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river north rail terrain: promoting the alternative

synopsis

delamination layers



background:

- currently alternative ecologies such as art studios thrive within River North; these ecologies are threatened by anticipated new development and subsequent increased land values
- currently a "buffer zone" of undesirable, open, vacant, gritty terrain exists along the rail between the tracks and buildings within River North - this terrain is seen as a wasted strip of land that has potential to become an amenity

objective:

- can this terrain along the rail foster & sustain atypical urban land uses such as alternative entrepreneurs and open space while allowing a free market system to play out within the center of River North?

principal players:

- a Small Business Investment Company (SBIC) consisting of board members from alternative entrepreneur interest groups (e.g. Rino Art District, etc.) will organize and supervise the game plan between:
- alternative entrepreneurs + City of Denver + rail line companies (UP & BNSF)

creating the rail terrain:

- the River North Rail Terrain SBIC will bring together the City of Denver and the UP and BNSF rail companies to negotiate terms, as well as provide ongoing services to the River North entrepreneurs
- the City and rail companies will pool funds and build a hybrid safety and utility infrastructure, or "utility hedge", within and along the rail line's unobstructed through-way property to service the needs of the anticipated growth of River North
- by collaborating with the City to build the utility hedge, the rail line will get a much better safety infrastructure for the same out-of-pocket cost, and will generate revenue from otherwise unused land by allowing the alternative entrepreneurs to lease the land
- the City will save a percentage of money on the construction of their utility infrastructure since the rail line will contribute a sum of money equal to what they would have otherwise spent on their own safety infrastructure
- the City will acquire the land within the "buffer zone" that does not belong to the rail lines by subdividing and purchasing parcels from current, private owners and combine it with the rail-owned property on-site that is not actively being used for rail operations - thus becoming the rail terrain
- approximately 25% of this land will be small 25' x 25' parcels densely packed along the utility hedge since it presents inexpensive utility service connection for alternative entrepreneurs
- the remaining 75% of the land will foster public/private alternative open space land use such as agriculture, wilderness, gardens, and park space that can provide goods to sell like organic food, lumber, flowers, etc., and outdoor public space for recreation and entertainment- these uses will diffuse in the 100' x 100' parcels just to the inside of the small, dense parcels along the perimeter
- the SBIC will invest in qualifying alternative entrepreneurs like artists, design firms, doggy daycares, urban farmers, boutique automotive mechanics, non-profits, renewable energy start-ups, etc., who will have the opportunity to purchase affordable leasing rights from the City of Denver and/or the rail lines in River North where they can set up shop and inexpensively connect to the encircling utility hedge
- the City will benefit from the rail terrain by generating monthly revenue by leasing it to alternative entrepreneurs, collecting sales tax, and fostering progressive and enriching business models in the community, while also providing extra open space
- the rail lines will benefit from the rail terrain by leasing their unused land to alternative entrepreneurs - they can reclaim this land any time they realize a need for it by fairly compensating the occupying businesses and helping them relocate within the rail terrain network

the buffer along the heavy rail line widens where the tracks split and change direction; this happens in the SW and NE corners of the site

local ecologies of experimental development align outside the SW edge of the site; they percolate into and cluster around the center of the site

- heavy rail buffer
- heavy rail tracks
- doggy spaces
- creative spaces

the majority of unmaintained vegetation occurs as strips along the edge of the river

small patches of maintained vegetation cluster in the middle of the site; large patches cling to the perimeter

the only continuous pedestrian circulation is a linear path along the eastern edge of the river

- unmaintained vegetation
- maintained vegetation
- sidewalks

large drainage basins spill into 20% of the rivers edge within the site; these basins cover a large patch on the northern half of the site

- drainage basins
- river

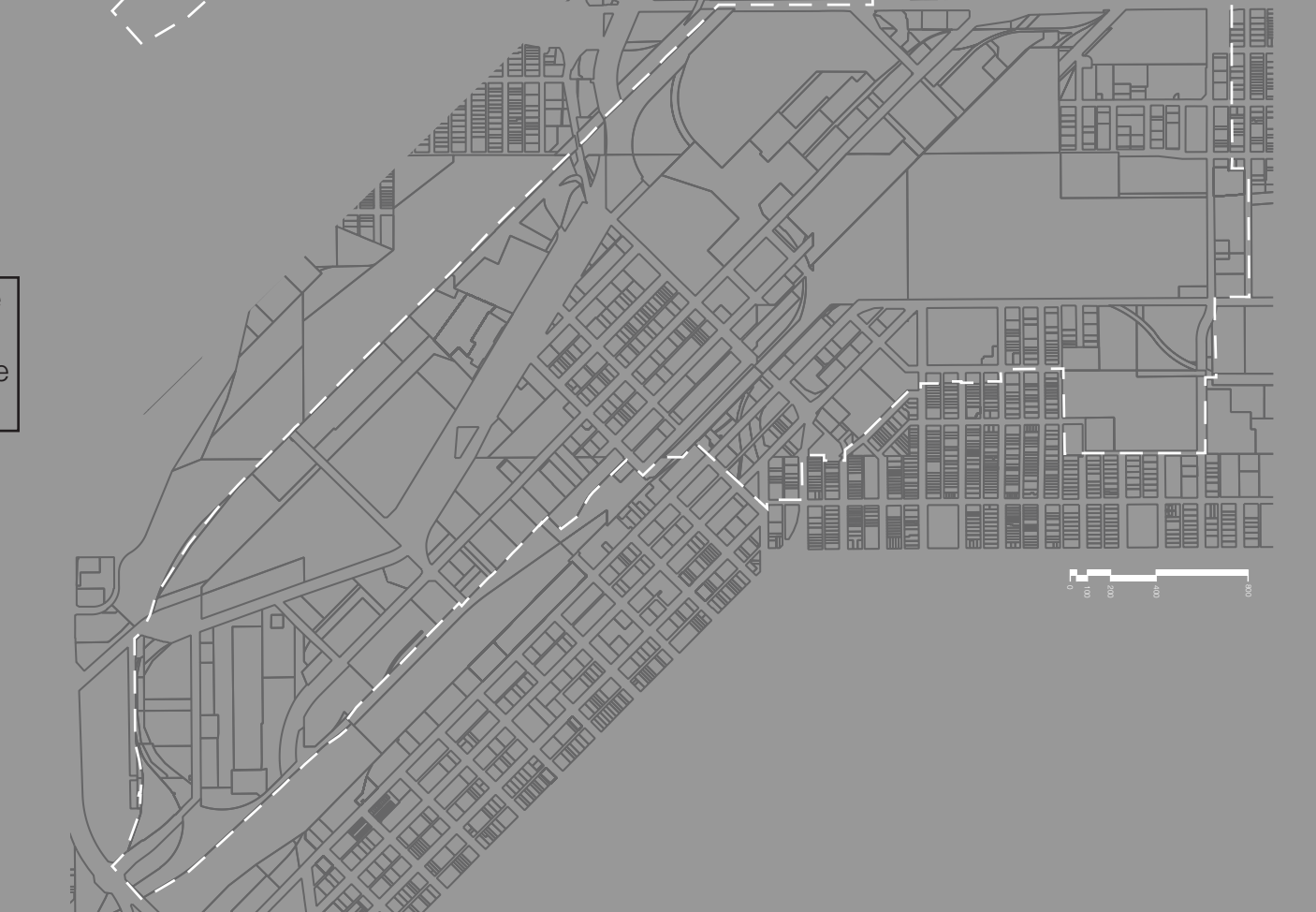
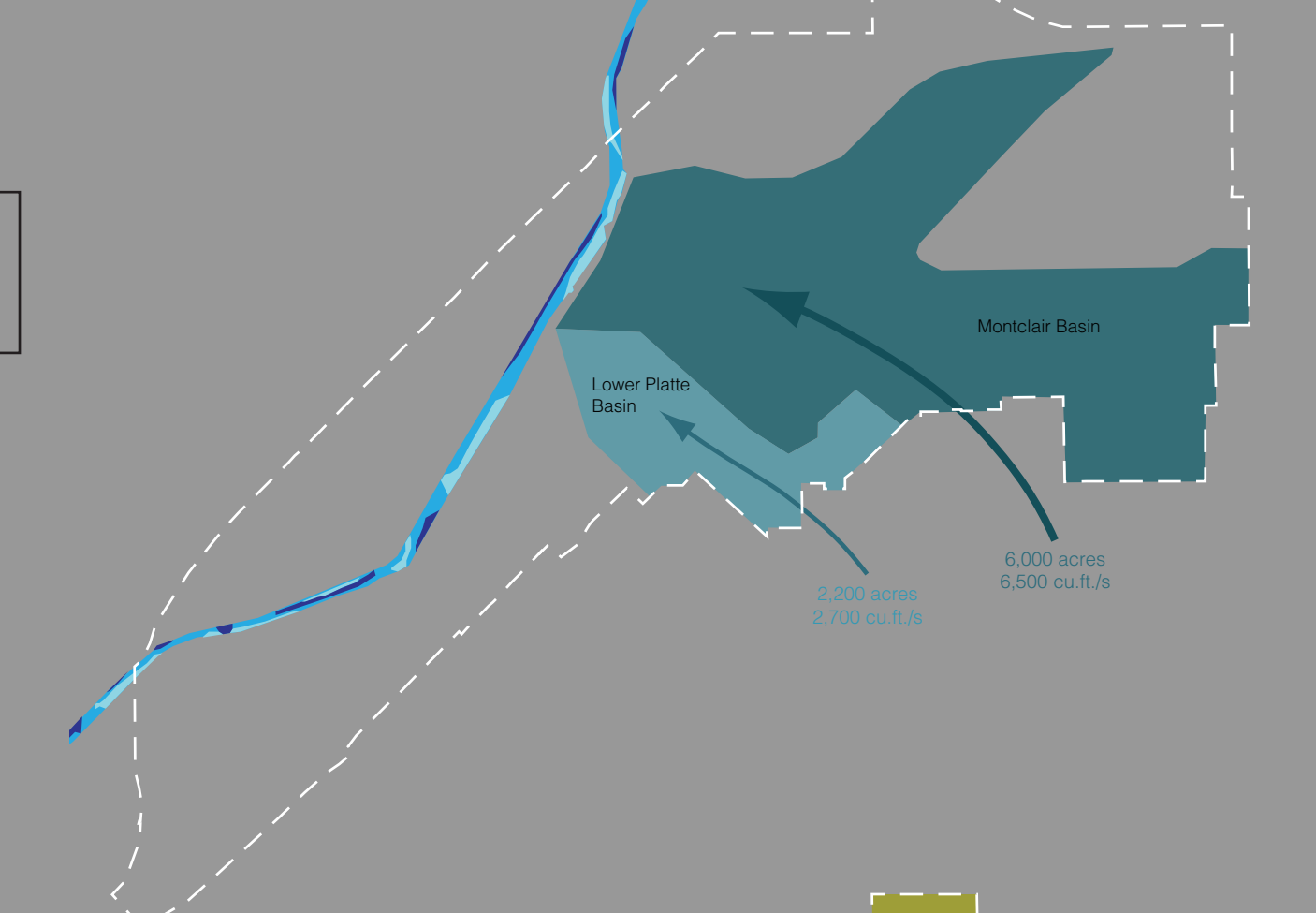
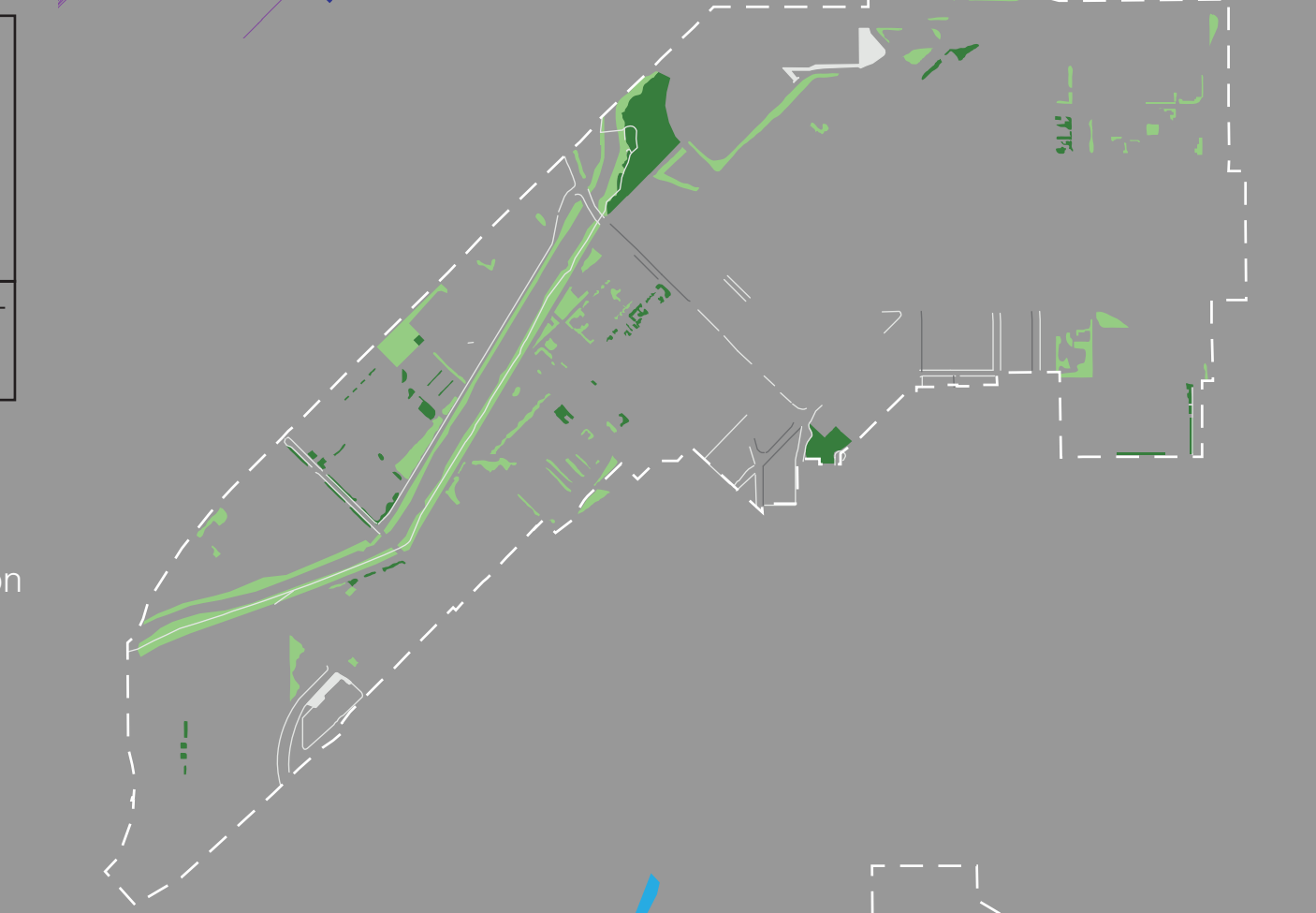
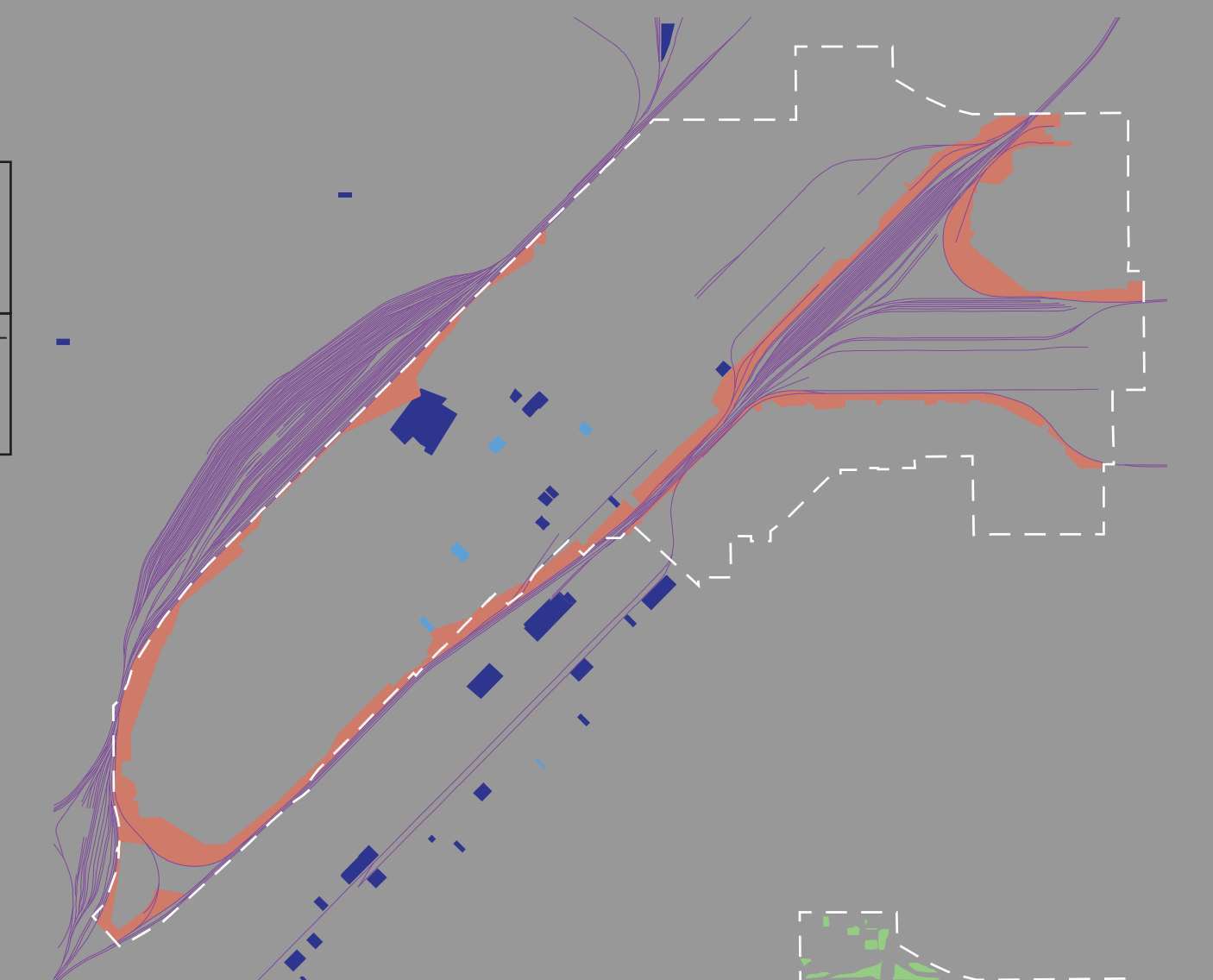
landfills align with the river in dispersed patches

more than half the site to the NE is a superfund site

- landfill
- superfund site

geometric topography lines illustrate clear human intervention into an organic front range landscape; these interventions densely along the river

- parcel boundary
- site



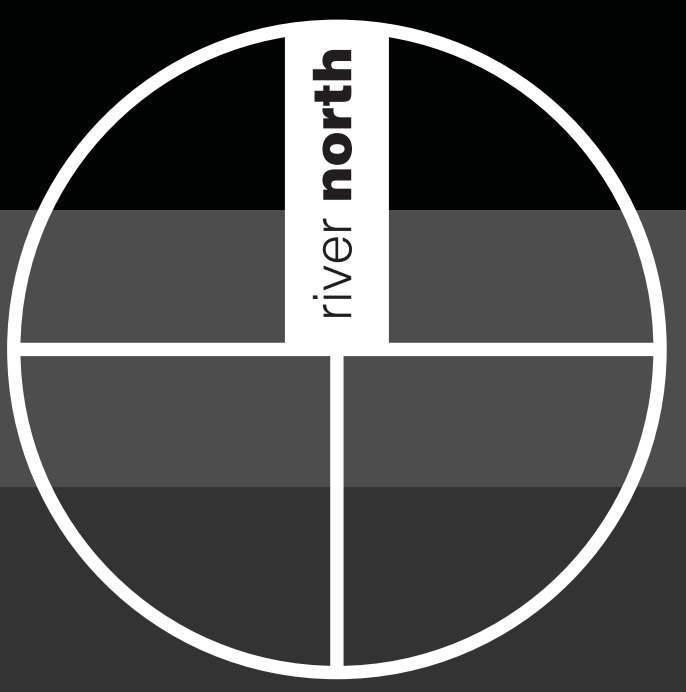
heavy rail buffer & alternative ecologies

vegetation & sidewalks

water

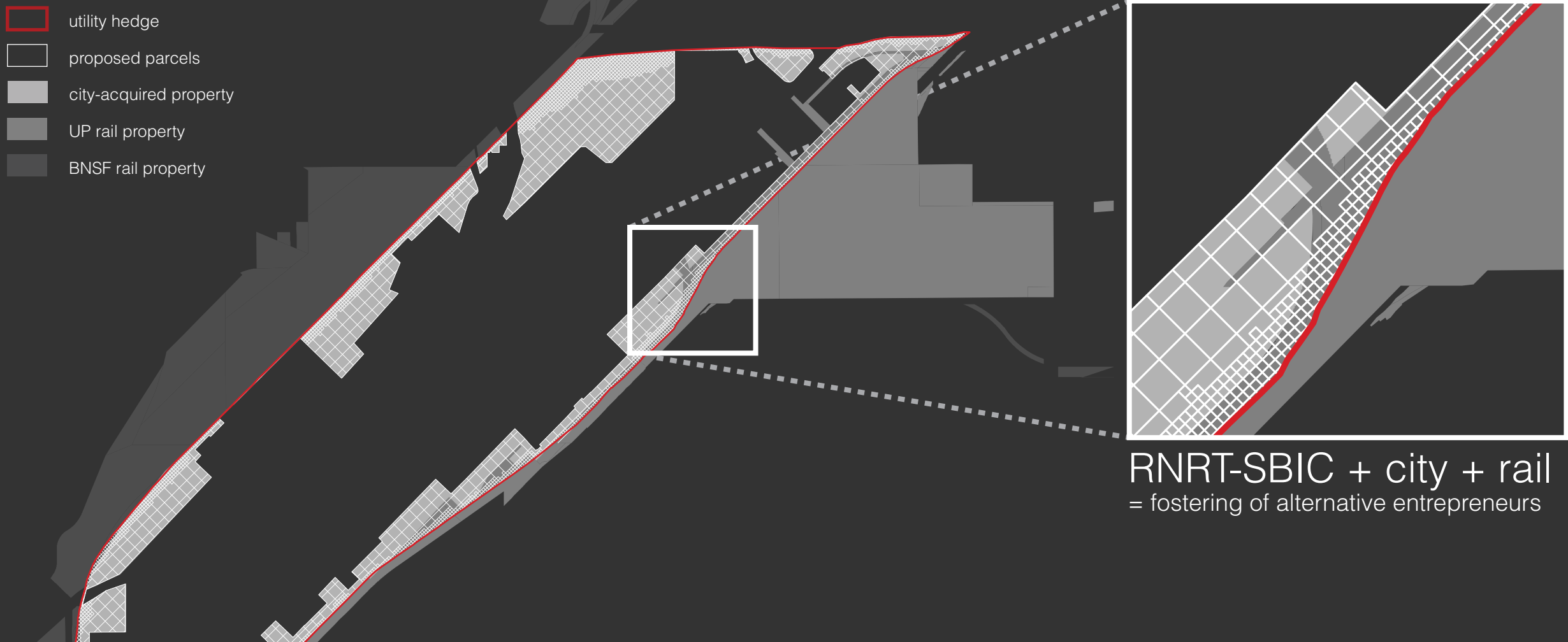
pollution

parcels



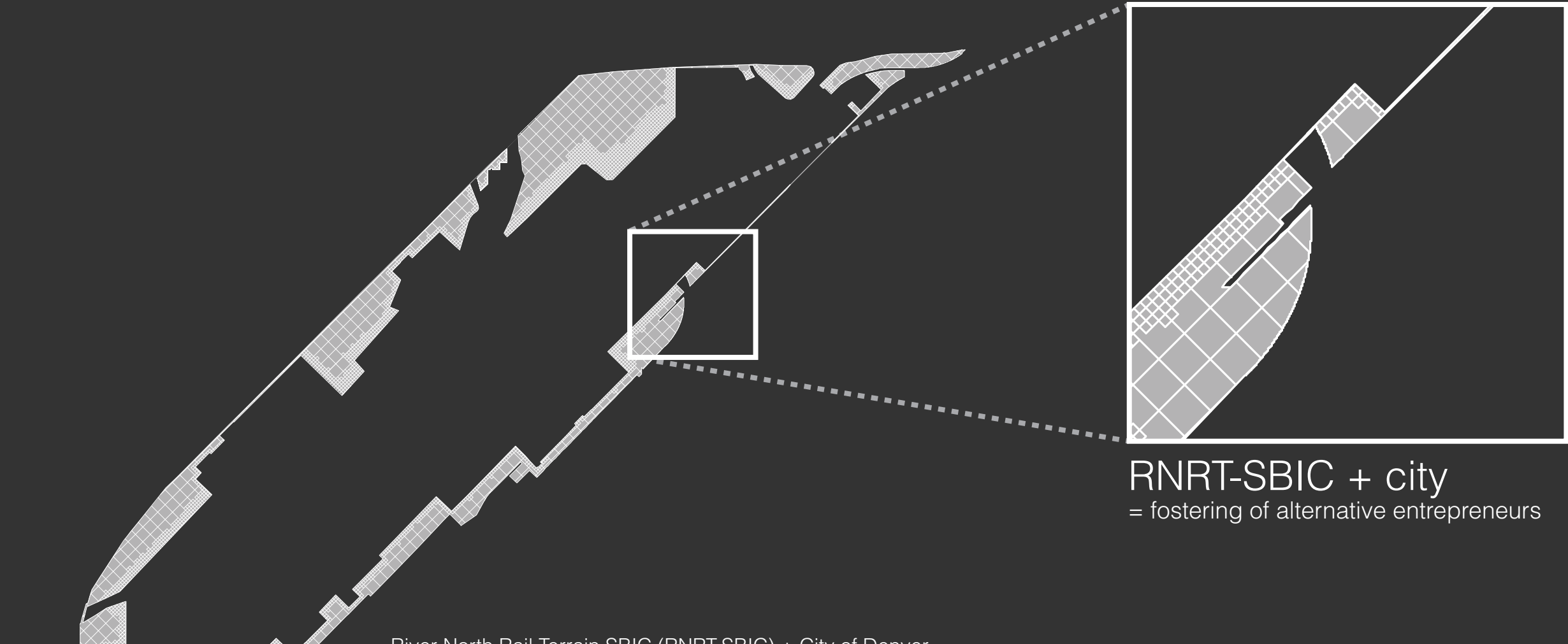
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scenarios



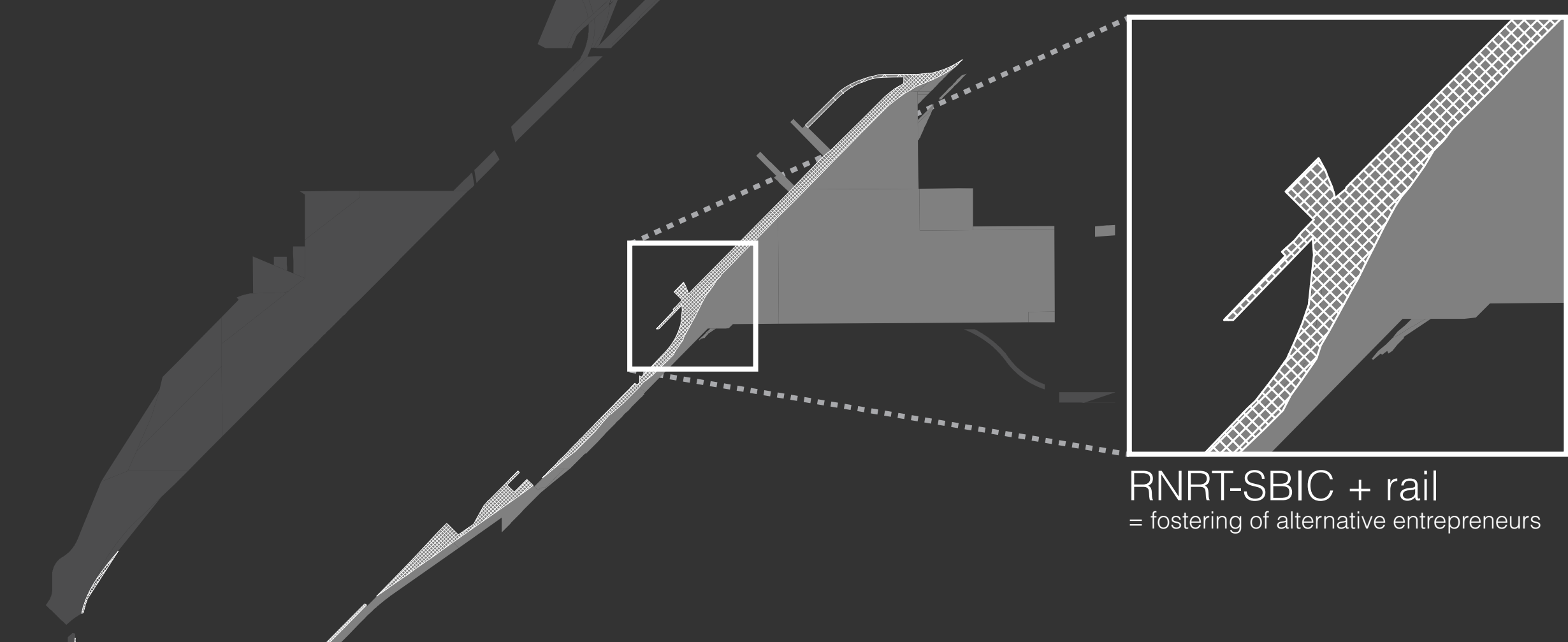
RNRT-SBIC + city + rail
= fostering of alternative entrepreneurs

River North Rail Terrain SBIC (RNRT-SBIC) + Rail lines + City of Denver
after meeting with the RNRT-SBIC, the City of Denver and Rail lines have made an agreement to create a safety-utility infrastructure, or "utility hedge," that will serve as both a safety infrastructure for rail operations, and a utility thru-way infrastructure for the City of Denver
both entities have also agreed to lease their land to alternative land use & entrepreneurship as a way to generate revenue and maintain open space
the RNRT-SBIC has aligned the alternative entrepreneurs to purchase affordable property leasing-rights from the Rail lines and City of Denver. The alternative entrepreneurs will cluster near the utility hedge as it provides an inexpensive connection to resources



RNRT-SBIC + city
= fostering of alternative entrepreneurs

River North Rail Terrain SBIC (RNRT-SBIC) + City of Denver
after meeting with the RNRT-SBIC, the City of Denver has agreed to purchase the land within the buffer zone, that is not Rail-owned, and lease it to alternative land use & entrepreneurship as a way to generate revenue and maintain open space
the RNRT-SBIC has aligned the alternative entrepreneurs to purchase affordable property leasing-rights from the City of Denver. The alternative entrepreneurs will cluster near the core as it provides resources



RNRT-SBIC + rail
= fostering of alternative entrepreneurs

River North Rail Terrain SBIC (RNRT-SBIC) + Rail lines
after meeting with the RNRT-SBIC, the Rail lines have agreed to lease their land to alternative land use & entrepreneurship as a way to generate revenue
no open space will be maintained as the Rail lines do not have interest in such accommodations
the RNRT-SBIC has aligned the alternative entrepreneurs to purchase affordable property leasing-rights from the Rail Lines

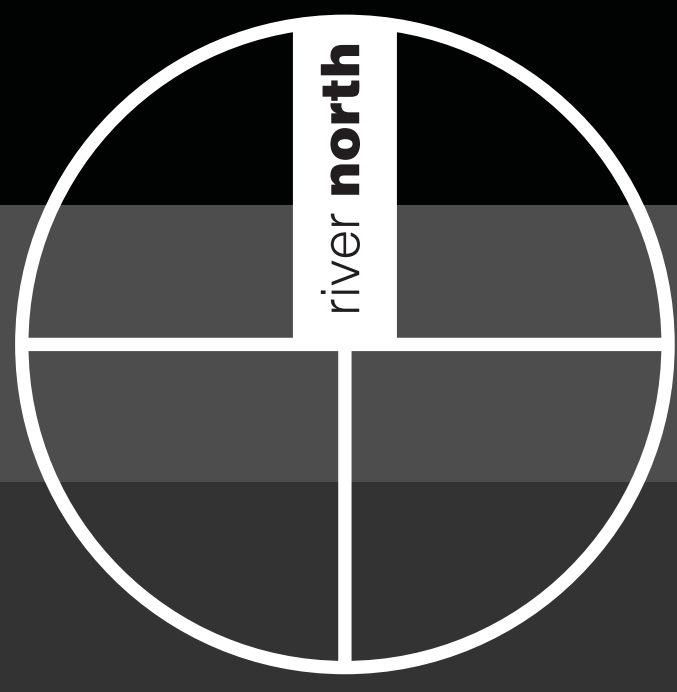
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tactical matrix



organizational entities

delamination layers

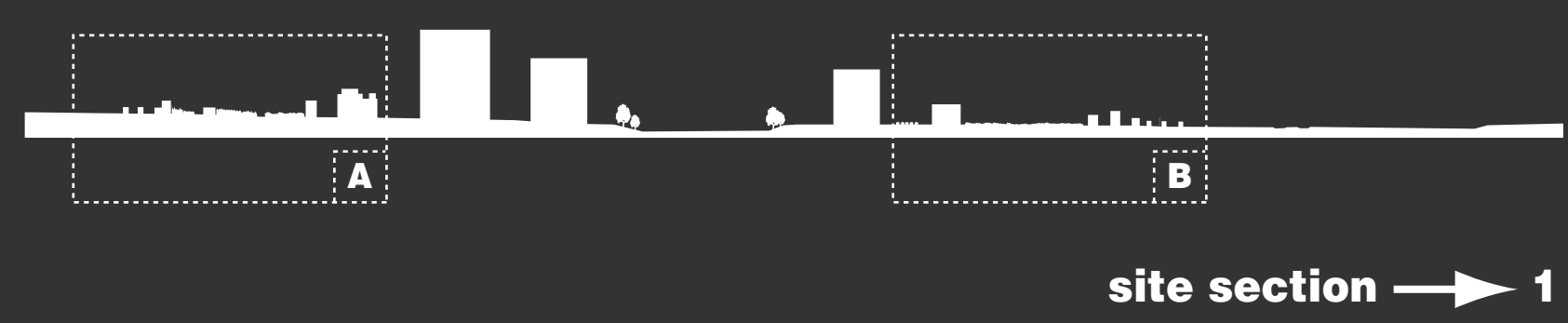


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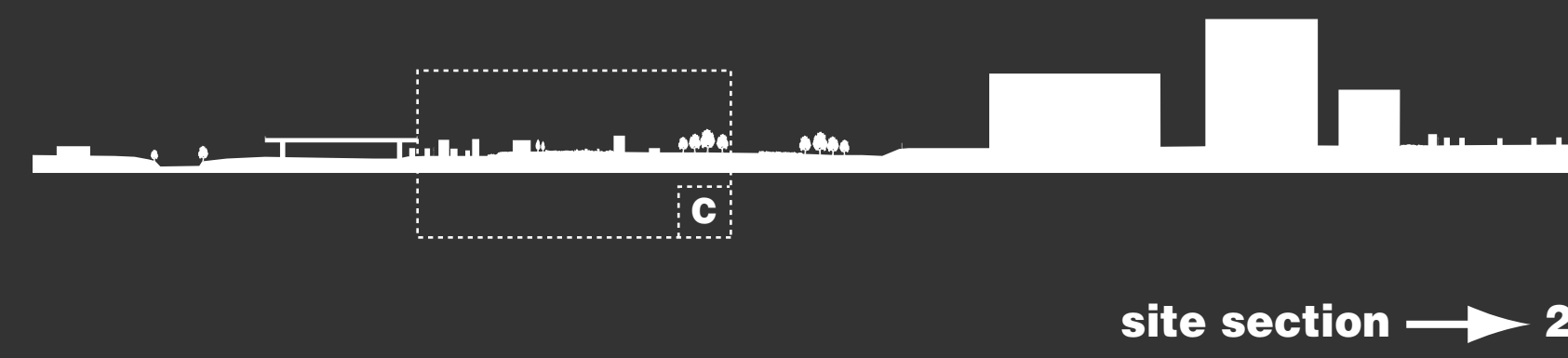
river north rail terrain: promoting the alternative

overall site plan & section

organizational and material elements



site section → 1



site section → 2



alternative entrepreneurs occupy the perimeter of the site clustering near the utility hedge and spreading out towards the center of the site

alternative entrepreneurs

parcels on the perimeter of the site are covered with different types of vegetation to be enjoyed as public open space and sold for profit by alternative entrepreneurs

- garden
- agriculture
- wilderness
- maintained parkland

non-vegetative materials cover some parcels fully or partially - circulation occurs where there are continuous threads

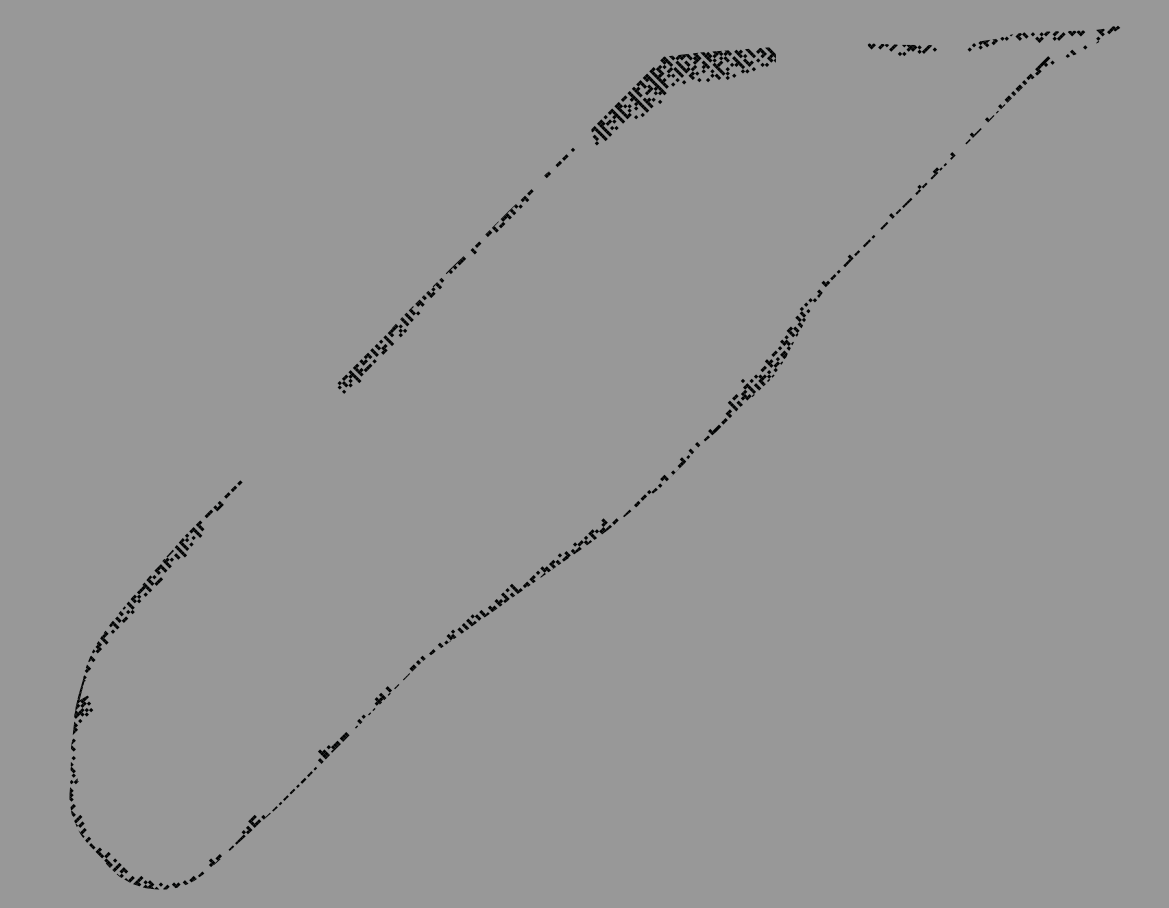
asphalt, concrete, dirt, gravel, mulch, pavers, rubber, sand, & wood

a visually permeable safety barrier that doubles as an above-ground utility carrier encircles the site

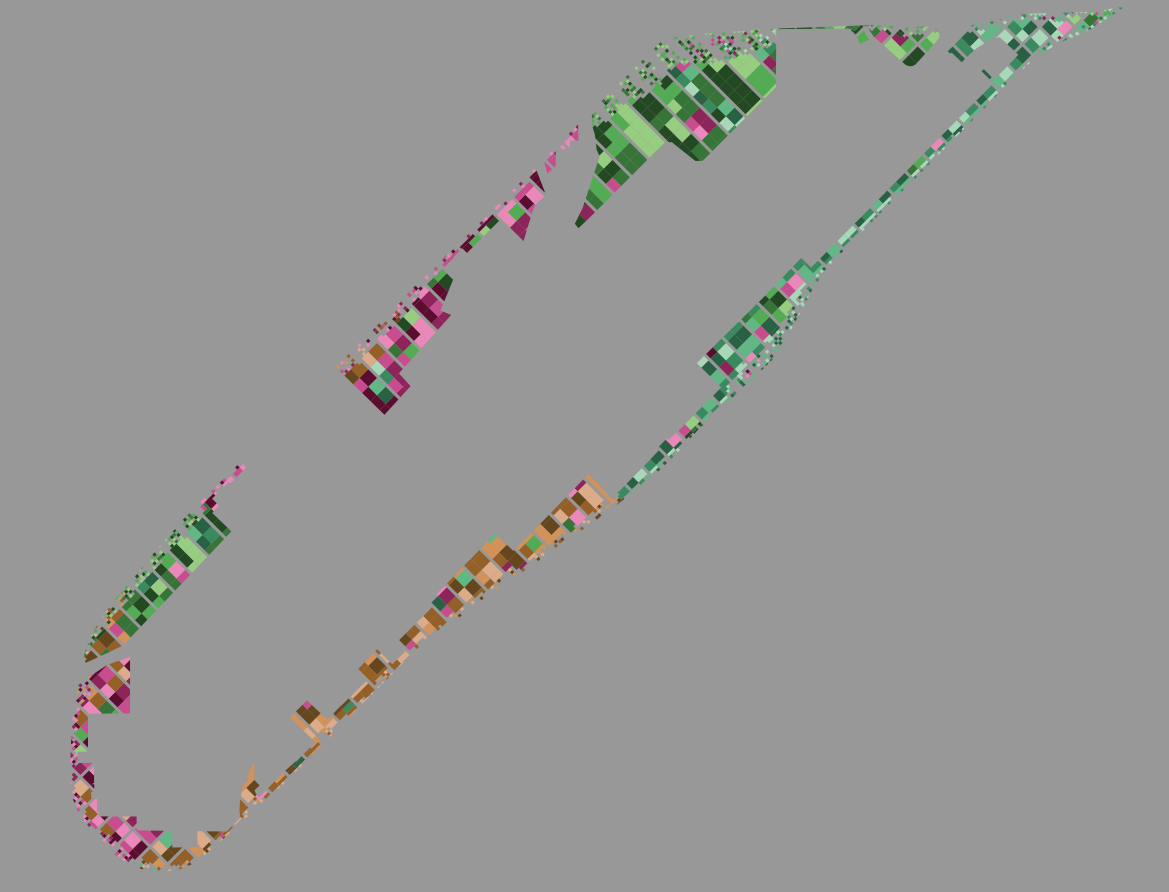
utility & safety infrastructure

the heavy rail tracks create a boarder around the site along which the small rail terrain parcels cluster, while the larger parcels occur inside of those
the center of the site is left open to a free market system

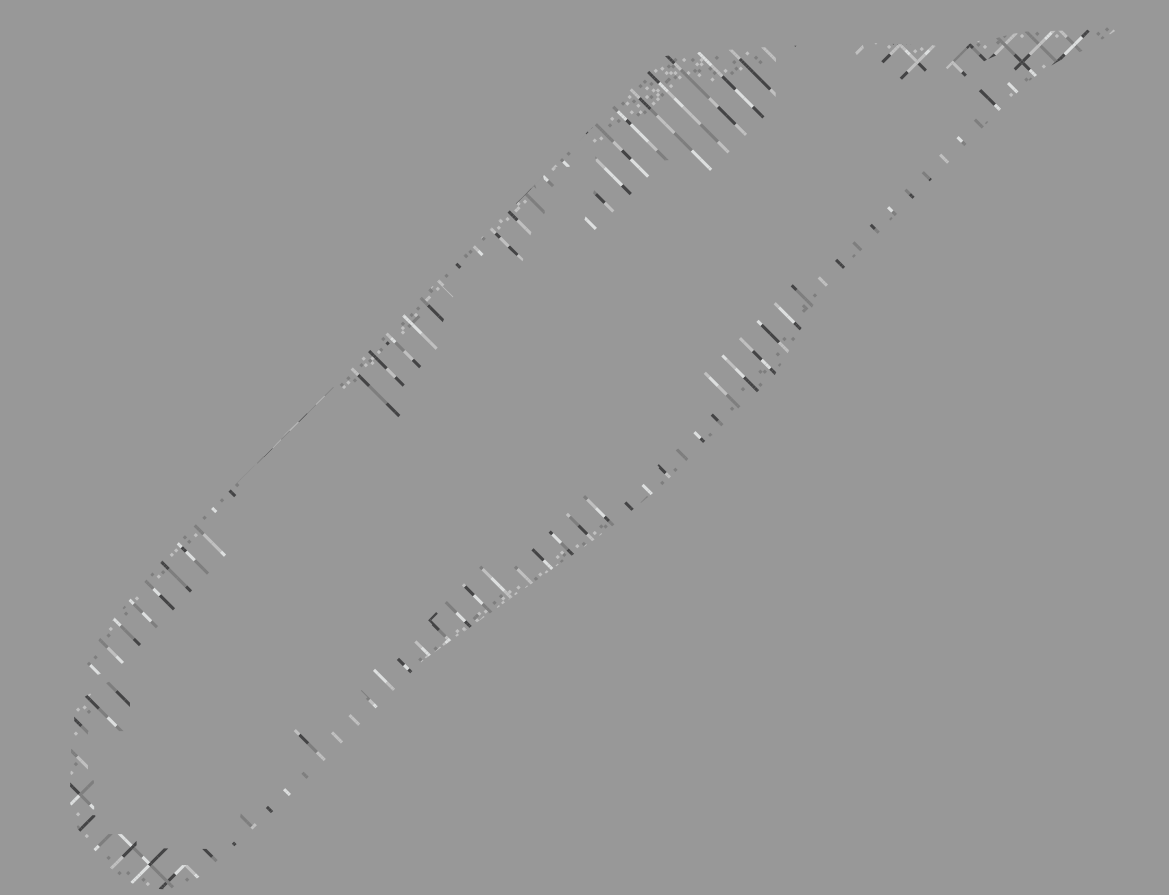
parcels
heavy rail tracks



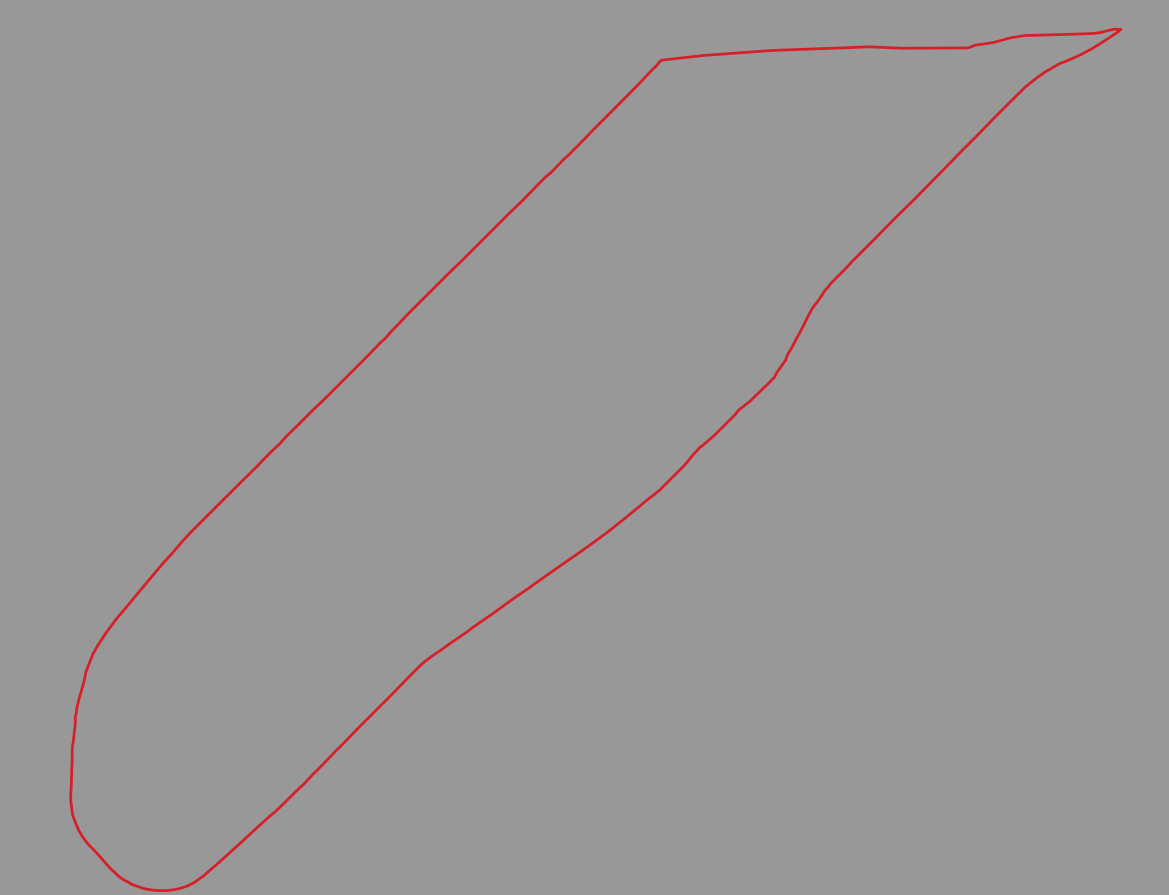
alternative entrepreneurs



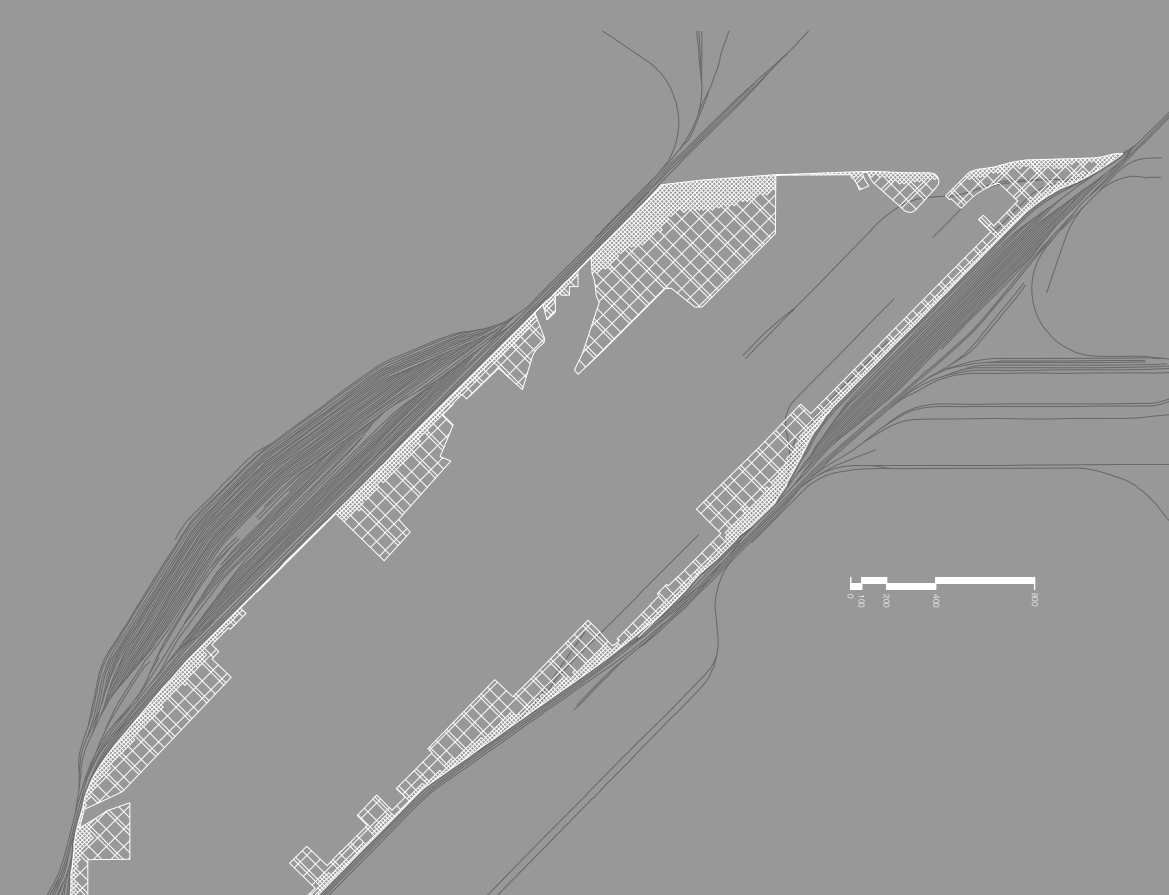
vegetative groundcover



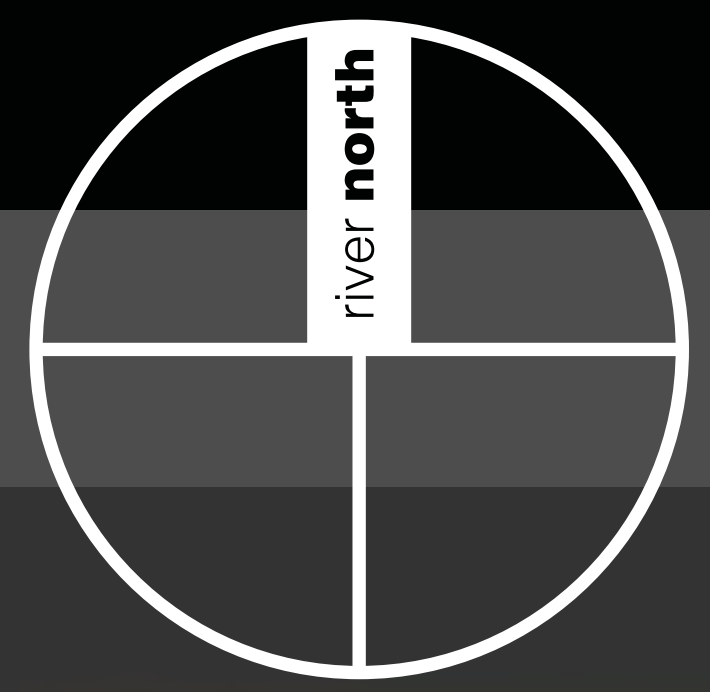
non-vegetative groundcover



utility hedge



rail lines & parcels



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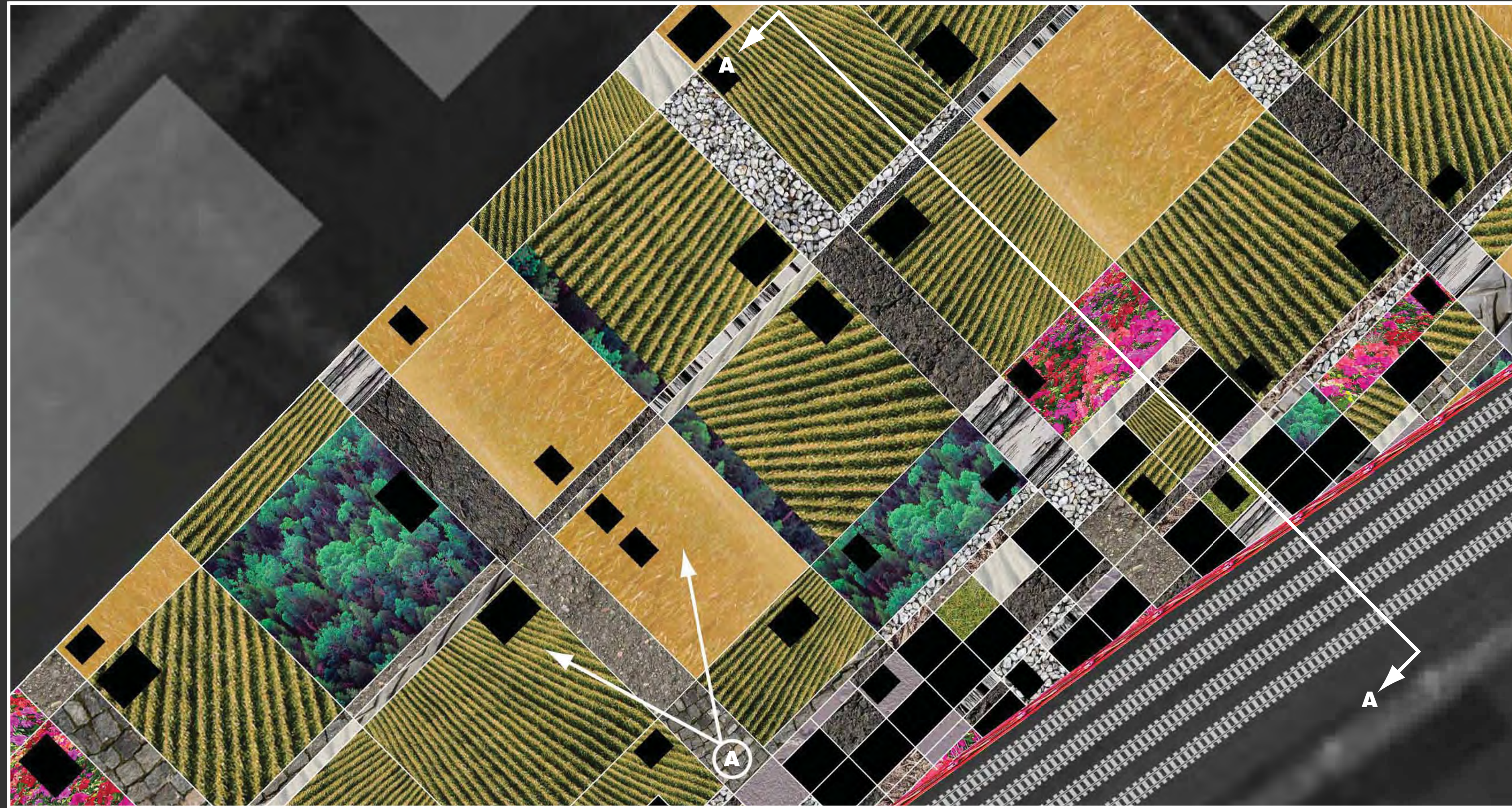
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enlarged site plans & sections

site perspectives



site section → A



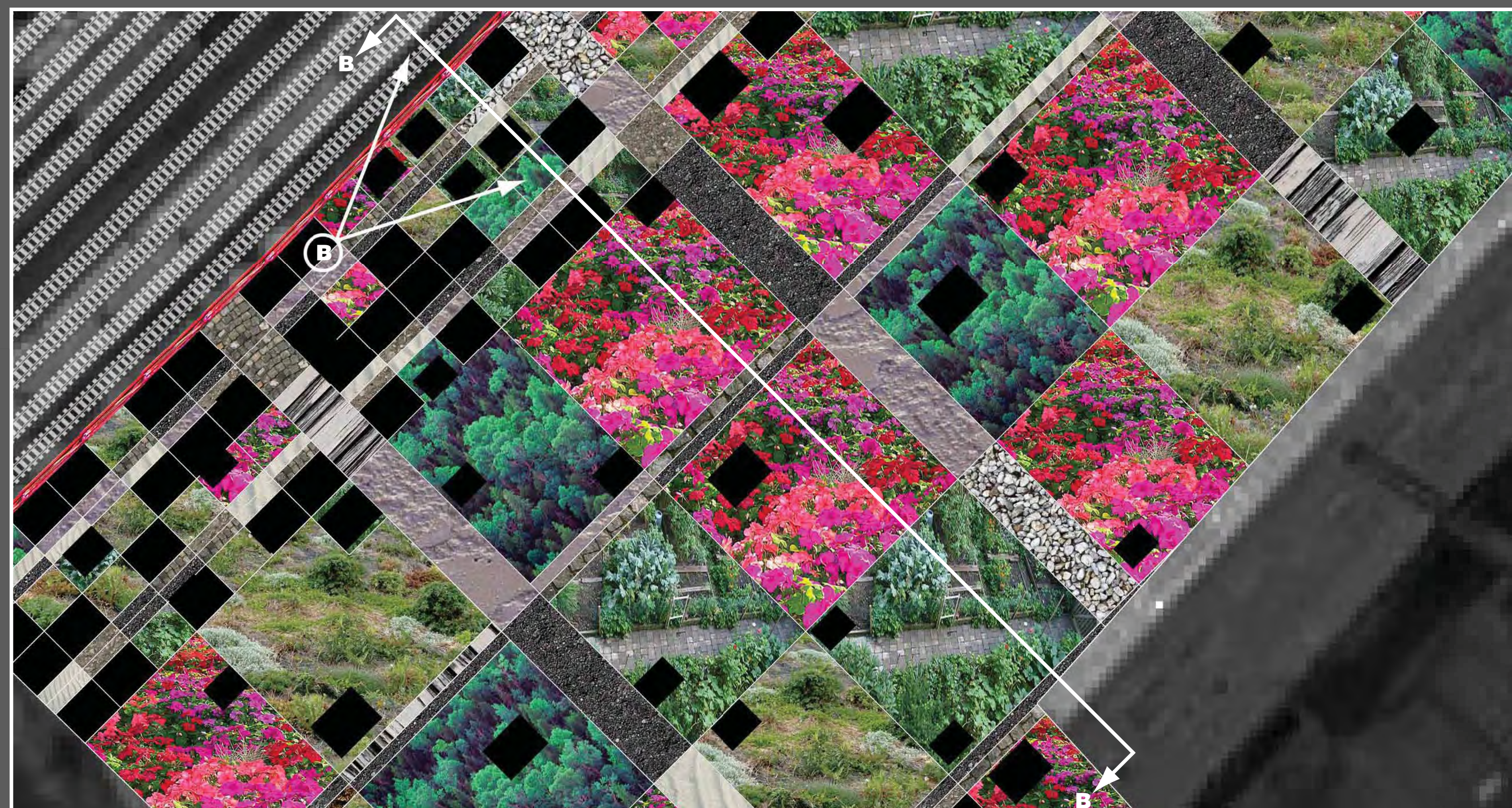
site plan A



perspective A



site section → B



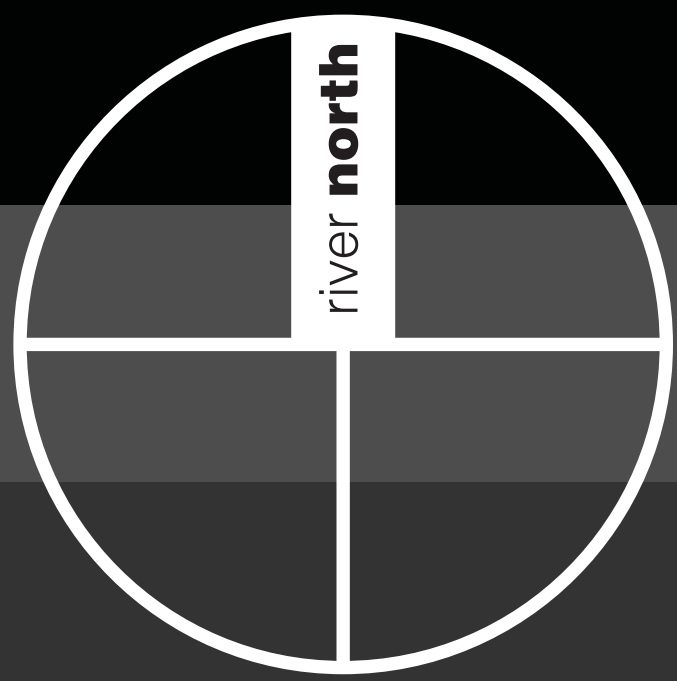
site plan B



perspective B

agricultural area - A

garden area - B



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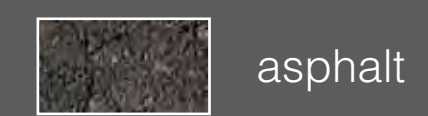
river north rail terrain: promoting the alternative

enlarged site plan & section

site perspective



non-vegetative groundcover



asphalt



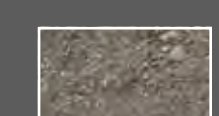
rubber



pavers



mulch



dirt



concrete



gravel



wood



sand

potential program

circulation, sport courts, product assemblage

circulation, sport courts, play-ground

circulation, plaza

circulation, playground, xeriscape

circulation, casual sports, product assemblage, mud pits

circulation, sport courts, product assemblage, bridge

circulation, playground, xeriscape

circulation, pedestrian bridge

circulation, sport courts, play-ground, water feature

vegetative groundcover



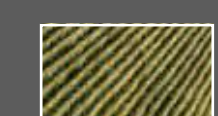
flowers



themed vegetation



herbs



row crops



prairie grass



forest



boulder park



maintained grass

potential program

gardens, nursery harvests, picnics, recreation

educational entertainment, zen gardens, tea gardens

herb gardens, xeriscape

vegetables, fruit, orchards, vine-yards

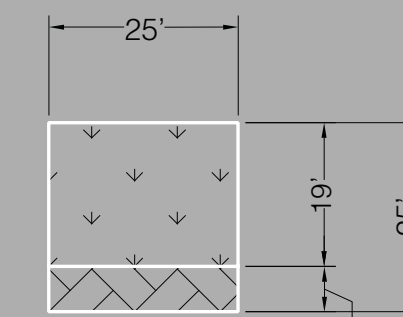
native habitat restoration, grazing pastures

wilderness, large-growth lumber, casual recreation

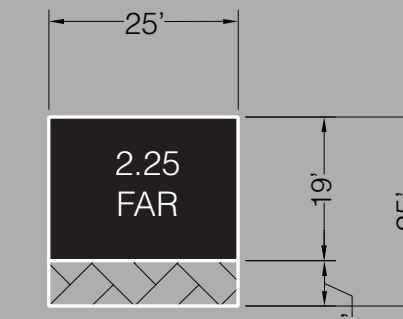
recreation, entertainment

sport fields, amphitheatres, pic-nics, casual recreation

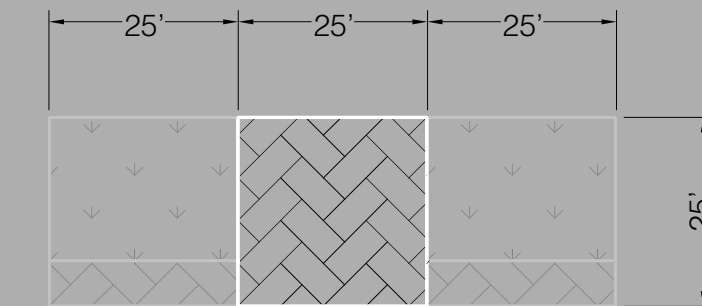
small:



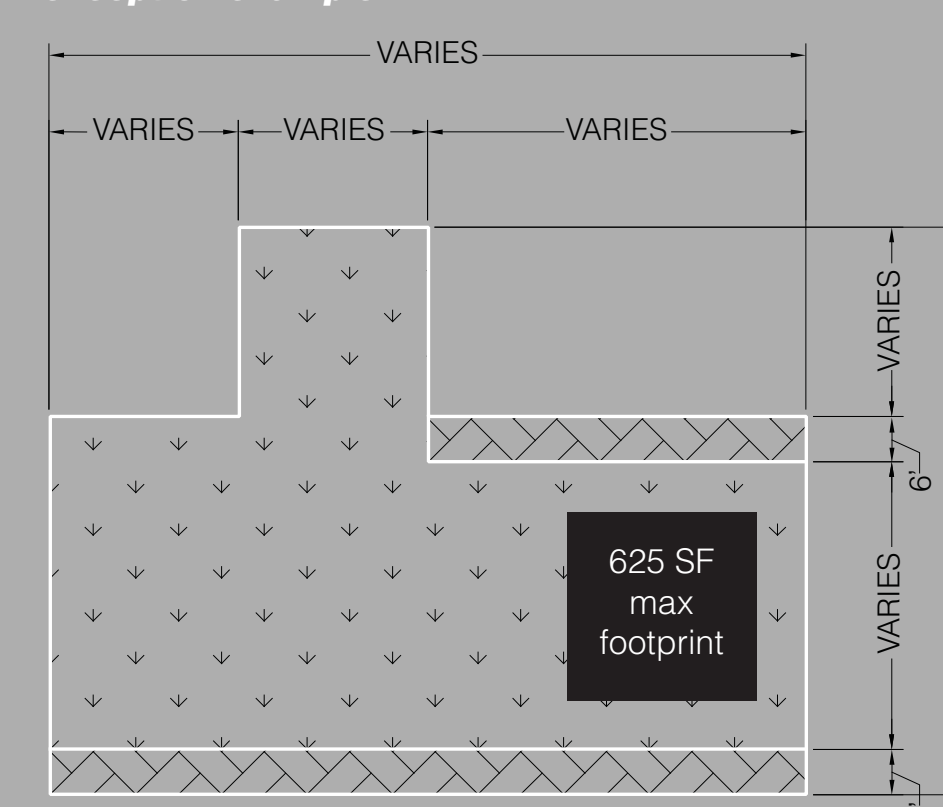
small:



small:



exception example:



small parcels - 25' x 25'

each small, buildable parcel must have a 6' wide strip of non-vegetative groundcover at one end for circulation - this will be maintained by occupant

the remaining portion of the parcel can be either non-vegetative groundcover, vegetative groundcover, built upon (allowable up to the boundaries), or some combination thereof

buildings can cover the buildable portions of up to 2 parcels and can be up to 3 stories tall

the small parcels that align with the 25' circulation strip must be 100% non-vegetative groundcover and will be maintained by occupants of the 3 closest parcels on each side

large parcels - 100' x 100'

the large parcels must have strips of non-vegetative groundcover as indicated on the overall parcel map for circulation - this will be maintained by occupant

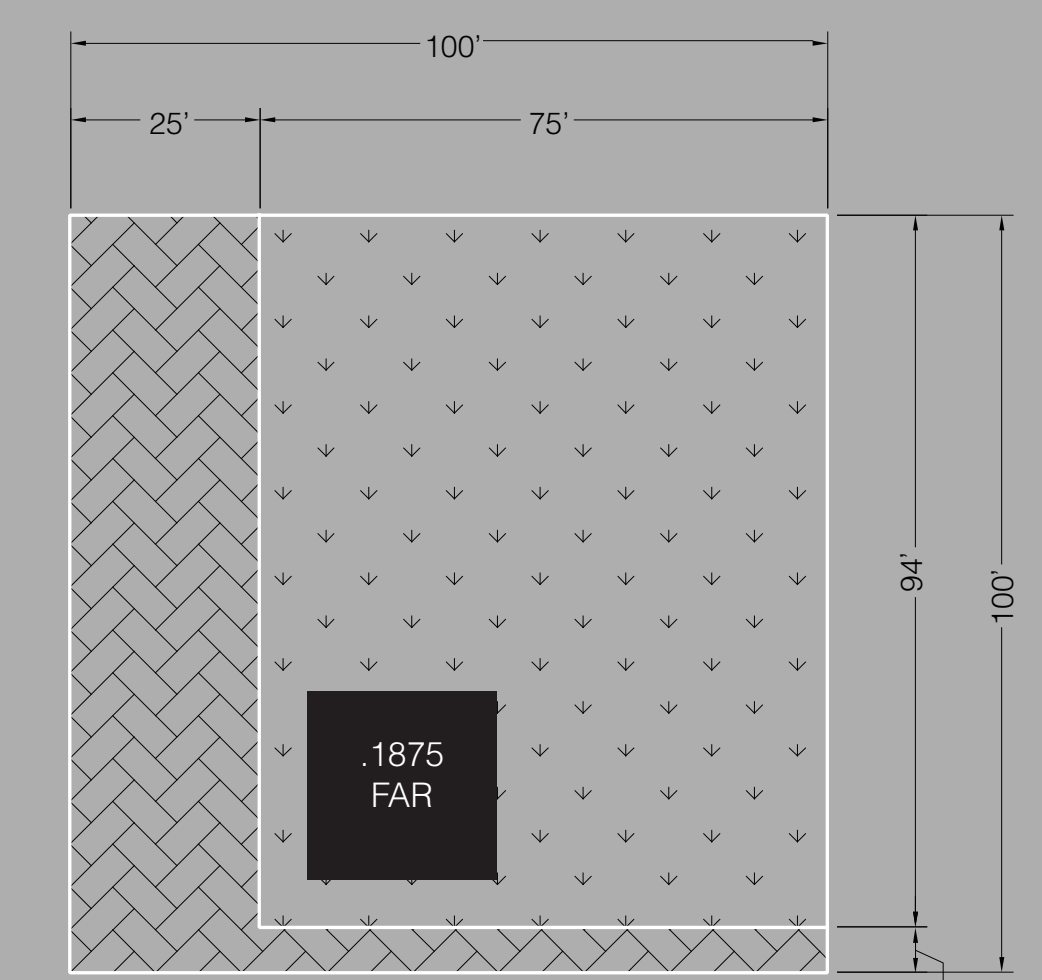
the remaining portion of the parcel can be built upon with a maximum floor area ratio of .1875 (up to 3 stories tall) and the rest must be vegetative groundcover (with a reasonable portion of extra non-vegetative groundcover for operations and circulation)

exceptions - dimensions vary

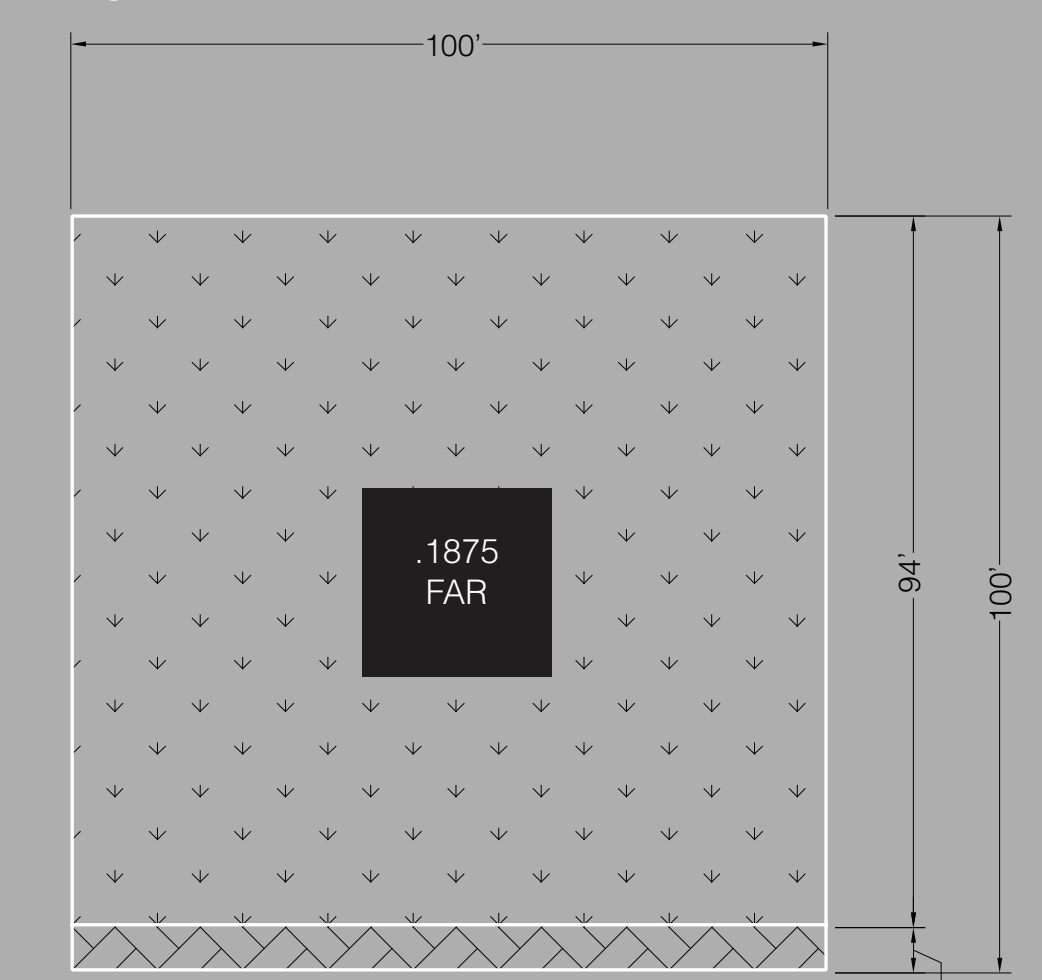
the parcels that are neither the small nor large parcels must have strips of non-vegetative groundcover as indicated on the overall parcel map for circulation - this will be maintained by occupant

the remaining portion of the parcel can be built upon with a maximum footprint of 625 SF (up to 3 stories tall) and the rest must be vegetative groundcover (with a reasonable portion of extra non-vegetative groundcover for operations and circulation)

large:



large:



park area - C

groundcover options & spatial relationships