

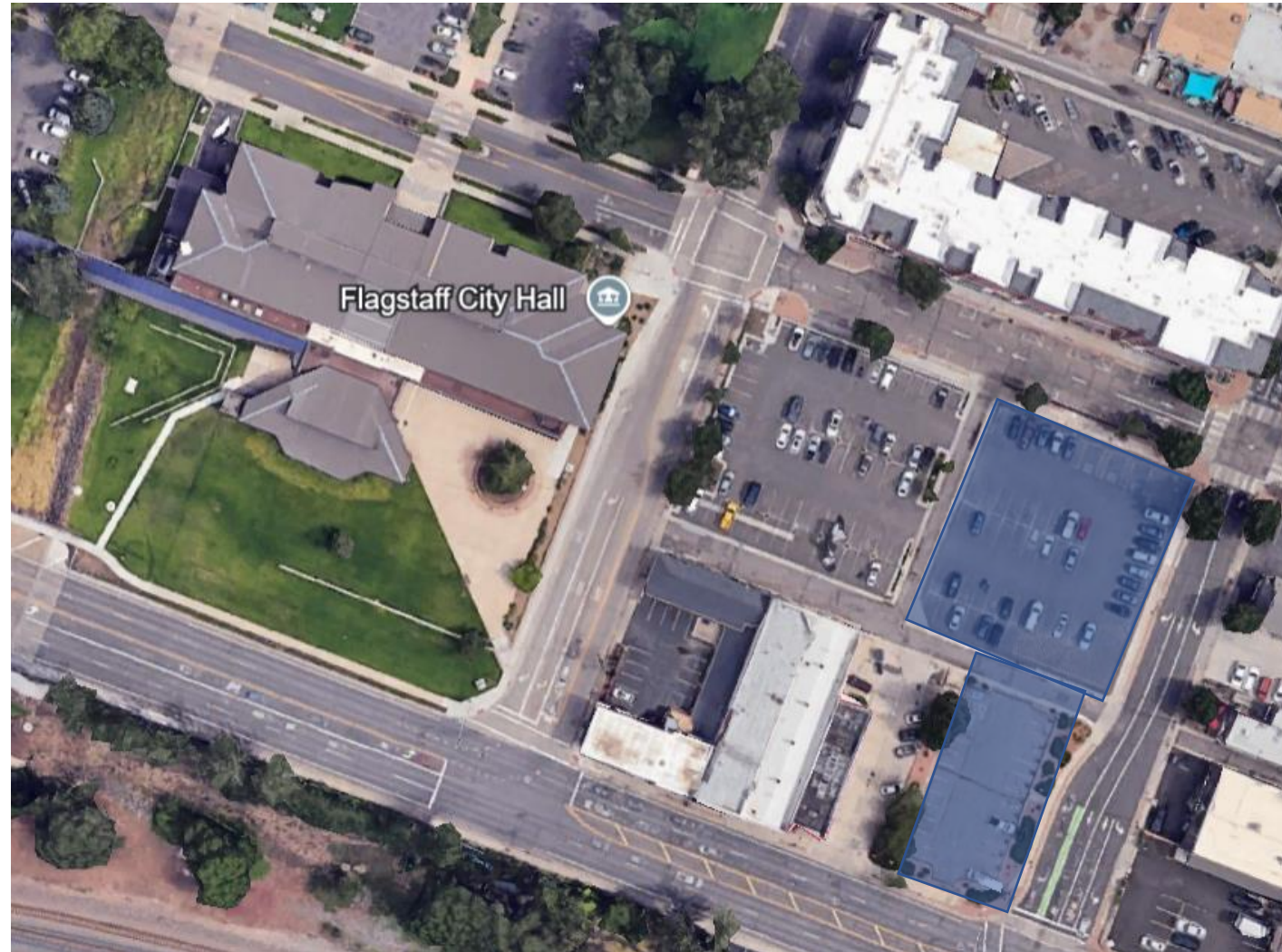
# Former Courthouse Redevelopment





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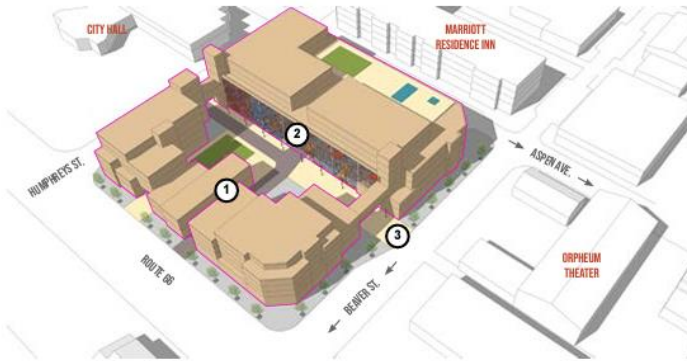
## Vicinity Map



# Former Courthouse Redevelopment

## Framing the RFP

### A - OLD CITY COURTHOUSE

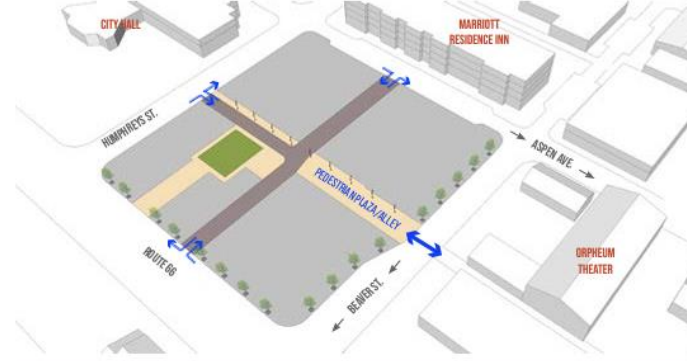


This concept shows the entire block redeveloping into a mixed use gateway to downtown. This catalyst project envisions a public-private partnership to redevelop into a mixed use block with a public-parking component. The program is to be determined, but any project on this site should give back to the community with public parking and public space. This location would also be ideal to contribute downtown housing and a small grocery/market.



The Dairy Block in Denver, CO is a public amenity with art, games, lighting, and seating areas. A boutique hotel and lobby bar is one use that activates the space.

- 1 City should issue Request for Proposals for development on this block. Scenario shown would include the entire block redeveloping at once. This scenario shows three primary structures with massing broken up to fit into the context of downtown. Uses should include residential units and ground floor retail. Office and hotel uses may also be appropriate. A small corner market to support downtown residents is also desired.
- 2 Any future development proposal should include some amount of public parking (exact number to be negotiated) to serve downtown businesses.
- 3 Maintaining alleys is desired. This scenario shows a wide pedestrian-only alley and plaza for a half block at Beaver Street that would be activated with adjacent uses and connected across Beaver to the downtown core alleys. The parking structure could include a thru-drive passage to enhance connectivity and options for entering and exiting to avoid congestion (see next page.)



The diagram above shows how site circulation to parking could work. All entries/exits would be right in, right out due to Aspen being a one-way street and Route 66 and Humphreys being busy streets. This concept envisions a pedestrian-only alley for a half-block at Beaver Street with a safe mid-block pedestrian crossing to allow pedestrians a safe and interesting walk that connects to the downtown core and activated alleys.



A pedestrian alley in Rapid City, SD that is similar to the concept shown, with parking structure on one side (with flat floors and high ceilings for future adaptive reuse) and businesses activating the other side. Ample pedestrian-scaled lighting, flowers, and other amenities keep the space looking nice and feeling safe.

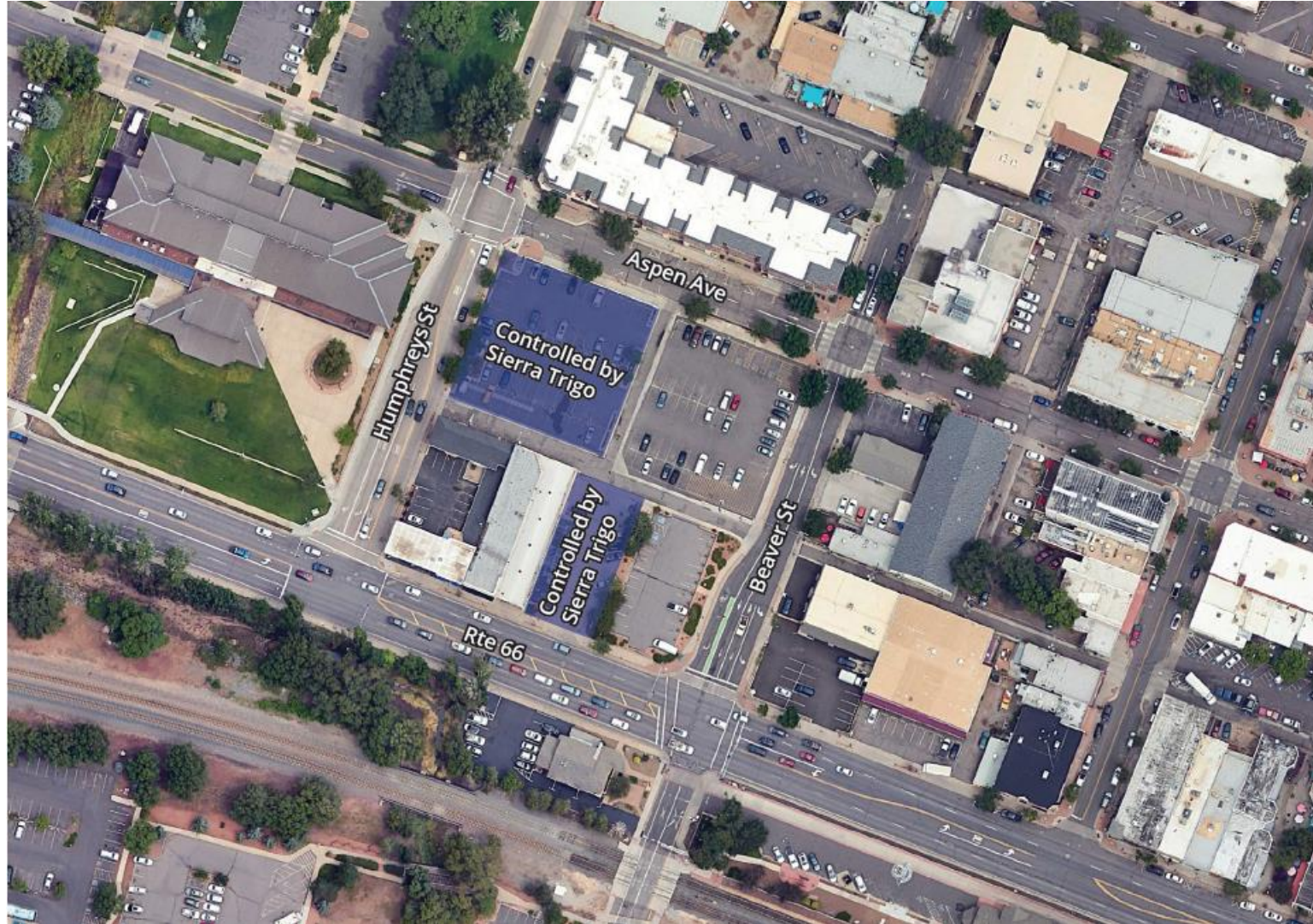


Parking areas should be screened from public view. When facing a public street, design the edges with active building uses, when feasible, or design to look like a building with similar bay rhythm and materiality. When facing an alley, use creative screening techniques, such as mesh, screens, green walls, or design to look like a building.



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## Proposal





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## Proposal – conceptual floor plans

- First level: retail, restaurant, grocery, protected bicycle parking and 50 parking spaces
- Levels 2 and 3: Parking decks (265 spaces)
- Levels 4 through 7: residential and hotel guestrooms
  - ~ 80 residential units (separate entry entirely from hotel space)
    - A mix of mostly studio and 1 bedrooms with some larger units with multiple bedrooms
  - 150 hotel guestrooms
  - Level 6 could include conference and event space
- \$2 million dollars



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## Proposal – conceptual elevations

Proposed Development Conceptual Exterior - View from Corner of Humphreys St & Aspen Ave





# Former Courthouse Redevelopment

## Proposal – conceptual elevations

Proposed Development Conceptual Exterior - View from Corner of Beaver St & Aspen Ave





# Former Courthouse Redevelopment

## Proposal – conceptual elevations

Proposed Development Conceptual Exterior - View from Corner of Rte 66 & Beaver St





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## Input seeking:

- Mass & scale vs. parking vs. density vs. money
  - Mass and scale allowed by code (CUP) – does the benefit of what we get make the mass and scale work for you?
  - If get more parking, we lose units
    - Could reduce amount received for purchase
  - If we lose floors, we could lose parking and/or units
    - Could reduce amount received for purchase
- Reducing mass and scale could reduce grocery footprint
  - This would limit ability to commit to providing a grocery store