

Memorandum

To: City of Phoenix Planning and Development Department

From: Multistudio

Date: November 26th, 2024

Re: Best Practices Research Findings for the RIO PHX Project

The goal for RIO PHX's Best-Practices is to research strategies for public, private, and public-private developments of land that can be used as precedents for the study area. The exploration of projects with a variety of land types that include brownfields, industrial sites, and other vacant land along canals, rivers, waterfronts, and open space areas will help identify strategies used to develop the project. By researching these precedents, our team will discover different approaches and interventions that activate frontages, open spaces, and create placemaking opportunities that could guide our approach to the RIO PHX study area.

The precedents that follow in this portfolio were selected from cities across the United States, largely from the south and west regions. Local examples from the Phoenix Metropolitan Area were also included in the portfolio. The precedents selected were organized into five (5) different categories:

- 1) Land Use Policy & Regulation (7 Examples)
- 2) Building & Site Design (2 Examples)
- 3) Adaptive Reuse (3 Examples)
- 4) Open Space (5 Examples)
- 5) Placemaking (3 Examples)

During the RIO PHX planning process, these precedents can be referenced as best-practice examples to inform business, community, and government actions to attract and implement positive investment along and beyond the river corridor. This includes public or private investment, as well as land use decisions and policies.

Recommendations

It is recommended that the City of Phoenix consider the following actions to facilitate the implementation of similar projects across the RIO PHX study area to guide development, attract positive investment, and begin the process of transforming the area into a local and regional amenity:

Amend existing zoning codes and land use policies

The City's current zoning regulations adjacent to Rio Salado Park and beyond, do not contain specific regulations that govern building or site design. The portfolio referenced contains several examples of form-based and non-form-based codes with specific design standards that could guide future development or redevelopment within the limits of the study area. These also included incentives for promoting housing and enhanced urban design, in addition to place type policies around trail-oriented development. The creation of design guidelines could also be an important strategy to promote an aesthetically pleasing urban environment at the edges of Rio Salado Park and across the surrounding area. This action was also identified in the Rio Salado Beyond the Banks Area Plan (2003).

Promote adaptive reuse of buildings

The majority of the RIO PHX (Phase I) study area is developed and contains an abundance of buildings/structures, many of which were constructed in the past few decades. As construction

costs rise over time for new development, extending the life of buildings may become a preferred alternative for some landowners. This presents the opportunity to facilitate the conversion of existing buildings in order to attract new businesses to the area. The precedents included in the referenced portfolio include several examples of warehouse buildings converted into more “active” businesses that attract a larger volume of people. One strategy could include amending existing building or zoning codes/policies and securing funding sources for this type of development, while fostering new businesses in the area.

Continue to invest in and beyond Rio Salado Park

Leveraging existing and ongoing investments in the Rio Salado area such as the South Central Light Rail, Third Street Bikeway and Pedestrian Bridge (including pedestrian path improvements), and Arizona Fresh Agri-Food Innovation Center, with placemaking strategies (typically of lesser cost), could create an “anchor” or destination attracts and retains both locals and tourists at various times of the day. Several examples of placemaking strategies such as asphalt or wall art, pathway enhancements, seating areas, lighting, wayfinding signage or district branding, landscaping, and programming were included in the referenced portfolio. Collaboration and partnerships with businesses and community organizations could be one way for the City to amplify these actions.

Specific actions related to these recommendations and other topics will be identified during the planning process and presented to the City of Phoenix.



RIO PHX Precedents and Best Practices

November 2024



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Table of Contents

Land Use Policy & Regulations

- 06 L.A. River Master Plan | Los Angeles, CA
- 08 River Improvement Overlay (RIO) District | Los Angeles, CA
- 10 Trail-Oriented Development Place Type Policy | San Antonio, TX
- 12 Riverwalk District | Reno, NV
- 14 Beltline Overlay District | Atlanta, GA
- 16 River North (RiNo) Design Overlay District | Denver, CO
- 18 River North (RiNo) Art District Design Standards | Denver, CO

Building & Site Design

- 22 Murphy Crossing Mixed-Use Development at Beltline | Atlanta, GA
- 24 Gates District at Broadway Station | Denver, CO

Adaptive Reuse

- 28 The Source at River North (RiNo) Art District | Denver, CO
- 30 The Night Ministry | Chicago, IL
- 32 The Colony | Phoenix, AZ

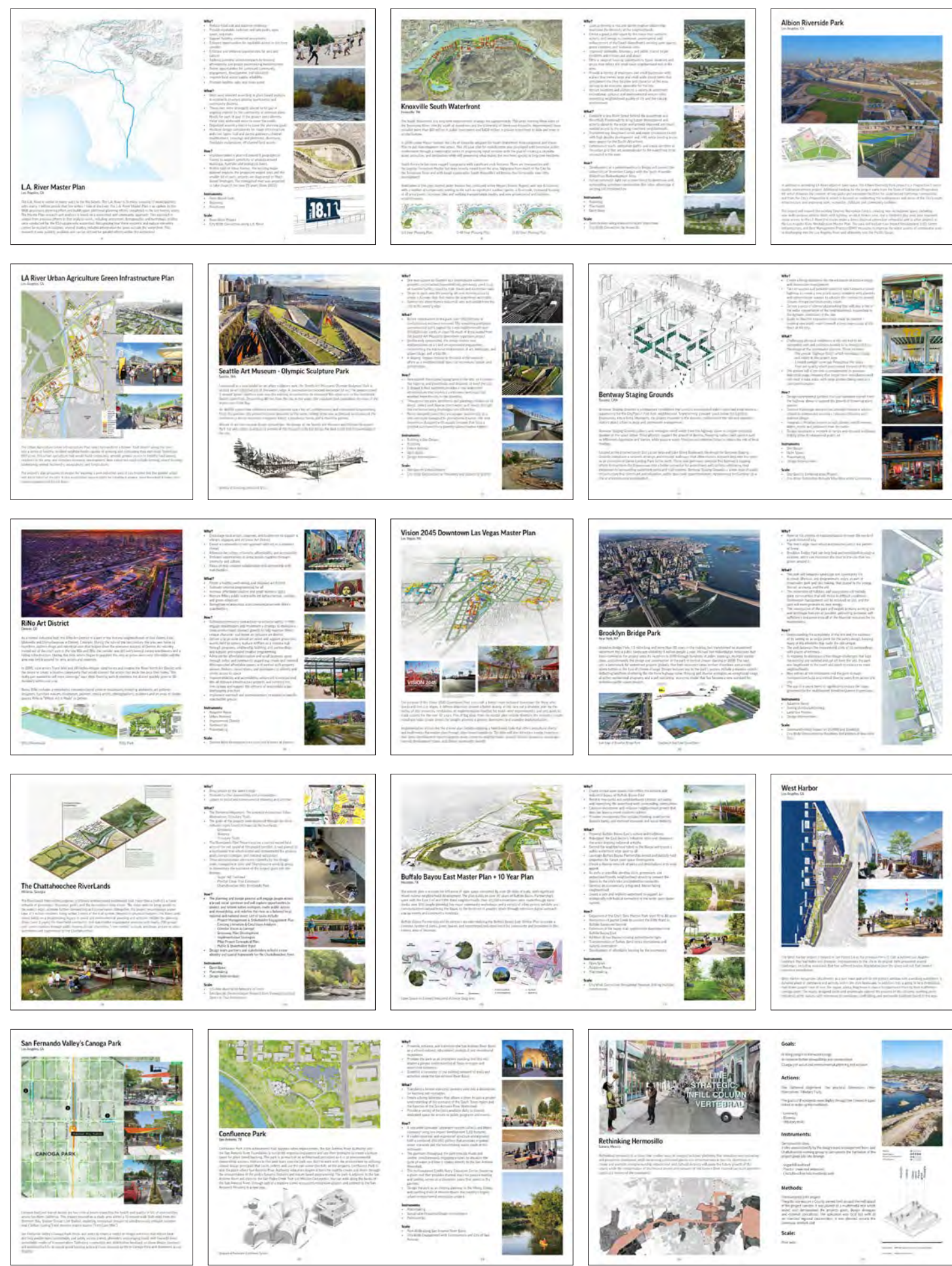
Open Space

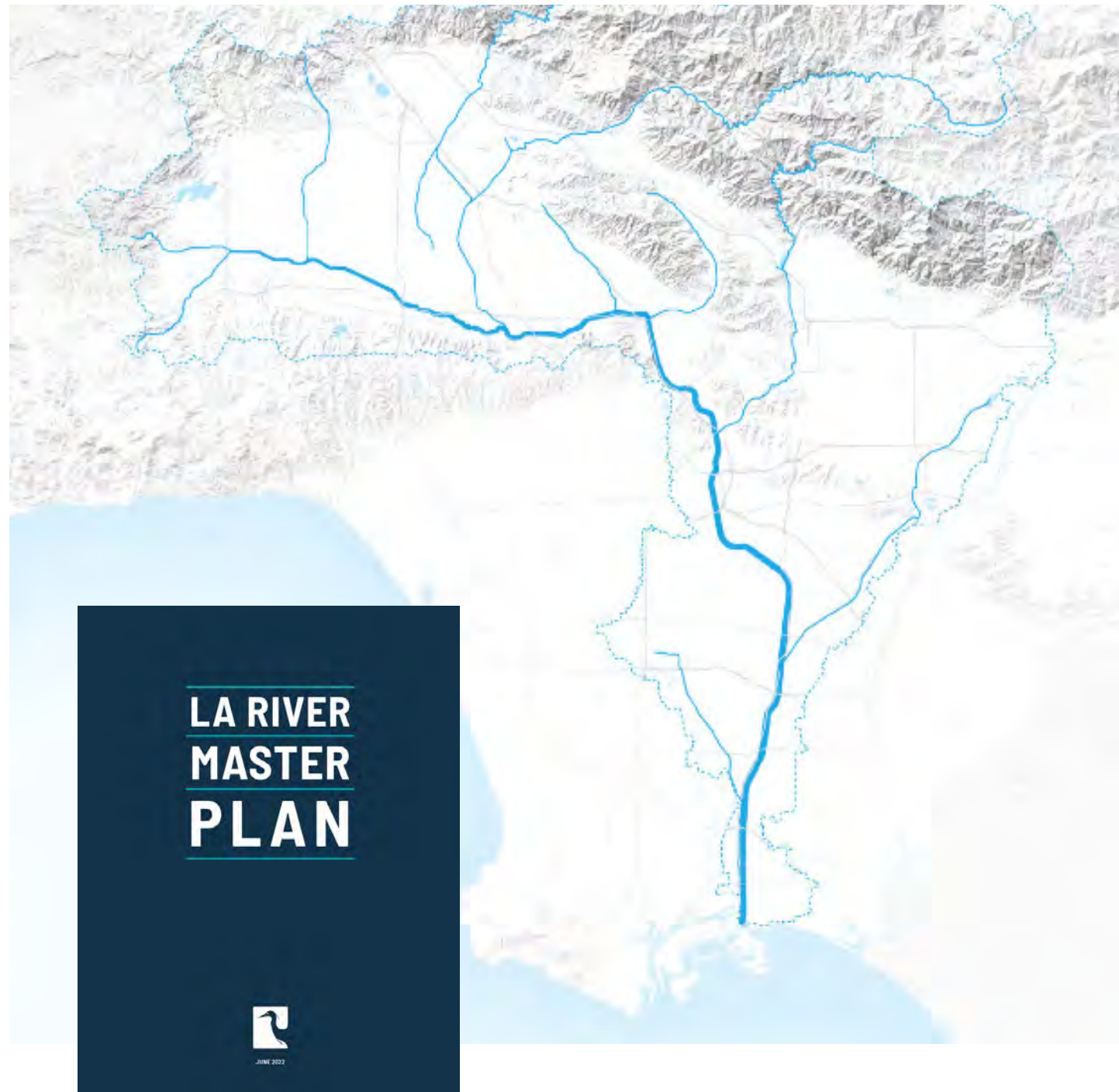
- 36 Merced Linear Park | El Monte, CA
- 38 Platform Park | Los Angeles, CA
- 40 Bradley Green Alley | Los Angeles, CA
- 42 Ricardo Lara Park | Los Angeles, CA
- 44 Xeriscape Garden at Chaparral Park | Scottsdale, AZ

Placemaking

- 48 Wynkoop Street + 21st Street | Denver, CO
- 50 San Pedro Creek | San Antonio, TX
- 52 Chicano Park at Logan Heights Neighborhood | San Diego, CA

◀ Additional Precedents from Earlier Studies on Best Practices Research





L.A. River Master Plan

Los Angeles, CA

The L.A. River Revitalization Master Plan set a bold new vision, illustrating that what is now a concrete flood control channel can over time become a dynamic, publicly-accessible natural and cultural heritage corridor running through the heart of LA. This vision for the river forges connections between disparate neighborhoods and their region and ensures the river continues to serve as a resilient infrastructural resource that both protects and celebrates the Angeleno way of life. The L.A. River Revitalization Master Plan calls for an extensive network of trails, parks and wildlife habitat areas along with many other community amenities, such as plazas, gateways, paseos, bridges, green streets, outdoor classrooms, public art, recreational space, and river-sensitive or “riverly” development.

Project Information

Purpose: The purpose of the LA River Design Guidebook is to provide inspiration and guidance to the general public, elected officials, residents, property owners, river community stakeholders, architects, urban planners, developers and others regarding desirable, river-sensitive or “riverly” design characteristics for features that will be built, rehabilitated or redeveloped on private property and in the public realm along and near the LA River. Project principles for the LA River Design Guidebook include:

1. Collectively build an LA River district identity that reflects the creativity of LA River communities and Angelenos.
2. Strengthen the sense of connection between communities and the LA River.
3. Preserve, reinforce and celebrate the unique character, qualities, culture and authenticity of the surrounding neighborhoods.
4. Improve the environmental health of the LA River and surrounding communities, enhance the LA River as a riparian corridor, restore ecosystem values, and improve water stewardship.
5. Promote human health and well-being by encouraging more native landscaping, quiet spaces, scenic views, walkable streets, and public open space.
6. Promote equity and affordability.

Scale: Regional

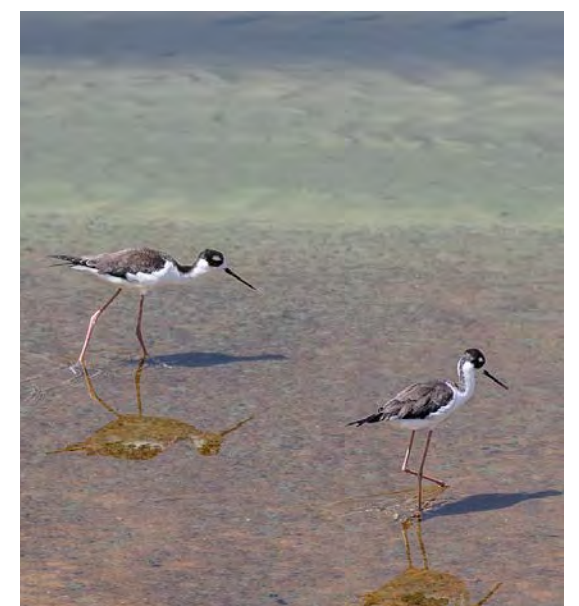
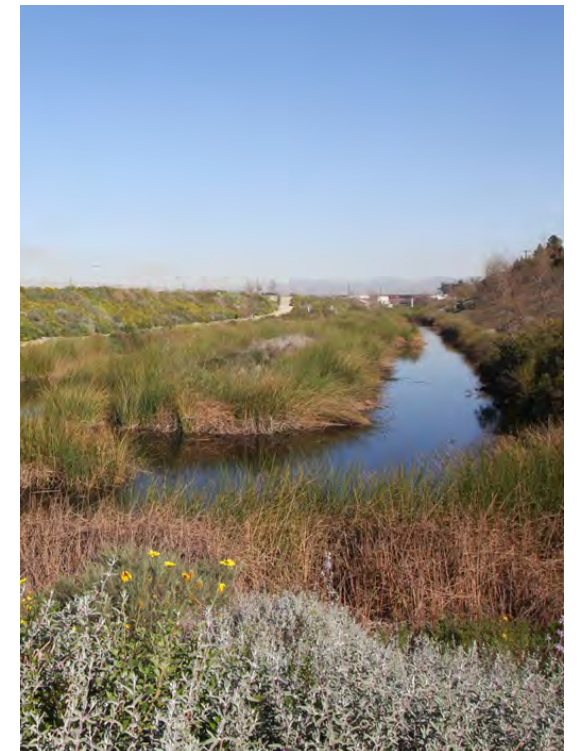
Instrument Type: Land Use Plan and Design Guidelines

Design Considerations: The L.A. River Master Plan Design Guidelines address the following elements:

- Landscape and environmental stewardship; river access; and pedestrian experience in all projects
- Public open space; streets; and signage/public art in public projects
- Private open space; buildings; sustainable and affordable buildings; fences, screens and buffers; and parking in private projects

For more information about this project, visit this link:

[L.A. River Master Plan](#)





River Improvement Overlay (RIO) District

Los Angeles, CA

The River Improvement Overlay (RIO) District is a proposed supplemental use district that will require new projects, within an established RIO district, to comply with the RIO design standards. During the development of the Los Angeles River Revitalization Master Plan (LARRMP) in 2006 and 2007 there was interest in acknowledging and celebrating the unique potential of neighborhoods abutting the Los Angeles River (River). Discussions about this led to the idea of forming a district and establishing design standards to enhance the special qualities of river adjacent communities. Although the RIO was initially conceived for the River, communities adjacent to the River's tributaries such as Pacoima Wash, Tujunga Wash, and Arroyo Seco asked that they too have a RIO district. This led to the concept of developing a standardized RIO district that could be used by any waterway.

Project Information

Purpose: The purpose of "Section 13.17. 'RIO' River Improvement Overlay District" in the Los Angeles Municipal Code sets forth procedures and standards for the establishment of River Improvement Overlay (RIO) districts within river or tributary (river) adjacent areas throughout the City. The purpose of a RIO district is to:

1. Support the goals of the Los Angeles River Revitalization Master Plan;
2. Contribute to the environmental and ecological health of the City's watersheds;
3. Establish a positive interface between river adjacent property and river parks and/or greenways;
4. Promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods;
5. Provide native habitat and support local species;
6. Provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area;
7. Provide safe, convenient access to and circulation along the river;
8. Promote the river identity of river adjacent communities; and
9. Support the Low Impact Development Ordinance, the City's Irrigation Guidelines, and the Standard Urban Stormwater Maintenance Program.

Scale: Local

Instrument Type: Zoning/Design Overlay District

Design Considerations: The RIO District address the following elements:

- Landscaping
- Screening
- Fencing
- Exterior site lighting
- Other elements identified in the River Design Guidelines (updated on 01/22/24). Projects are also subject to an administrative review.

For more information about this project, visit this link:
[River Improvement Overlay \(RIO\) District](#)





Project Information

Purpose: The purpose of the Trail-Oriented Development placetype is to build on the growing network of trails and pathways throughout San Antonio and the region.

Scale: Local and Regional

Instrument Type: Place Type Policy

Design Considerations: The Trail-Oriented Development placetype is appropriate along existing or future trails, greenways, streams and other flowlines. This includes priority locations and all areas within 1/4-mile of existing and planned trails, greenways, streams and flowlines. Performance standards on surrounding development include:

- Height
- Massing and Density Height: 1 to 4-story development or 20 to 70 feet
- Massing and Density: 5 to 20 housing units per acre and 0.25:1 to 2:1 Floor Area Ratio (FAR)
- Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
- Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile
- Public Space: Plazas and park spaces totaling 20 acres per 1,000 residents
- Parking: On-street and off-street parking



Trail-Oriented Development Placetype Policy

San Antonio, TX

Key features of the Trail-Oriented Development placetype include well-connected, multi-use pathways and trails (often along drainage ways or other water features); multiple trail crossings that include both dedicated pedestrian and bike bridges, as well as vehicular bridges with sidewalks; and strong pedestrian and bicycle connectivity with surrounding neighborhoods. The predominant land uses can vary significantly, ranging from single-family residential to medium scaled mixed-use development. Higher-intensity development should be limited to select nodes along the trail and development should generally provide a substantial buffer between structures and the trail.

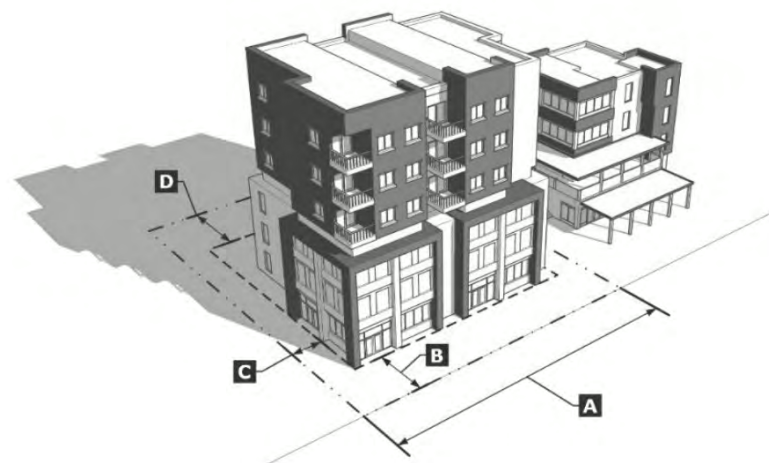
Existing and potential locations for the trail-oriented placetype include the Riverwalk, San Antonio Greenway Trails, Alazán and Apache Creeks, the Mission Reach and Leon Creek.

For more information about this project, visit this link:
[Trail-Oriented Development Placetype Policy](#)

Table 2-17 MD-RD: Lot and Building Standards

General Standards		
A	Lot width, minimum	30 ft
	FAR, minimum	1.0 [1]
	FAR, maximum	--
	Density, minimum	21 du/acre [1]
	Density, maximum	--
Setbacks, minimum		
B	Front (Virginia Street)	18 ft [2]
B	Front (All other streets)	12 ft [2] [3]
C	Side	0 ft / 5 ft [3] [4]
D	Rear	0 ft / 5 ft [3] [4]
	Street-facing garage	20 ft measured from sidewalk or planned sidewalk to face of garage
	Rear (Porches/Canopies)	5 ft
	Setback from Truckee River	See Section 18.04.101(d)
	Building separation	10 ft between primary buildings
Height, maximum		
	Height	See Section 18.04.1004
	Stories	--
Other		
	Accessory uses/structures:	See Chapter 18.03 Article 4
	Site and building standards for mixed-use districts:	See Chapter 18.04 Article 10
	Development standards (parking, landscaping, etc.):	See Chapter 18.04

Notes: [1] See general standards for density in MD districts in Section 18.04.1003(a)(4).
 [2] See general standards for front setbacks in MD districts in Section 18.04.1003(a)(2).
 [3] A minimum zero-foot setback is allowed when the property line abuts an alley and at least 24 feet of backup space (including the alley) is provided from all garage doors and parking spaces that backup onto an alley.
 [4] The building shall be either placed on the property line or set back a minimum of 5 feet. However, if the building is located immediately adjacent to a residentially zoned property, a minimum setback shall be 5 feet.



Riverwalk District

Reno, NV

In the mid-1990s Reno proposed to redevelop the area along the river into the building of an official Riverwalk. Since this time, downtown Reno has undergone a steady revitalization of the area. Reno's Riverwalk District is led by the Riverwalk Merchants Association, a coalition of merchants dedicated to promoting a vibrant and safe downtown that offers unique shopping and entertainment in an area that celebrates Reno's arts, culture, and history every day of the year.

Reno's Downtown Riverwalk District features over three dozen restaurants, pubs, nationally recognized museums, and galleries, retail shops, boutiques, salons, restaurants, lounges, and unique locally owned retailers.

Project Information

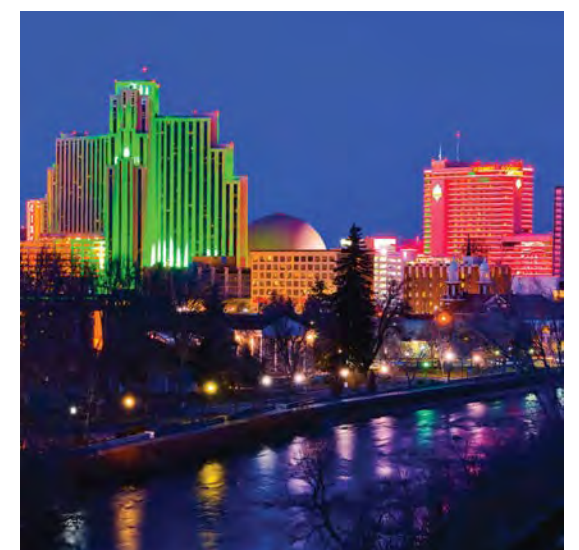
Purpose: The purpose of the MD-RD: Downtown - Riverwalk District, as described in Section 18.02.304 of the Reno Zoning Ordinance, is to support the downtown regional center with a particular focus along the Truckee River frontage, which serves as a major resource and amenity to the community. Minimum densities are applied to support the use of transit and other alternative modes. Primary uses include a mix of employment uses, retail, and cultural facilities, and high density residential. This district transitions in height and intensity south of the Truckee River where it abuts adjacent central neighborhoods.

Scale: Local

Instrument Type: Form-Based Code Zoning District

Design Considerations: The Riverwalk District contains lot and building standards that include:

- Minimum density of 21 dwelling units per acre (no maximum density)
- 50-foot setback from the banks of the Truckee River
- Massing
- Blank wall limitations
- Building height step-backs
- Active ground-level commercial uses
- 25-foot riverfront esplanade standards
- Other additional elements



For more information about this project, visit this link:
[Riverwalk District - Form-Based Code](#)



Beltline Overlay District

Atlanta, GA

The BeltLine is a major initiative to link green space, trails, transit and economic development in Atlanta serving as a catalyst for transformative growth and investment encircling the urban core of the city by invigorating an underutilized rail corridor and surrounding underutilized industrial properties to create a better connected, more diversified city where people across the spectrum of age, income, ethnicity, and culture can live, work, shop, meet, and play.

The BeltLine represents a unique opportunity: to enhance the quality of life in the city; preserve and revitalize existing neighborhoods; make greater mixed-use development feasible; strategically introduce or increase density and optimize resources in select locations; increase the affordable housing inventory; promote air quality; reduce auto dependency; and concurrently advance economic development through an increased tax base.

Project Information

Purpose: The purpose of the Beltline Overlay District, as described in Section 16-36.001 of the City of Atlanta Zoning Ordinance is to set the following regulations:

1. The existing zoning map and underlying zoning regulations governing all properties within the BeltLine Overlay District shall remain in full force and effect. The regulations contained within this chapter shall be overlaid upon, and shall be imposed in addition to, said existing zoning regulations with the exception of existing lots of record that are zoned R-1 through R-5 or Special Public Interest District and not located immediately adjacent to the BeltLine Corridor. Except where it is otherwise explicitly provided, whenever the following overlay regulations are at variance with said existing underlying zoning regulations, the regulations of this chapter shall apply.
2. Whenever the following regulations are at variance with historic district regulations of Part 16, Chapter 20, the more stringent regulations shall apply with the exception of regulations specific to the Beltline Corridor whereas not to impact designated historic structures or buildings.

Scale: Local

Instrument Type: Zoning Overlay District

Design Considerations: The Beltline Overlay District addresses the following elements:

- Open space requirements/incentives, site limitations, landscaped buffers with amenities adjacent to the BeltLine Corridor, access path locations and improvements, Supplemental Zone standards, building frontage standards, signage, loading area standards, lighting, landscaping, vehicular and bicycle parking, and other elements.
- Affordable Workforce Housing (Section 16-36A.001) Beltline Overlay District is intended to increase the availability of housing choices for individuals and families earning at or below eighty percent (80%) of the area median income (AMI) or at or below sixty percent (60%) of AMI by outlining various requirements and incentives that include a density bonus and parking reduction.

For more information about this project, visit this link:

[Beltline Overlay District](#)



HEIGHT		DO-7 Overlay District	
Height in feet and stories, height adjacent to a Protected District and height exceptions		See Underlying Zone District or Other Applicable Overlay	
SITING		DO-7 Overlay District	
REQUIRED BUILD-TO			
Primary Street (min build-to %)		70%	
Primary Street (min/max build-to range)		0'/15'	
Build-to Exceptions and Alternatives		Frontage Subject to a Residential Setback: 7'/20'	
Build-to Exceptions and Alternatives		See Section 9.4.5.11.G.1	
SETBACKS			
Primary Street, Side Street, Side Interior, Rear, Setback adjacent to Protected District and Setback exceptions/encroachments		See Underlying Zone District	
RESIDENTIAL SETBACKS			
Primary and Side Street (min)		7'	
PARKING			
Surface Parking between building and Primary Street		Not Allowed See Section 7.3.5.1.C	
Surface Parking Screening Required		See Section 9.4.5.11.F.1	
Vehicle Access		See Underlying Zone District	
DESIGN ELEMENTS		DO-7 Overlay District	
BUILDING CONFIGURATION			
Street Level Height (min)		16'	
Limitation on Visible Parking Above Street Level for Structures Over 5 stories or 70' feet in height (min % of Primary and Side Street-facing Zone Lot Width)		70%	
Alternative to Limitation on Visible Parking Above Street Level		See Section 9.4.5.11.F.2	
Upper Story Setback adjacent to Primary Street and Protected District		See Underlying Zone District	
INCREMENTAL MASS REDUCTION BY ZONE LOT SIZE/WIDTH			
		≤18,750 Sq. Ft/ ≤150'	>18,750 Sq. Ft/ >150'
Incremental Mass Reduction for Stories 3-5		na	10%
Incremental Mass Reduction for Stories 6-8		na	15%
Incremental Mass Reduction for Stories 9-12		na	20%
Incremental Mass Reduction for Stories 13-16		na	30%
Alternative to Incremental Mass Reduction		na See Section 9.4.5.11.G.3	
STREET LEVEL ACTIVATION			
Transparency, Primary Street (min for all uses)		50%	
Transparency, Side Street (min for all uses)		40%	
Transparency Alternatives		See Section 9.4.5.11.G.4	
Pedestrian Access, Primary Street		See Underlying Zone District	
Additional Pedestrian Access, Primary and Side Street		Each Street Level Dwelling Unit shall have a Dwelling Unit Entrance with Entry Feature	

River North (RiNo) Design Overlay District

Denver, CO

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.

As a former industrial hub, the RiNo Art District has used its overlay zoning district to encourage artists to populate the area as industries moved out, resulting in prices that were very affordable and promoted the area as a fertile ground for arts, artists and creatives.

Project Information

Purpose: The purpose of the River North (RiNo) Design Overlay District (DO-7), as described in Section 9.4.5.11 of the Denver Zoning Ordinance, is to:

1. Implement adopted plans
2. Promote creative, high-quality, design in the general area covered by the adopted 38th and Blake Station Area Height Amendments and the RiNo Business Improvement District
3. Provide flexibility to support the diverse design traditions of RiNo
4. Activate the South Platte River frontage to promote the river as a neighborhood asset
5. Maintain human scale and access to daylight as heights and densities increase throughout the district
6. Promote vibrant pedestrian street frontages with active uses and street-fronting building entries
7. Provide transitions between residential frontages and mixed-use streets
8. Ensure that buildings are designed to adapt to new uses as the district changes and evolves
9. Promote active transportation options, such as walking and biking

The provisions of this DO-7 district shall apply only to those areas within Denver Zoning Code Mixed Use Commercial, Industrial Mixed Use and Residential Mixed Use Underlying Zone Districts that are designated with the DO-7 Overlay Zone District on the Official Zone Map.

Scale: Local

Instrument Type: Form-Based Code Zoning District

Design Considerations: The River North (RiNo) Design Overlay District (DO-7) contains building form and site standards that include:

- No maximum density, building siting, parking location and access, building height, incremental mass reduction, transparency, entry features, active street-level non-residential uses, private open space provisions, and other elements

For more information about this project, visit this link:
[River North \(RiNo\) Design Overlay District](#)





River North (RiNo) Art District Design Standards

Denver, CO

The RiNo Art District is a distinctive area just north of Downtown Denver that is inclusive of four historical Districts: Globeville, Elyria-Swansea, Five Points and Cole. RiNo is a remarkable concentration of creative businesses; architects, art galleries, ceramicists, designers, furniture makers, illustrators, authors, wineries, small-batch breweries, distilleries, urban agriculture, painters, media artists, performance artists, sculptors, photographers, and an array of studio spaces.

The vision of the RiNo Art District Design Standards is to maintain the diversity, innovation and focus on creativity that has helped RiNo rise from the rail yards while mitigating the impacts of thoughtless development that does not respect the potential of this vision.

Project Information

Purpose: The River North (RiNo) Art District Design Standards were developed in collaboration with the City and County of Denver as a mechanism to optimize design quality within RiNo and are administered by the RiNo Design Review Group, made up of representatives from RiNo's creative and development communities. The Design Standards are intended to help public and private development teams understand how they can contribute to the goals of the community through their work.

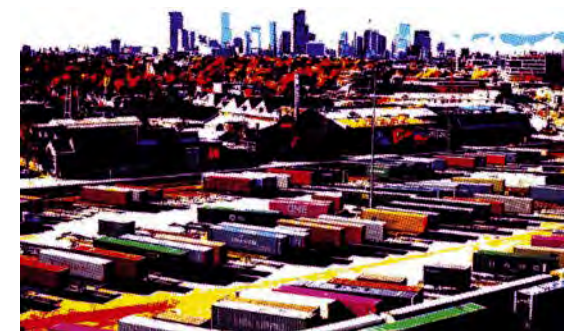
Scale: Local (Neighborhood Scale)

Instrument Type: Design Guidelines

Design Considerations: The River North (RiNo) Art District Design Standards contains provisions that address several elements and contains a score card for each:

- **Art:** It is important to the district that art and creativity are integrated into everything in RiNo. However, it is even more important to support the artists of RiNo and provide opportunities for them in the district as it grows and evolves. Not only is space needed for art itself, spaces are needed for the artists that were crucial to the formation and growth of this creative and vibrant community.
- **Urban Design:** Basing new development on the existing urban fabric ensures that the fundamental characteristics of the district are incorporated into the new development patterns. It ensures that current street level activation can be maintained and improved upon with more functional pedestrian facilities, integrated public and private open space and streetscapes, as well as responsible use of native plant materials and stormwater practices.
- **Architecture:** Architecture in the RiNo Art District should both reflect its industrial, 'gritty' character and also strive for innovative and creative design. Neither direction is exclusive of the other.
- **Signage:** Signs are an excellent opportunity for business to express themselves through design, craftsmanship, and art. Businesses are encouraged to be creative and contribute to the diverse, vibrant, modern and historic signs in the District.

For more information about this project, visit this link:
[River North \(RiNo\) Art District Design Standards](#)





Building & Site
Design



Murphy Crossing Mixed-Use Development at Beltline

Atlanta, GA

Atlanta BeltLine, Inc. (ABI) and Invest Atlanta have approved the selection of Culdesac, Inc. in partnership with Urban Oasis Development, to be the developers of the transformational Murphy Crossing mixed-use redevelopment project in Atlanta's Oakland City neighborhood and adjacent to Adair Park and Capitol View. The anticipated revitalization of the 20-acre site will create a high-density, transit-oriented community with long-term, affordable housing, affordable commercial spaces and new amenities adjacent to BeltLine's Westside trail.

Plans for the Murphy Crossing redevelopment, located at 1050 Murphy Avenue in southwest Atlanta, prioritize the preservation of land for a pedestrian and bicycle-friendly neighborhood and promote easy access to public transit and the BeltLine corridor. The proposed development plan will include residential units, commercial space and amenities offering potential for job creation.

Project Information

Location: Atlanta, GA

Density: 1,100 residential units

Height: 0-7 Stories

Site Scale: 20 Acres

Development Type: Mixed-Use (Affordable Residential and Commercial)

Status: In Progress

Design Considerations: The revitalization of Murphy Crossing is possible due to the Beltline and its control of the land, helping secure long-term commercial and residential affordability within a walkable, transit-oriented development. Additional design considerations include:

- Transformative project that focuses on intentional, innovative, and people-centered development
- Ample open space across plazas, courtyards, green space, paths and bike lanes
- A community garden
- Rotating public art exhibitions and interpretive signage designed by local artists
- Dog park
- Digital connectivity plans for high-speed public Wi-Fi throughout the entire property



Site Plans & Renderings - Public Realm



Site Plans & Renderings - Program



Site Plans & Renderings - Overview



For more information about this project, visit this link: [Murphy Crossing Mixed-Use Development at Beltline](#)



Gates District at Broadway Station

Denver, CO

As the largest TOD redevelopment area in Denver, the Broadway Station Master Plan sets the vision for the revitalization of the 50-acre historic industrial site, and forges connections between existing neighborhoods, the Platte River, and transit facilities. Two elevated landscaped bridges over the rail corridor and a vehicular, pedestrian and bike bridge over the South Platte River weave together the urban fabric and provide access to public amenities. An iconic woonerf will support multimodal circulation and community events.

While nine acres of interconnected open space will be reintroduced on this former brownfield site, the west side of the site will incorporate a series of berms and water quality detention ponds with native grasses and low water plant material that protects the South Platte River ecosystem.

Project Information

Location: Denver, CO

Density: 887 residential units, 380,000 square feet of office space and 180,000 square feet of retail and restaurant space

Height: 0-7 Stories

Site Scale: 50 Acres, 41.8 at Gates District

Development Type: Mixed-Use (Residential and Commercial)

Status: In Progress

Design Considerations: With a pedestrian-friendly layout, desirable eateries, and office and residential units with great views of the Rockies, Gates District at Broadway Station will be a captivating and convenient space to work, live and play. Additional design considerations include:

- Master plan breaks down the site into four key districts: I-25 and Broadway Station District, Market Place Mixed-Use District, Santa Fe Residential District, and Office & Parkland District
- Below grade and raised parking
- Retail and activated streets
- Elevated green space
- Establishing a desired destination
- Create a regional transit hub



For more information about this project, visit this link:
[Gates District at Broadway Station](#)

Adaptive Reuse



Project Information

Location: Denver, CO

Current Use: Mixed-Use (Restaurant and Retail)

Original Use: Industrial + Warehouse Facility

Year Constructed: 1880s

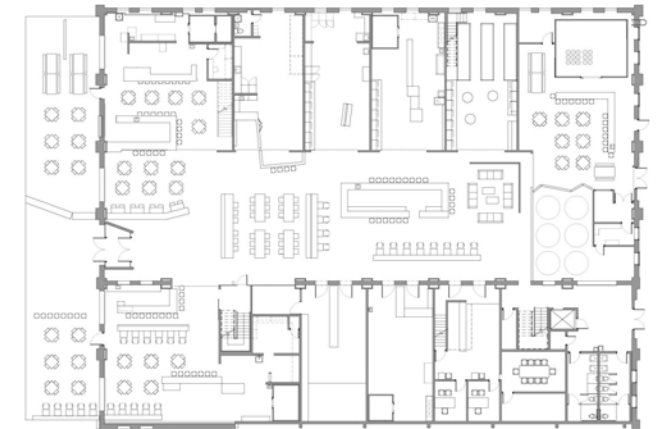
Year Converted: 2013

Site Scale: 2.5 Acres

Building Area: 28,000 SF

Design Considerations: The industrial character of the building lends itself to the spectacle of food production, open kitchens and exposed work areas showcase the products such as the butcher shop, brewery, and coffee roaster. Additional building design features of the Source include:

- To contrast the existing structure, tenant spaces are demised with walls of exposed framing that raise and lower at the individual interior shop fronts.
- A central open space with seating, surrounded by a vibrant collection of food artisans and retailers offering visitors everything from freshly baked bread, craft cocktails, street tacos, or contemporary flower arrangements, embrace the idea of a community market.
- Large glazed garage doors cut into the front of the building for increased natural light and provide the option for outdoor seating.



The Source at River North (RiNo) District

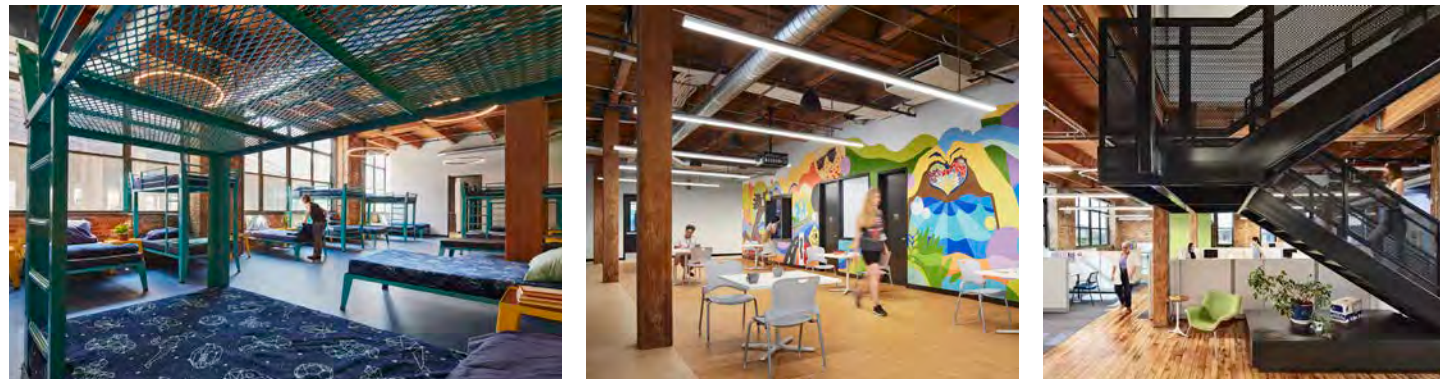
Denver, CO

Located in Denver's River North industrial district, the Source is a 19th-century foundry that was transformed into a center of food production. The building houses restaurants, a micro-brewery tasting room, a central bar, a baker, coffee, retail, and co-working.

The Source has established a strong identity as a market in the city and has served as a catalyst for the ongoing transformation of the area. Most recently used as a warehouse, the Source is one of the few remaining industrial buildings of its era in the district. With the existing roof supported by elegant steel trusses, the ceiling is lofty and filled with natural light. Bracing structure to support the building from deteriorating is minimally invasive, leaving the industrial texture of the space intact. The clear distinction between the new and old character of the project highlights the historic structure while serving contemporary uses.

For more information about this project, visit this link:

[The Source at River North \(RiNo\) District](#)



The Night Ministry

Chicago, IL

The Night Ministry's new home revitalizes an underutilized building, known for the murals that adorn its exterior, into a welcoming and safe community asset. The renovation is an adaptive reuse project that repurposes the heavy timber masonry of the four-story building to sequester the carbon and embodied energy it holds. The floors and windows were repurposed to reduce waste as well. The artistic legacy of the building is carried inside, where bright and colorful interior mural walls help create an inviting and optimistic space for The Night Ministry's staff, volunteers and clients.

The Night Ministry headquarters offers an overnight shelter called "The Crib," a serving kitchen and dining space, administrative offices, meeting rooms, and multi-purpose programming space for social services, job assistance, and social activities. Additional support spaces include individual phone booths, small meeting rooms, workrooms and a large conference room that can hold all-staff and full board meetings. These spaces provide varying levels of privacy and gathering, and are positioned in the building to reflect that.

Project Information

Location: Chicago, IL

Current Use: Office and Temporary Housing

Original Use: Manufacturing Facility

Year Constructed: 1910

Year Converted: 2020

Site Scale: 0.5 Acres

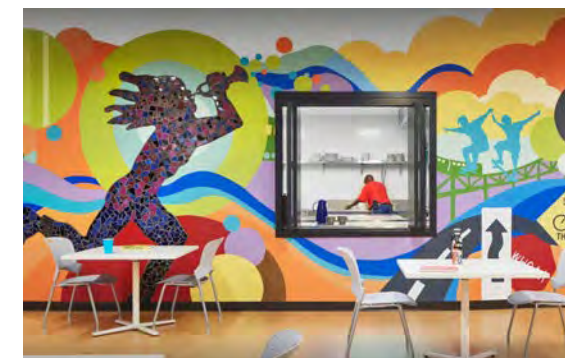
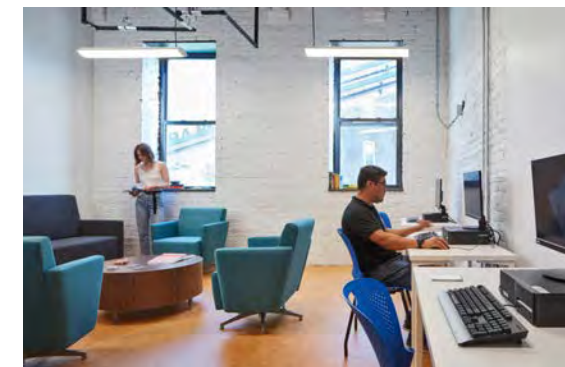
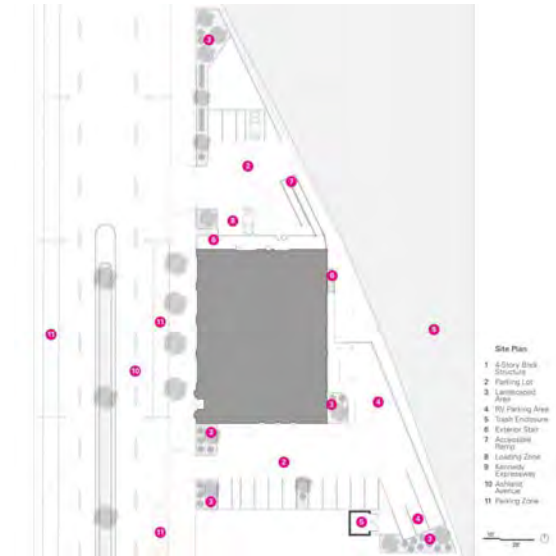
Building Area: 21,000 SF

Design Considerations: The new headquarters of The Night Ministry is located in Bucktown's "Mural Building," whose brick facade is recognizable by the large murals on three sides. Inside, the organization works toward their mission to accept people as they are and offer health care, housing, and human connection to those in need. Additional building design features that help accomplish this mission at The Night Ministry include:

- The bright interior and exterior convey the open, welcoming, and trusting nature of the environment.
- Windows offer glimpses inside from the street to lift any stress and helplessness that guests may be experiencing.
- The first floor, featuring "The Crib", is designed with minimal corridor space for an open space with sightlines that increase visibility as well as monitoring.
- Interior clerestory windows allow natural light to make its way through the meeting rooms and private offices that face the street and park and into the brightly painted central multipurpose/dining room, creating a vibrant and positive space.

For more information about this project, visit this link:

[The Night Ministry](#)





The Colony

Phoenix, AZ

The Colony is a large-scale adaptive reuse project in North Central Phoenix. The project consists two phases – the first, a comprehensive renovation of a former 1950’s-retail center. The second is a ground-up building that will be home to two to three new restaurants and associated outdoor dining.

The Colony will be a destination for foodies, as all of the tenants will have a local culinary focus. Brick & West is designing two new restaurant concepts in the first Phase (Colony South) –Stock & Stable, a gastro pub with influences honoring North Central Phoenix’s equestrian heritage, and a unique bar concept on the second floor of the original building.

Project Information

Location: Phoenix, AZ

Current Use: Mixed-Use (Restaurant and Retail)

Original Use: Office/Retail Center

Year Constructed: 1950s

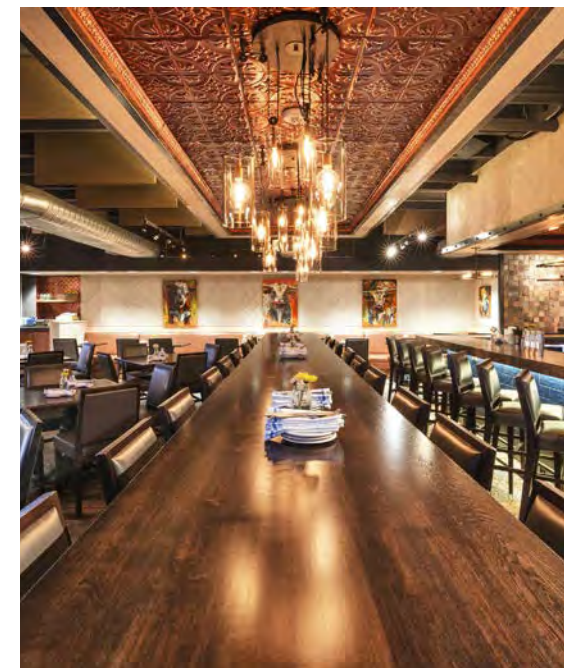
Year Converted: 2015

Site Scale: 2.5 Acres

Building Area: 24,000 SF

Design Considerations: The Colony looks to preserve the original design elements and leverage them in the redesign of the building. The concrete double-tee structure will be exposed as a feature in the tenant spaces in addition to incorporating much of the original mid-century design elements throughout the architecture. Additional building design features at the Colony include:

- New ground-up building construction
- Collection of restaurants, bars, and independent retailers
- Indoor/Outdoor seating areas
- Wall Mural
- Temporary open space in parking lot for outdoor public/private events with pavers and overhead lighting



For more information about this project, visit this link:
[The Colony](#)

Open Space 4



Merced Avenue Linear Park

El Monte, CA

Leading a two-part project, Alta and the City of El Monte are implementing a new linear park on Merced Avenue, as well as a series of bicycle facilities around the city. The first portion of the project focused on bicycle facilities and pavement repair, while the latter will bring new life to El Monte's Merced Avenue with a new median, bike path, and linear park.

Linear parks can offer many of the same benefits as more expansive parks, however, their unique structure and functions are designed to complement compact spaces, encourage safer traffic speeds, and provide neighborhood public space. Aside from recreational use, Merced Avenue's linear park will impact the surrounding community by:

1. Providing more access to green and open spaces
2. Allowing parks to be accessible to more people
3. Drawing visitors to other parts of the community they may not typically visit
4. Getting more people outdoors and together for tighter community bonds
5. Converting unused roadway space to community benefit
6. A future phase of the project will provide regional bikeway access by connecting to the Rio Hondo Bike Path
7. Improving neighborhood safety by providing a place to walk and ride bikes that is separated from traffic, while calming vehicular traffic through the introduction of the new median

Project Information

Location: El Monte, CA

Site Scale: 0.5 Acres

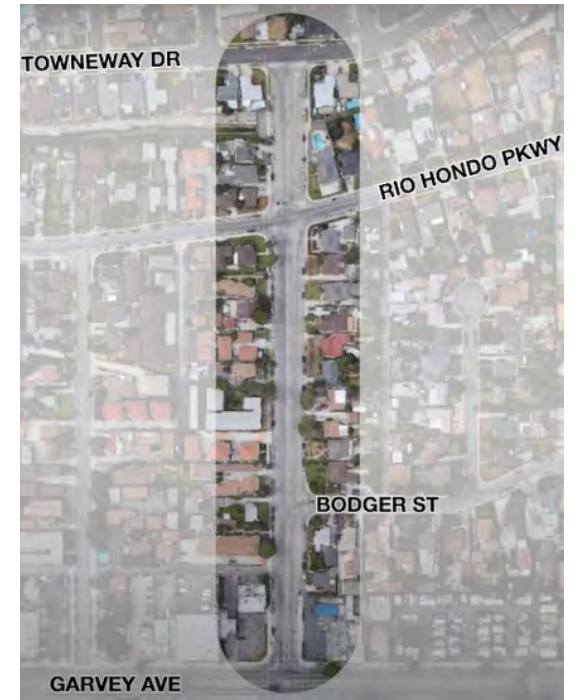
Open Space Type: Linear Park

Status: In Progress

Amenities: Design features included at Merced Avenue Linear Park include:

- Native planting and shade trees
- Stormwater capture
- Separated walking and biking paths
- Site lighting
- Site furnishings
- Play features
- Space for future public art installations

Design Considerations: The design of Merced Avenue Linear Park looks to increase safety by calming traffic on Merced Avenue and providing separated paths for riding bikes or walking. New spaces for walking, recreation, exercise and play will help establish connections to the surrounding communities and neighborhoods. Shade from new trees, drought-tolerant landscaping, and the capture/cleaning of rain water and irrigation runoff seek to improve landscape opportunities along Merced Avenue Linear Park.



For more information about this project, visit this link:
[Merced Avenue Linear Park](#)



Platform Park

Culver City, CA

Platform Park is located on what used to be a vacant lot under an overpass in Culver City. The goal of the design was to create a simple park for the unsorted exercises of being together. The edge of the lot has been created into a thriving post-mall, singling out the edge of the public thoroughfare for a flourishing retail corridor. Less programmatic civic space and more plantscapes allow for exploration throughout the space without a defined direction of movements.

Project Information

Location: Culver City, CA

Site Scale: 0.5 Acres

Open Space Type: Pocket Park

Status: Built

Amenities: Design features included at the Platform Park include:

- Multi-use space for social gatherings/events
- Wall Mural
- Flexible space for pop-up market and art opportunities
- Variety of site furnishings and seating areas
- Landscaped zones of plants from slightly wetter understory, woodland edge, and riparian plant communities adjacent to mediterranean and arid plant communities

Design Considerations: The park sits under an elevated metro line, which runs east-west, creating a challenging shade condition. With the goal of creating a space of unsorted exercises, the site design needed to accommodate flexibility of activity, while maintaining a structure that can influence the use of the space in way that doesn't create disruption in its community, but encourages an opportunity for a shared connection.

Urban sites can present challenges for planting, creating conditions that are simply not found in nature. Portions of the planting beds fall in complete shade year round, others are in shade all winter and blazing sun in summer, while some other areas are in full sun during the winter and full shade in summer. Platform Park explored the use of plants from a variety of climate regions and habitats to adapt to these interesting site conditions.

For more information about this project, visit this link:

[Platform Park](#)





Bradley Green Alley

Los Angeles, CA

Bradley Green Alley is a transformational community project that re-envisioned a 20' wide asphalt vehicular alley into a pedestrian-friendly public amenity. Located in Pacoima, a historically Latino community within LA's San Fernando Valley, the area is underserved and lacks public green space. The project transforms a typical asphalt alley into a meandering multi-purpose linear park that serves as a vibrant, social space for the community.

The design of Bradley Green Alley was focused around slowing traffic, creating social interactions, providing shade and comfort, capturing and treating stormwater, and reflecting heat out of the urban environment. Through innovative stormwater management strategies, Bradley Green Alley exceeds the City of Los Angeles' Low Impact Development and stormwater capture requirements, with a capacity to capture 2M gallons of rainwater per year.

Project Information

Location: Los Angeles, CA

Site Scale: 0.75 Acres

Open Space Type: Linear Park

Status: Built

Amenities: Design features included at Bradley Green Alley include:

- Multi-use Plaza for social gatherings/events
- Pop-up Shade Structures and Market Spaces
- Variety of site furnishings and seating options
- Interpretive elements and signage
- Planters along the edges of the alley that capture, cleanse, and then release water to an infiltration trench below, replenishing the groundwater aquifer under the alley.

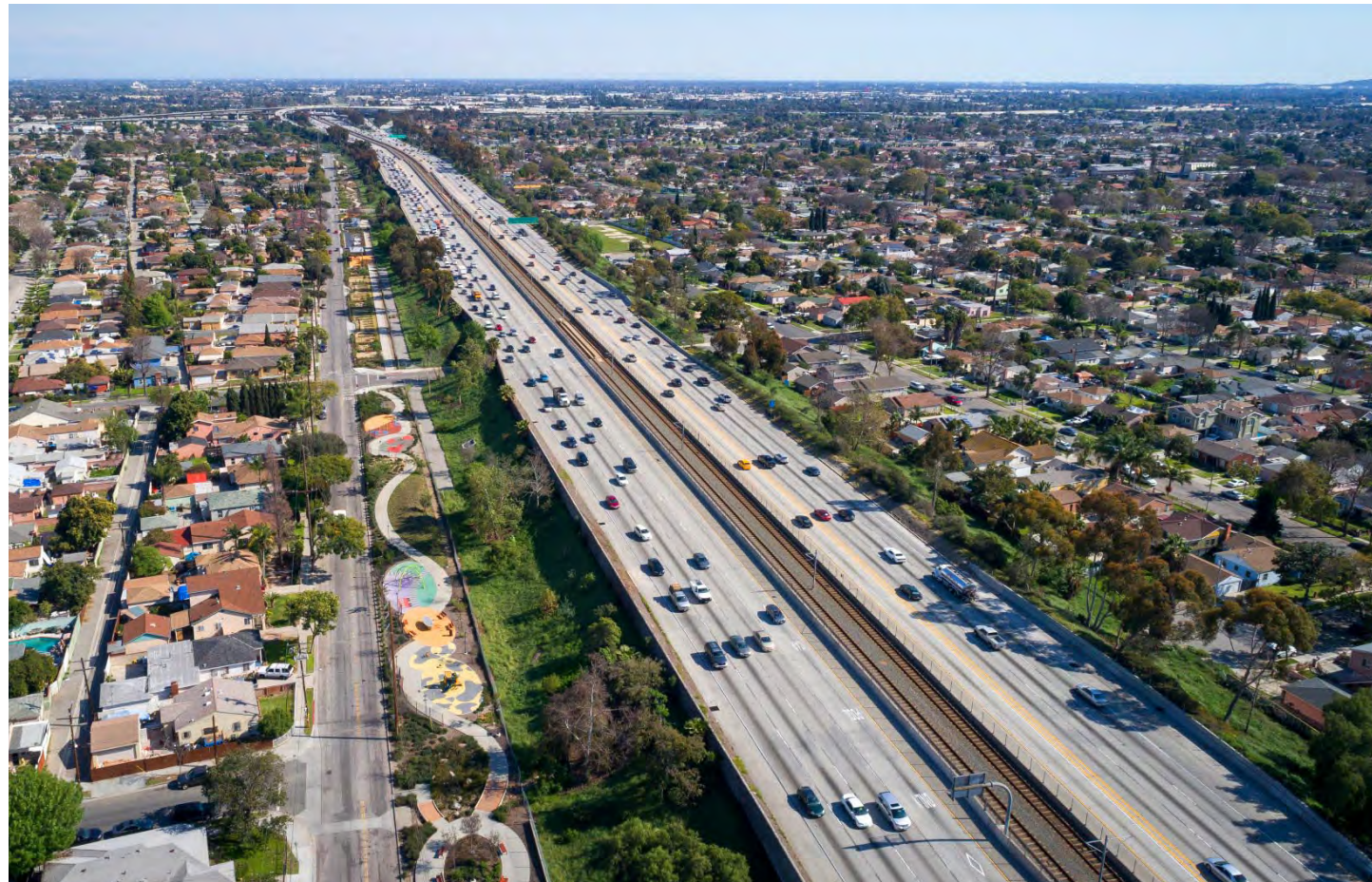
Design Considerations: Framed by dynamic riparian edges, bands of colorful paving flow along the surface, spilling into the plaza, evoking the Pacoima Wash – the namesake of this area. The dynamic paving pattern visually compresses the drive aisle to enhance pedestrian safety by slowing traffic. The project uses a special pavement (street bond asphalt coloring) that reflects heat instead of absorbing it, thereby helping cool the local environment.

Planting and seating extend along the alley for intimate moments and larger gatherings. Custom reclaimed wood elements designed with Angel City Lumber create durable natural seating and inspire play. Playful interpretive elements designed by RIOS are embedded into the surfaces of the site furnishings to weave stories of the culture of the Tataviam people and the local Pacoima community and ecology.

For more information about this project, visit this link:

[Bradley Green Alley](#)





Ricardo Lara Park

Los Angeles, CA

Ricardo Lara Park is a vibrant city park and a case study in landscape infrastructure. It demonstrates how a small investment and creative thinking about landscape can transform the very infrastructure that has long divided and isolated a community into an amenity that unites it, offering much-needed environmental and recreational benefits.

The Ricardo Lara Park project site, more than five acres of vacant lots along an I-105 freeway embankment, were transformed into a mile-long park that filters stormwater runoff (equivalent to six swimming pools per year), improves air quality, and provides multiple outdoor gathering spaces. Cross streets divide the park into five blocks, and each block accommodates a different program.

Project Information

Location: Los Angeles, CA

Site Scale: 5.25 Acres

Open Space Type: Linear Park

Status: Built

Amenities: Design features included at the Ricardo Lara Park include:

- Multiple trails with unique experiences based on each block's program
- Shade Pavilions covering seating/community areas
- Dog park
- Fitness stations
- Play structures/interactive paving
- Community gardening and educational wayfinding/signage
- Passive recreation with artwork and storm water detention.

Design Considerations: Inspiration for the Ricardo Lara Park resulted from a collaboration between SWA Group and the nonprofit "From Lot to Spot" to conduct community outreach. This lively exchange of ideas contributed to the park's unique identity, structure, and function. Advancing Lynwood's "Healthy City Initiative," the park connects with the LARIO Bike Trail and promotes healthy lifestyles in what has been a community long under-served by parks and open space.



For more information about this project, visit this link:
[Ricardo Lara Park](#)



Xeriscape Garden at Chaparral Park

Scottsdale, AZ

The Scottsdale Xeriscape Garden at Chaparral Park provides an educational resource where growing regionally appropriate plants also grows public awareness. Garden visitors can learn how to reduce outdoor water use by implementing sustainable landscaping practices. Consider taking a self-guided walking tour to and discover ways to conserve water while seeing beautiful plants and enjoying the stunning backdrop of Camelback Mountain. Signage topics include selecting and installing Arizona-friendly plants and trees, water harvesting and plant care.

The garden, which is a National Wildlife Federation Certified Wildlife Habitat, conceals a buried six million gallon reservoir from the adjacent Chaparral Water Treatment Plant and showcases over 7,000 Arizona-friendly plants and 200 plant species

Project Information

Location: Scottsdale, AZ

Site Scale: 8 Acres

Open Space Type: Pocket Park

Status: Built

Amenities – Design features included at the Xeriscape Garden include:

- Sail Shade Canopy structures covering seating areas
- Multiple trails (paved and unpaved) for self-guided experiences with a variety of plants/trees to observe
- Interactive wayfinding and signage
- Site Lighting

Design Considerations: The Xeriscape Garden at Chaparral Park embraces a design that takes visitors along a path showcasing a unique representation of the desert landscapes with plenty of shade/seating opportunities. The use of signage and wayfinding elements provide visitors with an educational resource to raise public awareness about the garden.

The Xeriscape Garden is at a central point of Chaparral Park and serves as the connecting element to other amenities in the park and the surrounding community. Landscaping is centered around many different local and regionally appropriate plants and trees.

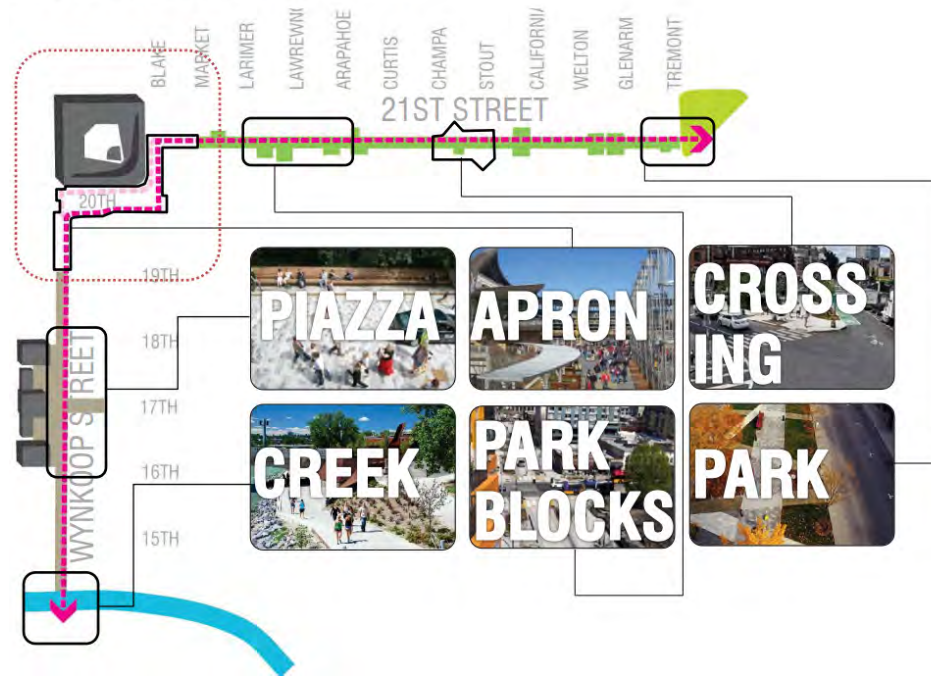
For more information about this project, visit this link:

[Xeriscape Garden at Chaparral Park](#)





MOMENTS SUMMARY



Wynkoop Street + 21st Street

Denver, CO

A shared use trail is at the heart of the concept at the urban design scale. This trail connects the distinct character areas that were derived from observation of the site as well as stakeholder feedback. The concept for 21st Street focuses on providing a more neighborhood park-like atmosphere while still retaining the function of the street and the distinct character of districts along the way. Design elements for 21st Street include a meandering roadway alignment with urban trail, curbed and curb-less street conditions, green infrastructure, and a two-block section that would be closed to vehicular traffic and transformed into active & passive park space. The concept for Wynkoop Street is to create an active plaza-like atmosphere that acknowledges the street as the 'doorstep' of the City. Enhanced linkages to Cherry Creek Trail from Wynkoop Street were also a focus.

Project Information

Location: Denver, CO

Site Scale: 12 Acres

Ownership: Public and Private

Status: In Progress

Amenities/Design Features: Shared design principles for both Wynkoop Street and 21st Street include reinforcing the Ballpark as an iconic visual anchor for the districts, improve guest comfort in sun/rain, enhance the overhead plane, establish identity-making design moves, and extend visually beyond the ends of the street. Design strategies used to represent these principles include:

- Building upon existing assets and the historic character
- Enhance wayfinding with bold/vibrant street design
- Minimize pedestrian obtrusions and create a curbless environment
- Focus on access and multi-modal connections
- Infill missing trees and enhance the tree canopies
- Recognize hollow street wall as opportunities to think differently about a space
- Build upon festival street concept and encourage more ground floor uses



For more information about this project, visit this link:

[Wynkoop + 21st Street](#)



San Pedro Creek

San Antonio, TX

San Pedro Creek can be considered the birthplace of the city, for it was here that the first dwellers and future generations of indigenous people and settlers founded what would become San Antonio, TX. Over the years, this vital source and ecosystem was overwhelmed by progress and largely forgotten.

In the early 2000s, with a better understanding for how the small but mighty creek was not the driving factor in, but the solution to flood mitigation, the renovation and rejuvenation of San Pedro Creek took shape. Thus was born the San Pedro Creek Culture Park, a hard-working stretch of the original waterway that serves not only as an enrichment space, but a flood control, water quality and ecosystem restoration project as well.

San Pedro Creek Culture Park is an investment in history, art, and nature, and also serves as an economic development catalyst for the community. Along its original banks, now the Western edge of Downtown San Antonio, are cultural landmarks of the city's growth. By investing in these areas, the project will not only shine a light on these historically significant places and spaces, it creates an economic driver for downtown and the people who live and work there.

The innovative engineering and architecture incorporates low-impact design elements, and employ the most current best-practice standards for water control and quality management. This practice, among other developments in the city, continue to demonstrate San Antonio's forward-thinking approach to responsible development, and high building standards.

Project Information

Location: San Antonio, TX

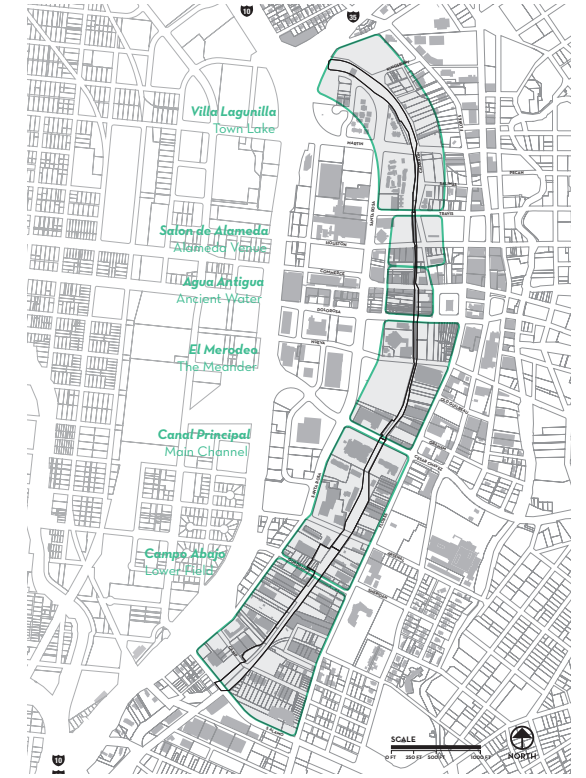
Site Scale: 20 Acres

Ownership: Public

Status: Built

Amenities/Design Features: Amenities along the San Pedro Creek include the improvement and introduction of paseos and boardwalks; representation of history through interpretive signage and preservation of historic walls; incorporation of art installations, tile murals, and water features. Design features/goals for the project include:

- Contain the 100-year floodplain within the San Pedro Creek banks
- Reimagine the creek as a linear urban park and continuous playspace for San Antonians working, living and visiting the Center City.
- Advance urban watershed and water quality management practices, ensuring the safety and sustainability of the biotic habitats.
- Enhance and catalyze cultural and economic revitalization opportunities by reconnecting the creek with people, the urban core and articulating "quality of life" value.



For more information about this project, visit this link:

[San Pedro Creek](#)



Project Information

Location: San Diego, CA

Site Scale: 8 Acres

Ownership: Public

Status: Built

Amenities/Design Features: Amenities at Chicano Park include a large collection of outdoor murals, (which is the largest in the United States), in addition to sculptures, earthworks, gardens, picnic tables, and playgrounds. The goals for the project include:

- Celebrate cultural pride and educate the public about the history using art murals
- Create a place for people to gather and take pride in their community
- Demonstrate what a community can do when they stick together and make it happen



Chicano Park at Logan Heights Neighborhood

San Diego, CA

Barrio Logan of Logan Heights, San Diego's oldest Mexican-American neighborhood, has been designated as one of 14 California Cultural Districts, which showcase some of the unique artistic identities that drive California's culture. The districts help promote authentic grassroots arts and cultural opportunities, increasing the visibility of local artists and community participation in local arts and culture. In recent years, formerly vacant warehouses in Barrio Logan have turned over into funky and creative spaces for art exhibitions, music performances, and much more. These include projects like Bread & Salt and La Bodega, while the art crawl at Barrio Logan attract locals and tourists to the area.

Chicano Park is the geographic and emotional heart of Barrio Logan. The park is home to the largest concentration of Chicano murals in the world, with more than 100 paintings on several acres dotted with sculpture, gardens, picnic tables and playgrounds. Throughout the year, it hosts festivals of music and Aztec dance, the biggest being Chicano Park Day – held each April on the Saturday closest to April 22, the date of the park's beginnings. Additionally, Chicano Park is the hub of an emerging arts district, with galleries, boutiques, brew pubs and craft coffee shops nearby.

For more information about this project, visit these links:

[Chicano Park](#)
[Barrio Logan](#)

