching systems.

a. **Loading areas should be located off on an alley, or if not off an alley, the view of such loading areas be screened from a public street or open space.**

6.Walls and Fences

Intent Statements

Intent: To provide security and privacy for private and common open spaces not open to the general public.

Intent: To relate the design and materials of fences and walls to the architecture and/or landscape architecture of the project.

Intent: To promote the artistic design and/or treatment of fences and walls.

Standards

Guidelines

a. Fences and walls should be constructed from durable materials that recall the materials found in the neighborhood's existing industrial buildings, such as masonry, metal, woven wire mesh. Standard wood board fences should be avoided.

a. Creative designs for walls and fencing are encouraged.

a. Walls and fencing should **complement** the materials and architecture of the building.

a. Barbed wire and other security wire should be avoided.

6a. Safety Buffers

Intent Statements

Intent: To provide a sense of safety for residents and visitors to buildings in proximity (100ft or less) to active rail lines

Intent: To relate the design and materials of safety buffers to the architecture and/or landscape architecture of the project.

Intent: To promote the artistic design and/or treatment of safety buffers

Standards

Guidelines

- a. Buffers should be placed at the edge of the property line abutting the railway.
- a. Buffers should be at a maximum of 6 feet tall
- a. The length of the buffers is dependent on the parcel size and should follow the property line and rail lines
- a. Creative use of materials and design are encouraged
- a. Blank concrete walls should be avoided
- a. The creation of a safety buffer should also meet the (above) Walls and Fences Guidelines

7.Site Lighting

Intent Statements

Intent: To promote the safety, security and/or the night-time use and enjoyment of the property.

Intent: To utilize practical and effective ways to minimize glare onto adjoining property or public R.O.W.s.

Intent: To use energy efficient light sources.

Intent: To provide interest and identity through landscape lighting.

Standards

Guidelines

a. Pedestrian paths to entries should be well lighted particularly from sidewalks in street ROWs, parking areas and bicycle storage.

a. Outdoor lighting for restaurant patios, either at the ground floor or at an upper roof deck, should be muted with minimized light spill and glare onto adjoining properties, particularly residential. Such lighting should be turned off at the end of the business's hours of operation.

a. Security lighting should be provided by shielded downcast fixtures to minimize glare onto adjoining properties.

7a. Priority Corridor Lighting

Intent Statements

Intent: To provide a reliable source of lighting for residents and visitors along community designated corridors

Intent: To relate the design and materials of the lighting to the adjacent land uses and purpose of corridor

Intent: To use energy efficient light sources

Intent: To promote the artistic design and/or treatment of the lighting

Standards

Guidelines

b. Pedestrian-scale lighting should be installed along priority corridors

i. Corridors are identified through community feedback and main land use along corridor

b. Lighting should be placed every at maximum every 20 feet

b. The design of the light fixture is dependent on the adjacent land uses and private landowners

b. Creative use of materials and design are encouraged

I. Signs

Guiding Principles

- To supplement the requirements of the Zoning Ordinance so as to reflect the unique character of the RiNo district.

Signs Total Points (excepting individual sign types):

Neighborhood support: 40 points

Exemplary Level: 70 or more points

Detailed Point System Calculations

1. Sign Location and Number of Signs

Designed location for signs

Guideline IV 1 a): 0-5 points

Overlapping architectural elements.

Guideline IV 1 b): 0-10 points

Maximum number of signs.

Guideline IV 1 c): 0-10 points

Probable maximum: 25 points, probable minimum points for neighborhood acceptability: 15 points

2. Sign Height and Size

Sized to the speed of the viewer

Guideline IV 2 a): 0-5 points

Fit comfortably within locations

Guideline IV 2 b): 0-5 points

Sign height

Guideline IV 2 c): 0-10 points

Large graphic signs

Guideline IV 2 d): 0-5 points

Probable maximum: 20 points, probable minimum points for neighborhood acceptability: 10 points

3. Sign Character and Materials

Creative and/or icon signs

Guideline IV 3 a): 0-10 points

Recall industrial character

Guideline IV 3 b): 0-10 points

Durable

Guideline IV 3 c): 0-5 points

Painted wall signs

Guideline IV 3 d): 0-5 points

Probable maximum: 30 points, probable minimum points for neighborhood acceptability: 15 points

4. Sign Lighting

Internally lit letters and logos

Guideline IV 4 a): 0-5 points

Internally lit cabinet signs

Guideline IV 4 b): -5-0-5 points

Externally lit wall signs

Guideline IV 4 c): 0-5 points

Back-lit awnings

Guideline IV 4 d): -5-0 points

Face or internally lit projecting signs

Guideline IV 4 e): 0-5 points

Back-lit 'halo' signs

Guideline IV 4 f): 0-10 points

Probable maximum: 20 points, probable minimum points for neighborhood acceptability: 5 points

5. Individual Sign types

Wall Signs

Guideline IV 5A (?): 0 points

Free-Standing Signs

Guideline IV 5B (1): 0 points

Projecting Signs

Projecting signs encouraged

Guideline IV 5C (1): 0-5 points

Three dimensional and creative

Guideline IV 5C (2): 0-10 points

Size of projecting signs

Guideline IV 5C (3): 0-10 points

Probable maximum: 25 points, probable minimum points for neighborhood acceptability: 15 points

Canopy / Marquee / Awning Signs

Canopy/marquee signs encouraged

Guideline IV 5D (1): 0-5 points

Awning sign design

Guideline IV 5D (2): 0-5 points

No signs on awnings encouraged

Guideline IV 5D (3): 0-10 points

Probable maximum: 15 points, probable minimum points for neighborhood acceptability: 5 points

Window Signs

Window sign coverage

Guideline IV 5E (1): 0-10 points

Uncluttered and coordinated

Guideline IV 5E (2): 0-10 points

Temporary opaque window graphics

Guideline IV 5E (3): 0-5 points

Probable maximum: 20 points, probable minimum points for neighborhood acceptability: 10 points

Roof Signs

Roof signs encouraged

Guideline IV 5F (1): 0-10 points

Light, airy design

Guideline IV 5F (2): 0-20 points

Probable maximum: 30 points, probable minimum points for neighborhood acceptability: 20 points

Historic Signs

Preserve historic signs

Guideline IV 5G (1): 0-10 points

Non-designated 'historic' signs

Guideline IV 5G (2): 0-10 points

Probable maximum: 10 points, probable minimum points for neighborhood acceptability: 10 points

Mural Signs

Combination of art and signage

Guideline IV 5H (1): 0-10 points

Probable maximum: 10 points, probable minimum points for neighborhood acceptability: 10 points

1. Sign Location

Intent Statements

Intent: To identify the location and entrance of a business.

Intent: To utilize building design as a form of signage and branding.

Intent: To locate signs for a single or multiple uses in one building so as to eliminate conflicts, avoid clutter, and mitigate impacts on adjoining property.

Intent: To respect the architectural elements of the building façade in the determination of the location, type and number of signs.

Intent: To encourage the use of signs as integrated elements of the architectural façade.

Standards

Guidelines

- a) Signs should be located within façade areas set aside for signage in the overall design of the façade. Where sign areas have not been identified and/or set aside in the overall design of the façade, signs should be located where they best integrate with the design of the façade.
- b) Signs should not overlap or conceal architectural features of the façade.
- c) A maximum of three signs (total for all types) for one tenant is strongly encouraged unless the tenant is at a corner location in which case, a maximum of 4 signs should be provided. Different types of signs are encouraged when several signs for a single tenant are contemplated: wall, window, projecting and/or canopy.

1. Sign Height and Size

Intent Statements

Intent: To relate the size of the signs to the location and speed of the viewer.

Intent: To respect the architectural elements of the building façade in the determination of the size of a sign.

Intent: To base the height of signs the height of signs found in the early development of the neighborhood.

Standards

Guidelines

- a) Sign text and logos should be sized to the speed of the viewer - smaller for pedestrians, larger for vehicles. Signs designed for viewing from vehicles should not be sized for speeds higher than 30 MPH.

- b) Signs should be sized to comfortably fit the locations on the building façade provided for signs. They should not crowd the boundaries of the sign location.
- c) Sign height on buildings should be kept below 20 ft except for major tenant and/or building name, which may be at the top of the building. Free-standing sign height should not be higher than 12 ft., excepting the reuse of existing free-standing signs.
- d) Large graphic signs, whether wall, canopy or other types may be appropriate if they fit the architecture or use of the building, provide a unique identity for the building and/or the neighborhood, and are approved by the DAB.

1. Sign Character and Materials

Intent Statements

Intent: To create appropriately scaled, graphically interesting, creative signage that enhances the pedestrian environment.

Intent: To encourage sign types and design which recall the sign design found in the early development of the neighborhood.

Standards

Guidelines

- a) Creative and iconic signs are strongly encouraged.
- b) Signs should recall the original industrial character of the neighborhood through materials, patinas, attachment and support details, and simple bold type faces.
- c) Signs should be constructed of durable materials and designed and manufactured by professional sign companies.
- d) Painted wall signs that recall the historic wall signs of the neighborhood are encouraged.

1. Sign lighting

Intent Statements

Intent: To provide adequate lighting of signs for night-time legibility.

Intent: To encourage sign illumination which recalls the sign illumination found in the early development of the

neighborhood.

Standards

Guidelines

- a) Channel letters and logo shapes for wall signs (and projecting and roof signs if allowed) may be internally lit. Exposed neon may be used as it is historically found in the neighborhood.
- b) Standard, plastic faced, internally lit cabinet signs with applied type faces should be definitely avoided. However, internally lit cabinet signs with opaque metal faces having cut-out type faces and/or logos can be entirely appropriate.
- c) Wall signs may be externally face-lit by shielded fixtures.
- d) Translucent back-lit awnings with or without sign text should be definitely avoided.
 - a. Projecting signs may be face-lit or internally lit.
 - a. Back-lit 'halo' signs and logos are encouraged.

1. Specific guidance for Individual sign types

Intent Statements

Intent: To Integrate wall signs with the architecture of the building.

Standards

Guidelines

A Wall signs

(No further guidelines)

B. Free-standing signs

- (1) While found in the neighborhood, free-standing pole signs should be avoided unless the design of the sign is exceptionally well done and approved by the DAB.

I. Projecting signs

- (1) Projecting signs are encouraged, assuming that the Overlay Zone will allow them.

- (2) Projecting signs are encouraged to be three

dimensional and creative. However, two dimensional projecting signs may be entirely appropriate if creatively designed and shaped.

1. Projecting signs should be no larger than approximately 20 Cu. Ft.

A. **Canopy / Marquee / Awning signs**

- (1) Canopy and marquee signs are encouraged when such signs have been carefully designed to fit with the building façade.
- (2) Awning signs and logos are appropriate if carefully designed and don't graphically overwhelm the plane of the awning shape. Side panels of an awning should not contain text or logos.
- (3) The absence of text and/or logos on awnings is encouraged.

A. **Window signs**

1. Window signs are appropriate so long as they don't obscure the transparency of the window more than 15%.
- (2) Window signs should be small and carefully designed. They should not clutter the window plane with multiple, uncoordinated and competing graphics.
- (3) Opaque window graphics that cover the window are only acceptable on a temporary basis, removed or changed every 18 months, and must be designed to be creative and interesting. The removal or change date should be printed on the window graphic and clearly readable.

A. **Roof signs**

- (1) Because roof signs occur in the neighborhood, the Overlay Zone should legalize them pursuant to design review and approval.
- (2) If allowed, roof signs should be structured and

designed to be 'airy', with separate channel letters or face-lit type mounted on steel scaffold-like structures. Along with exposed but organized rooftop mechanical equipment, solar panels, green roofs, gardens and penthouses, rooftop signs help create complexity and interest at the roof level that recall the old industrial feel of the neighborhood.

A. Historic signs

(1) Historic painted wall signs occur throughout the neighborhood, grounding it in its past, and giving it a piece of its unique character. They should be preserved in any renovation or addition, and if possible, worked around in new construction.

(2) Non-designated 'historic' roof signs also occur in the neighborhood. These should be preserved, or if possible, salvaged and reused in new construction.

A. Mural signs

(1) The combination of art and signage for a particular use should be encouraged. The size of the sign should be calculated only in relation to the actual text within the mural, not including the entire mural itself.

I. Art

Guiding Principles

- To encourage site design, streetscape, and building design that collaborates with local artists to create spaces or venues for their art.
- To encourage projects to provide affordable live/work or studio spaces for local artists.
- To encourage developers to utilize the RiNo Art District resources for finding art or maker tenants for their projects.

Art Total Points (excepting individual sign types):

Neighborhood support: 10 points

Exemplary Level: 20 or more points

Detailed Point System Calculations

1. General Provision of Art and its Integration into Development
Provision of art in projects

Guideline V 1 a): 0-10 points
Provision of art in or adjacent to the public realm
Guideline V 1 b): 0-10 points
Found objects
Guideline V 1 c): 0-5 points

Probable maximum: 25 points, probable minimum points for neighborhood acceptability: 10 points

1. General Provision of Art and Its Integration into Development

Intent Statements

Intent:

Standards

Likely design standards to align with existing and overlay zoning:

a. Other ideas for creating incentives for art and/or affordable studios and housing for artists besides just increasing height: 1) Eliminate the story requirement in the height requirements in return for ground floor activation either through retail / restaurant / office / subsidized artist studios or ground floor residential / live-work units with direct front door access to the street. 2) reduce or eliminate the parking requirement in return for the above; 3) Eliminate the story requirement and/or the parking requirement in return for the payment into a BID / GID administered artist studio or live / work unit subsidy fund.

Guidelines

a. New construction and the renovation and reuse of existing buildings should celebrate the concentration of artists and galleries in the neighborhood with the provision and integration of art (preferably by RiNO artists) into the design of the buildings.

a. Art should be integrated into open spaces, (particularly along the River); along pathways and streets to the River and between subareas; and along the streets, pedestrian bridges and paths that connect to the 38th and Blake commuter rail station.

a. Found objects that are remnants of the neighborhood's industrial and railroad history should be used wherever

possible in the design of streets, paths, and in renovated and new development.

1. Guidance for Specific types of Art (If needed)

a. Murals

Intent Statements

Standards

Guidelines

1. Commissioned
1. Non-commissioned / Public walls

a. Standing Art / Sculpture

Intent Statements

Standards

Guidelines

a. Other Art

Intent Statements

Standards

Guidelines

1. Neighborhood Identity Elements (If needed)

Intent Statements

Standards

Guidelines

Sources reviewed and used (so far):

Bellevue Station Design Standards and Guidelines (Zoning and Covenants)

Arapahoe Square Standards and Guidelines (Zoning)

City of Portland OR, River District and Pearl District Neighborhood Design Guidelines

Overall Point System Totals:Neighborhood Exemplary

support

Urban Design for the Public Realm 115 pts 200 pts

Urban Design for Private Development 20 pts 40 pts

Architecture 85 pts 160 pts

Landscape Architecture 95 pts 140 pts

Signs 40 pts 70 pts

Art 10 pts 20 pts

Total 365 pts 640+ pts

Special Building Types

Parking garages 15 pts 30 pts

Storage 10 pts 25 pts

Renovation 20 pts 40 pts

Total with special buildings (Garage) 380 pts 670+ pts

*"WE MUST REDEFINE THE AMERICAN DREAM SO THAT
IT DOES NOT REST ON THE ASSUMPTION THAT WE
CAN THROW OLD PLACES AWAY AND CREATE NEW
ONES IN THE MIDDLE OF NOWHERE."*

-WILLIAM FULTON

*This report was prepared by second-year students in the
Masters of Urban and Regional Planning program for the
RiNo Art District and the City and County of Denver.*



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