

Brighton Boulevard

Streetscape Development Design Standards and Guidelines
April 23, 2018







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Introduction

Goals & Principles

The reconstruction of Brighton Boulevard is a major milestone in River North neighborhood. The redeveloped Brighton Boulevard will create a complete street, with new sidewalk, Cycle Tracks, drainage facilities and landscapes along the entire length of the corridor. In partnership with the RiNo General Improvement District and surrounding properties, the project will create a new entry into Downtown Denver, and a distinct character for the entire neighborhood. The streetscape design is based on three guiding principles:

Create a Safe Environment of All Users

The streetscape will create a safe, multi-modal environment for pedestrian, transit users and bikers. Where possible, the design separates the cycle track and sidewalk with planters and amenity spaces, and differentiates spaces with paving color, texture and detail.

Create a Sustainable Streetscape

Brighton Boulevard incorporates Streetside Stormwater Planters throughout the corridor. The planters will treat stormwater runoff from the street, and are a signature feature and function of the streetscape. To highlight their function, the planters have a unique planting plan, emulating the character of the nearby South Platte River corridor.

Support the Arts District Identity

Brighton Boulevard is the heart of the RiNo Arts District, and its main street. The streetscape design was done in collaboration with, and funding from, the RiNo General Improvement District. It includes several features that support the unique identity of the district, including seat walls, special lighting and signage and wayfinding elements.

1.1 Purpose of the Standards

This document is intended to create and communicate the design and development standards for the Expanded Streetscape Areas along the redeveloped Brighton Boulevard streetscape. Per the preferred concept in the 2013 Brighton Boulevard Redevelopment Study, upon redevelopment, properties fronting Brighton Boulevard are required to dedicate fifteen feet (15') of property along the length of their frontage along the street. This Expanded Streetscape Area allows for the construction of the full streetscape vision, to meet current standards for sidewalks and amenity areas.

Many redeveloping properties along the corridor dedicated the Expanded Streetscape Area during the design phase. In these locations the streetscape is designed according to City and County of Denver standards, at its full width. The remaining properties have not conveyed the Expanded Streetscape Areas. Along these properties, the streetscape elements are reduced, and need to be expanded. The following standards provide detailed direction for the design requirements and permitted uses of the Expanded Streetscape Area.

1.2 Relationship to Other Documents

These design standards are intended to ensure future improvements in the Expanded Streetscape Area are consistent with the design character and materials constructed along Brighton Boulevard by the City and County of Denver and the RiNo General Improvement District. These standards are an overlay on other City and County of Denver standards and ordinances, and are not intended to replace applicable Zoning Ordinances, or other Public Works requirements or specifications.

1.3 How to Use This Document

The Design Standards and Guidelines consist of both minimum standards and suggested guidelines necessary to achieve a high level of quality and promote design flexibility.

1. Intent Statements: The intent describes the primary design or functional objective for the stated topic, based on the vision for the Brighton Boulevard corridor. Innovation is encouraged and carefully understanding the Intent is critical for meeting the spirit of this document while bringing forward new design concepts.
2. Design Standards: Design Standards are objective criteria that provide specific direction for a particular topic, based on the related Intent Statement, and are considered to be critical to achieve the Intent. Compliance with Design Standards is required unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:
 - An alternative better achieves the Intent Statement
 - The Intent will not be achieved by application of the Standard in this circumstance
 - The Intent of other standards or guidelines will be improved by not applying this Design Standard Unique site factors make the standard impractical or cost prohibitive

Deviations from a Standard will typically be documented through a Public Works Variance.

3. Design Guidelines: Design Guidelines

provide further considerations promoting the goals defined by the Intent Statements. Guidelines use the term “should” or “may” to denote that they are pertinent to achieving the stated Intent, but allow consideration for site and project conditions.

Achieving the Design Guidelines may help to identify alternative approaches to achieving the Standards. Should there be a request for a waiver or variance of the Standard, the Guidelines shall be strongly considered during the review process.

1.4 Interpretation of the Design Standards and Guidelines

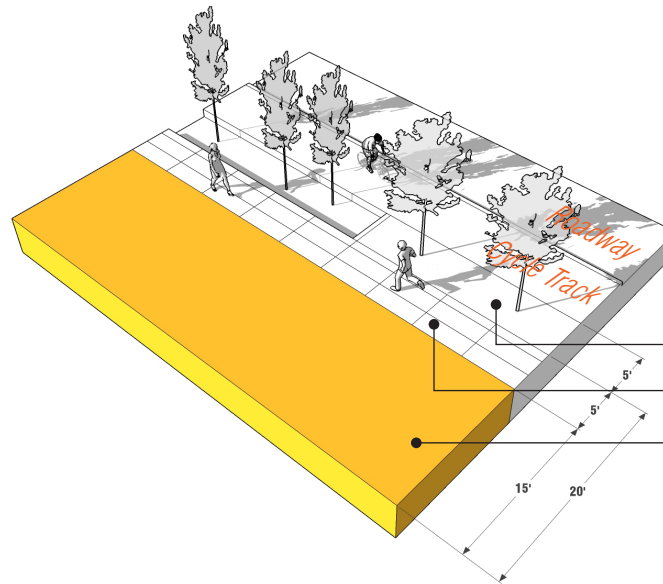
The following rules shall apply for the purpose of interpreting these Design Standards:

The use of “may” or “should” means permissive, recommended or advised, but is not mandatory; the use of “shall”, “must” or “will” means compliance is mandatory and not voluntary or permissive.

Where terms or phrases are subject to more than one (1) reasonable interpretation, the more stringent interpretation shall be intended.

Where two (2) or more provisions conflict, the more specific shall control over the more general. Where an applicable governmental code, ordinance, or regulation is more stringent than a provision of these Design Standards and Guidelines, the governmental code, ordinance, or regulation shall control.

Where a requirement of these Design Standards and Guidelines is more stringent or restrictive than another City and County of Denver requirement, the Design Standards and Guidelines shall control.



Streetscape Expansion

Properties along Brighton Boulevard are required to dedicate fifteen feet of property along their entire frontage in order to accommodate standard requirements for amenity zones and sidewalks along the street.

Constrained amenity zone (5 foot width)

Constrained sidewalk (5 foot width)

Required fifteen foot expansion.

*The diagrams on the following pages illustrate the requirements within a 20' wide area: the 15' expansion area, as well as changes to the existing 5' sidewalk

2: Expanded Streetscape Requirements

2.1 Required Improvements (all properties)

Intent

The intent of the required improvements is to ensure the public realm on Brighton Boulevard meets City and County of Denver standards and creates a sense of consistency and comfort for pedestrians. The constrained portions of the Brighton Boulevard design include the following back of curb improvements:

- Six and half foot (6.5') cycle track
- Zero to five foot (0-5') amenity zone
- Five foot (5') sidewalk

The following standards describe the requirements for expansion of the amenity zone and Sidewalk in all constrained portions, in order to meet the minimum City and County of Denver requirements

Design Standards (for all properties)

1. Where existing sidewalks are less than eight feet (8') in width, the property owner shall expand the sidewalk for the total frontage length of the property to a minimum of eight feet (8') wide.
2. The expanded sidewalk shall match the color, finish, jointing and layout of the

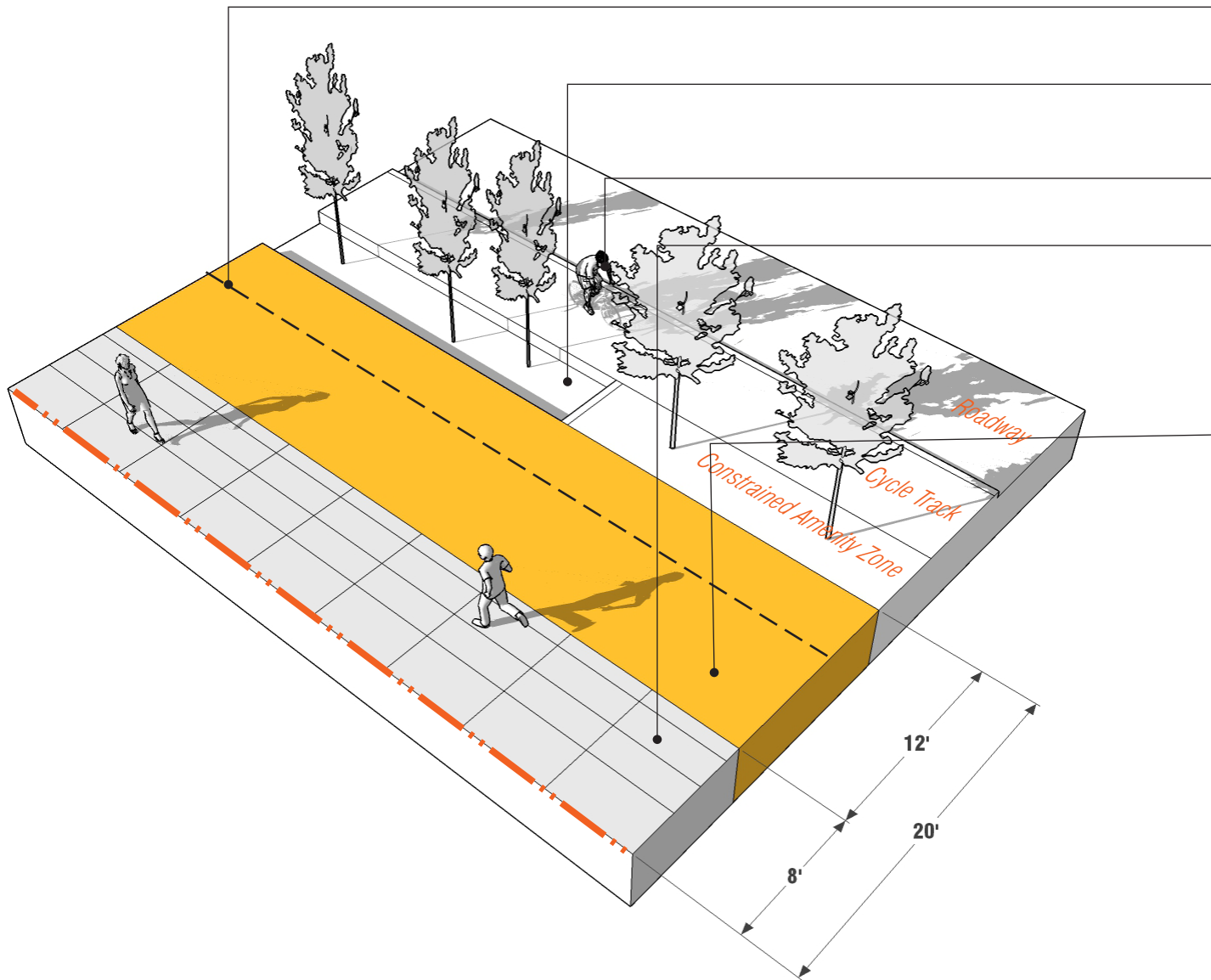
existing and/or adjoining sidewalk.

3. Expanded sidewalks shall align with curb ramps at intersections. See 2.5: Corner/Intersection Improvements for additional detail.
4. The Brighton Boulevard streetscape design includes a one-foot (1') wide textured warning strip along the edge of the sidewalk. The warning strip shall be included in expanded sidewalks and shall align with existing/adjacent walk.
5. Where existing amenity zones are less than eight feet (8') in width, the

property owner shall expand it for the total frontage length of the property to a minimum of eight feet for the entire property frontage. Permitted improvements are described in 2.2 Amenity Zone Improvements.

6. The amenity zone shall include street trees, in accordance with Section 3, and current City and County of Denver Streetscape Guidelines.
7. Improvements shall not utilize, impact or modify existing Streetside Stormwater Planters along Brighton Boulevard

Streetscape Expansion for properties with less than 150 feet of frontage along Brighton Boulevard



Limit of existing/constrained sidewalk before expansion.

Existing Streetside Stormwater Planters shall not be impacted or utilized by streetscape expansion.

Existing cycle track shall not be impacted or utilized by streetscape expansion.

Sidewalks shall be expanded to 8 foot width to meet City and County of Denver standards. For properties with less than 150 feet of frontage, the sidewalk shall be located at the property line for the entire property frontage.

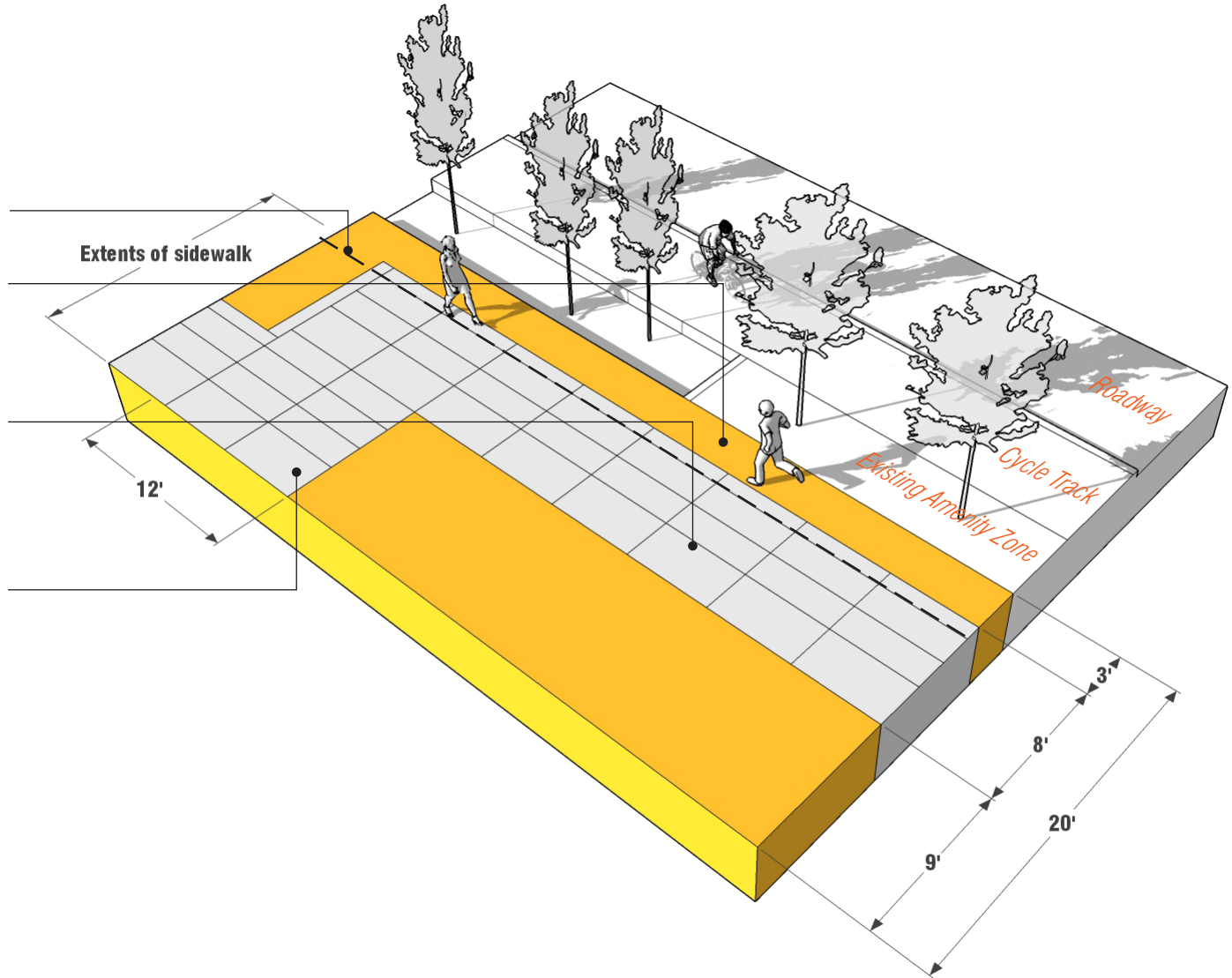
Uses within the expanded amenity zone shall meet the requirements of 2.2 Amenity Zone Improvements.

Design Standards (for properties with less than 150 feet of frontage on Brighton Boulevard)

8. The required sidewalk expansion described shall be located along the property line. The expanded amenity zone shall occur entirely between the sidewalk and cycle track. Permitted improvements are described in 2.2 Amenity Zone Improvements.

Streetscape Expansion for Properties with Greater Than 150 feet of frontage:

- Limit of existing/constrained sidewalk before expansion.
- Existing five foot (5') wide amenity zone expanded to eight feet (8') as required. Additional amenity zone can be allocated at the property owner's discretion.
- The sidewalk shall be expanded to eight foot (8') wide, and placed behind the amenity zone. The sidewalk shall be straight for the entire frontage length of the property, without additional shifts or variations.
- If the expanded sidewalk does not align with existing sidewalks, a minimum of twelve feet (12') long transition zone is required.



Design Standards (for properties with greater than 150 feet of frontage on Brighton Boulevard)

9. The amenity zone shall be expanded to a minimum of eight feet (8') wide. The expanded amenity zone may be larger than eight feet (8') wide to accommodate additional amenities and landscape. Permitted improvements are described in 2.2 Amenity Zone Improvements within the expanded amenity zone.
10. The sidewalk shall be expanded to a minimum of eight feet (8') wide, and shall be placed behind the expanded amenity zone.

11. The expanded sidewalk is not required to be located along the property line. In this instance, the space between the sidewalk and property line shall be improved according to 2.2 Amenity Zone Improvements.
12. If the sidewalk does not align with the existing walk on adjacent properties, it shall be offset a minimum of two feet (2').

13. If the sidewalk does not align with the existing walk on adjacent properties, the property owner shall provide a transition zone that meets the following requirements:
 - The transition zone shall be entirely within the property owner's frontage
 - The transition zone shall match with width of the extents of the proposed and existing/adjoining sidewalk

- The transition zone shall be a minimum of 12 feet long (measured parallel to the frontage)
- The design of the transition will be reviewed on a case-by-case basis in consideration of pedestrian comfort and ADA accessibility



On-Street Parking

On street parking areas are designed to be easily identifiable along the streetscape, and provide visibility and permeability. If on-street parking is added, it shall match the design and specifications of the existing design:

Street trees are planted in suspended pavements systems in order to increase permeability. Street trees are all a single species in order to identify parking areas.

Pedestrian lighting is provided to increase visibility

Additional jointing or material changes in amenity zone

2.2 Amenity Zone Improvements

Intent

This standard provides direction on the amenities permitted within the expanded amenity zones required by 2.1 Required Improvements. The intent of the standard is to give property owners the ability to create individual project identity, and activate the streetscape, while maintaining continuity with the overall Brighton Boulevard design.

Design Standards

1. Subject to the criteria contained with the Public Works rules for encroachments into the public right-of-way, the following improvements or any combination thereof, are permitted within expanded amenity areas:

- Café/restaurant seating (must be adjacent to building)
- Publicly accessible seating
- Landscape lighting
- Public art
- Planting, including street trees. Street tree planting between the cycle track and sidewalk shall be consistent with the streetscape design, and item 6.1 Planting Design, and 6.2 Approved Plant List
- Water Quality treatment areas. All water quality treatment areas shall meet the City and County of Denver

Ultra-Urban Stormwater Standards, and item 3.2 Planting Design, and 3.3 Approved Plant List. **Water quality treatment areas shall not utilize, impact or modify existing Streetside Stormwater Planters along Brighton Boulevard .**

- Landscape and pedestrian lighting within the expanded streetscape areas shall be LED, and full cut-off fixtures

2.3 Adding On-Street Parking

Intent

Parcels with longer frontages along Brighton Boulevard may be able to accommodate on-street parking. The intent of this standard is to allow larger parcels to further improve the pedestrian environment and activate the streetscape.

Design Standards

1. Properties with greater than 250 feet of frontage along Brighton Boulevard may provide on-street parking, with the following conditions:
 - There are no existing Streetside Stormwater Planters in the proposed parking area. On-street parking shall not impact or modify existing planters
 - The modified streetscape shall accommodate no less than six (6) continuous on-street parking spaces
 - The modified streetscape shall not impact RTD bus stops or operations
2. Where on-street parking is provided by the adjacent property owner, streetscape improvements shall match the design and specifications on-street parking areas at other locations along Brighton Boulevard. This includes:
 - Pedestrian lighting fixtures
 - Street trees shall be planted in suspended pavement systems

2.4 Maximum Impervious Area

Intent

Expanded streetscape areas could increase the amount of impervious area, and storm water runoff. The intent of this standard is to limit the amount of additional runoff the existing Streetside Stormwater Planters will need to accommodate.

Design Guidelines

1. For parcels with fifty (50) to one-hundred (100) feet of frontage along Brighton Boulevard, no more than 80% of the expanded streetscape area (not including required sidewalks) should contain concrete or other impervious surfaces.
2. For parcels with greater than one-hundred feet (100') of frontage along Brighton Boulevard, no more than 50% of the expanded streetscape area (not including required sidewalks) should contain concrete or other impervious surfaces.

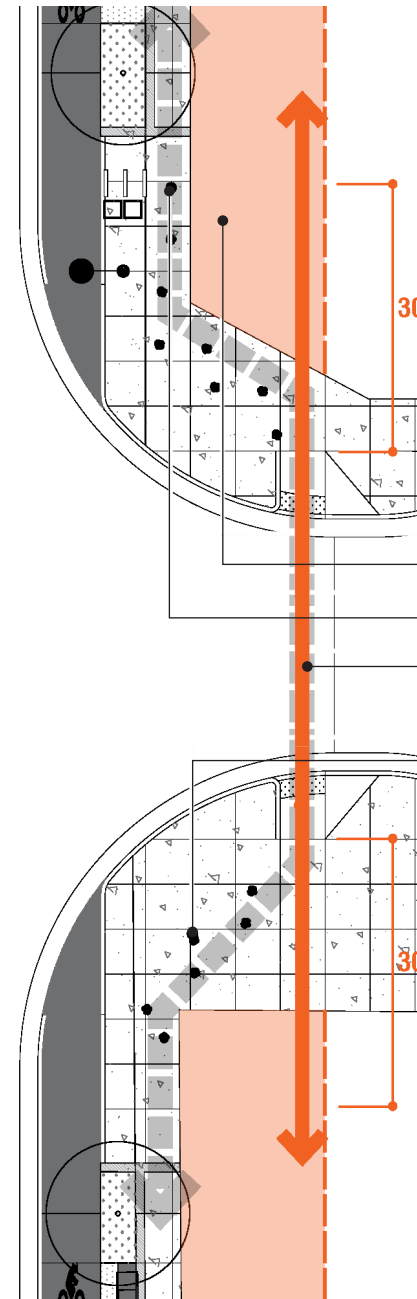
2.5 Corner/Intersection Expansion

Intent

Due to right-of-way constraints at the time of construction, in several locations the pedestrian sidewalk does not align with the curb ramp and crosswalk. The intent of this standard is to ensure pedestrian crossings are safe and intuitive by aligning the pedestrian walkway and curb ramp.

Design Standards

1. In accordance City and County of Denver standards, the pedestrian sidewalk shall align with the curb ramp and be clear of obstructions.



Corner/Intersection Expansion

Due to right-of-way constraints at the time of construction, in several locations the pedestrian sidewalk does not align with the curb ramp and crosswalk. With the required streetscape expansion, pedestrian crossing should be made safer and more intuitive by aligning the walkway and curb ramp.

Required streetscape expansion

Existing pedestrian path

Pedestrian path in alignment with curb ramp

Various design and landscaping cues should be incorporated to guide pedestrians, including disabled users.

3: Furnishings and Planting

3.1 Furnishings Ownership and Locations

Intent

The City and County of Denver and RiNo Business Improvement District have collaborated to create a unique streetscape. The design does not include furnishings, which will be provided and maintained by the RiNo Business Improvement District. The intent of this standard is to ensure consistency of furnishings, while allowing the opportunity to differentiate individual properties.

Design Standards

1. Within the expanded streetscape areas, between the cycle track and sidewalk, the following furnishings shall meet RiNo Business District standards:
 - Wayfinding and identity signage
 - Bike racks
 - Trash receptacles
2. Furnishings shall not obstruct, or cause obstruction of, the 8' pedestrian walkway.
3. All furnishings shall meet standards in the City and County of Denver Streetscape Design Guidelines.

4. Trash receptacles shall include separate trash and recycling containers. These can be integrated into a single receptacle, or into two adjacent receptacles.
5. Any bench or seat wall that is in alignment with and within ten feet (10') of an existing gabion bench, shall be considered an extension of the gabion bench, and shall match its design and specifications.

Design Guidelines

1. The Brighton Boulevard streetscape intentionally contains larger, simpler scaled features. Benches and/or added seatwalls that are parallel with the streetscape should reflect this character and be a minimum of twelve feet (12') in length.
2. Benches and/or seat wall should be aligned with, or perpendicular to the sidewalk.
3. Movable seating is encouraged, and permitted within the amenity zone of the streetscape.



Planting Design

The planting design on Brighton Boulevard is intended to recall the nearby river corridor, and create a unique identity for the district.

There shall be no more than 100 feet between large shade trees, to create shade and usable areas along the street.

Street trees between the cycle track and sidewalk shall be randomly spaced to evoke the character of the river corridor. Tree groupings shall include at least one shade tree species.

Gabion benches are encouraged along Streetside Stormwater Planters in order to create a barrier for pedestrians.

3.2 Planting Design

Intent

Property owners are required to add street trees within the expanded streetscape areas, and are encouraged to add additional planter beds and lawn areas. The intent of this standard is to added plantings are consistent with the overall streetscape design of Brighton Boulevard.

Design Standards

1. Street trees shall be consistent with adjacent existing streetscape areas.
2. Street trees shall not overhang or conflict with the safe use of the cycle track.
3. There shall be an average of no less than one (1) tree for every thirty-five feet (35') of frontage along Brighton Boulevard. To remain consistent with approved planting in adjacent streetscape areas, tree spacing may not meet Forestry spacing requirements, subject to approval of the City and County of Denver Forestry Department.
4. Within Streetside Stormwater Planters, trees shall be randomly spaced and grouped. There shall be no less than two (2) tree species in each planter.
5. There shall be no more than one-hundred feet (100') between larger shade trees. Along the streetscape, tree planting at on-street parking areas are composed of a single, distinctly different species, in strict linear arrangement, to visually contrast with surrounding areas and identify parking zones. Street trees within one-hundred feet (100') of an on-street parking space shall be a distinctly different species and randomly spaced or grouped.
6. Shrubs, groundcovers or turf are permitted between the cycle track and sidewalk.

TABLE 3.3: APPROVED PLANT LIST

Trees		Shrubs and Groundcovers	
Canopy Trees	Understory Trees	Shrubs	Groundcovers
Acer pseudoplatanus	Alnus tenuifolia	Ericamerica nauseosa ssp. nauseosa var. nauseosa	Echinacea purpurea
Celtis occidentalis	Amelanchier x grandiflora “autumn brilliance”	Cornus sericea ‘arctic fire’	Liatris punctata
Ginkgo biloba ‘magyar’	Forestiera pubescens var. pubescens	Euonymus fortunei ‘coloratus’	Potentilla atrosanguinea
Gymnocladus dioica ‘espresso’	Heptacodium miconioides	Rhus aromatica ‘gro-low’	Ratbida columnifera
Platanus x acerifolia exclamation	Rhus typhina		Rudbeckia fulgida ‘goldstrum’
Quercus muehlenbergii	Viburnum lentago		Salvia azurea grandiflora
Styphnolobium japonicum millstone			
Ulmus accolade			
Ulmus x triumph			
Zelkova serrata ‘green vase’			

3.3 Approved Plant List

Intent

The intent of this standard is to ensure consistency in the character of plant materials throughout the Brighton Boulevard corridor.

Design Standards

1. Table 3.3 lists the approved plant materials to be used within streetscape areas, between the cycle track and sidewalk. Areas outside of the sidewalk (between the sidewalk and property line) may use all City and County of Denver approved plant materials.

2. The streetscape design includes four Streetside Stormwater Planter types for shrub and groundcover planting. Planting design for new SSPs shall match one of the types (planting plans to be provided by the City and County of Denver).

4: Timing and Ownership of Improvements

4.1 Timing of Improvements

Intent

The goal of this standard is to ensure all streetscape improvements are completed in a timely manner and the consistency of the public streetscape is maintained.

1. Required streetscape expansion and improvements shall be completed in conjunction with the site development. Streetscape improvements shall be substantially completed prior to receipt of a Certificate of Occupancy from the City and County of Denver

4.2 Ownership/Maintenance of Improvements

Intent

The intent of this standard is to ensure improvements to expanded streetscape are adequately maintained.

Design Standards

1. The City and County of Denver, and/or RiNo General Improvement District shall own and maintain the required eight-foot (8') sidewalk, cycle track, and Streetside Stormwater Planters (not including snow removal on sidewalks).
2. The property owner shall be responsible for maintenance of plantings, amenities,

furnishings and all other improvements provided by the property owner within the expanded streetscape area. Upon written agreement with the RiNo General Improvement District, the owner may transfer maintenance responsibilities to the District.

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**BRIGHTON
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