



Historic Buildings - New Construction  
Rehabilitation - Architecture - Site Design



# CITY OF BLACK HAWK

## COMMERCIAL DESIGN GUIDELINES

**July, 2012**



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# 1 Introduction

These Guidelines provide property owners with background information about the historical development of Black Hawk's commercial and industrial areas, the distinctive physical characteristics of commercial and industrial buildings, and suggest appropriate ways to address design, rehabilitation of historic buildings, alterations and additions to non-historic buildings and new construction that will contribute to the overall character of the community.



Black Hawk is located approximately thirty-five miles west of Denver in Gilpin County, Colorado at the junction of Gregory Gulch and North Clear Creek.

Gregory Gulch is the narrow ravine where prospector John H. Gregory first discovered gold on May 6, 1859 in what was then considered the western part of Kansas territory. Black Hawk is one of the many gold mining boom towns that filled Gilpin County nearly overnight after this discovery. Most of these mining camps were short-lived, but three principal communities not only survived but thrived: Central City, Nevadaville, and Black Hawk. These three communities were designated as a National Historic Landmark district in 1991.

Black Hawk is 1,250 acres in size with approximately seventy acres of developed land. Most of that development is located in the narrow valley at the confluence of Gregory Gulch, Chase Gulch and North Clear Creek Canyon. The balance of the development is located on the steep hillsides and mesas that rise above the valley floor. Elevations in the area range from 8,000 feet above sea level within the City to over 10,000 in the surrounding areas.

## A. Historic Town Development

News of John Gregory's gold discovery traveled quickly, and by the summer of 1859, there were three camps around the Gregory diggings. By June the area was swarming with hopeful prospectors. The earliest prospectors extracted gold through simple placer methods, but once these surface deposits were gone, subterranean mining in hard-rock was necessary. Extraction of the precious mineral from the ore required stamp milling, where heavy iron block stamps pounded the ore into fine sand particles, followed by washing them over copper plates impregnated with mercury, forming a mercury-gold amalgam. This was heated to vaporize the mercury, leaving behind the gold. This process required abundant water, which was typically in short supply around the Mountain City and Central City camps. Thus in the spring of 1860, "Black Hawk Point" sprang up around one of the earliest stamp mills, constructed where water from Gregory's Gulch flowed into the north branch of Clear Creek. Soon Black Hawk, incorporated in 1864, became the milling center for the gold ore mined throughout all of Gilpin County, earning its moniker as the "City of Mills."

The primary roads, and consequently the buildings which lined them, follow a basic "Y" shape up Clear Creek and then into either Gregory or Chase gulch. The commercial and industrial buildings were primarily located along the creek or gulch bottoms, and the residences were located along the hills above. The main commercial area was located west of Clear Creek on Gregory, as well as a short distance south on Main Street. The buildings here were usually substantial brick storefronts, some with stone side walls, and were generally two stories high. The predominant use of masonry in the commercial district helped Black Hawk escape the devastating fires that were typical in mountain mining

communities, such as those that occurred in Central City. Simpler frame commercial (or combination residential/commercial) buildings were located west along Gregory leading up the gulch to Central City.

With the arrival of the Colorado & Southern Railroad in 1872, and later with the construction of the Gilpin Tram, Black Hawk also functioned as the transfer point for people, supplies and ore that moved between mining camps and cities in the entire region. Even when the railroad extended to Central City in 1878, all trains passed through Black Hawk before heading up the switch back and high line into Central City and beyond. Early photographs show a complex system of road grades, trestles and loading areas. Stretching north and south along both Clear Creek and the rail lines were the large, noisy, ore-processing industrial complexes. These generally were comprised of multiple buildings including mills, warehouses, storage bins and rail spur lines. Small frame homes belonging to the workers were built on steep slopes above the commercial and industrial area, and south along Main Street below the Gilpin Hotel.

The heyday of mining was over by the time of the first World War. After 1919, there were virtually no alterations to existing buildings in Black Hawk. New construction, and in many cases, regular maintenance on much of the built environment of Black Hawk came to an abrupt halt for many decades. Demolition began during the Depression of the 1930s, when many houses were sold for taxes or demolished for materials or firewood. Demolition and abandonment continued through the 1960s.

Several new casinos and commercial buildings have been constructed in Black Hawk as a result of the approval of limited-stakes gambling by Colorado voters in 1990. Many of these new buildings have used historical models as guidance for their design. Smaller buildings based on historic commercial buildings have been built near Black Hawk's original commercial core, with larger buildings constructed in the areas that formerly housed the sprawling mill complexes. The following sections provide a summary of Black Hawk's historic commercial and industrial buildings in order to assist future projects which are based on these historic models.

## **B. Historic Commercial Building Design**

The fifteen surviving historic commercial buildings in Black Hawk's historic core represent the town's transition from a simple mining tent camp to a developed city with substantial and permanent construction. Photographs and maps dating from the late 1860s to the turn of the century show a densely built commercial center around the intersection of Gregory, Black Hawk and Main Streets. The flat-roofed buildings in the commercial core were mostly two stories, filling the narrow lots and often sharing masonry walls along party line. Their façades abutted directly onto the public sidewalk or street. Although small, the town center appeared built-up and solid.

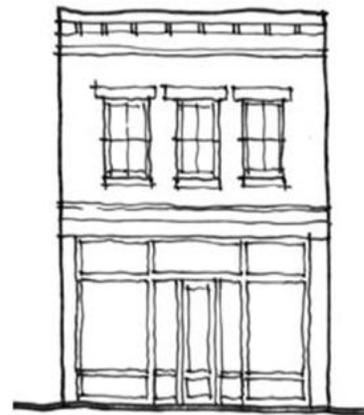
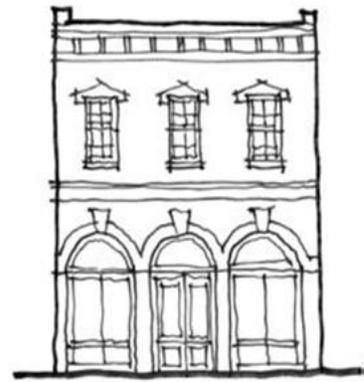


The façades were the most important part of a commercial building. Ground level floors were oriented to pedestrian views, with large display windows flanking recessed entries. A horizontal band separated the ground floor from the upper stories. Upper story windows were tall and narrow, resulting in smaller

openings in a predominantly solid wall and contrasting with the open appearance of the ground floor display windows. A parapet often extended upward from the roof edge, concealing the flat roof and giving the building a more imposing appearance.

Although there are few “high style” historic commercial buildings in Black Hawk, the influence of various architectural periods can be found in numerous stylistic features. Some historic buildings boasted elaborate storefronts with iron columns, bracketed entablatures, and tall, slender arched windows. A few feature arched upper story windows with radiating voussoirs and keystones. Storefront or cornice entablatures on a few buildings were more elaborate, with deep overhangs atop scrolled brackets. These features were sometimes highlighted by painting trim, lintels and brackets. The upper edges of the parapet or cornices were another common area featuring elaboration, such as dentils or brackets.

Gregory Street was the channel for drainage in Gregory Gulch, and periodic flooding deposited enormous amounts of silt and mud onto Black Hawk streets. As a result of this flooding, the road between Black Hawk and Central City was raised approximately two feet. This changed the relationship that many buildings had to the road, causing some floors to be raised, doors to be shortened and entry steps to be removed.

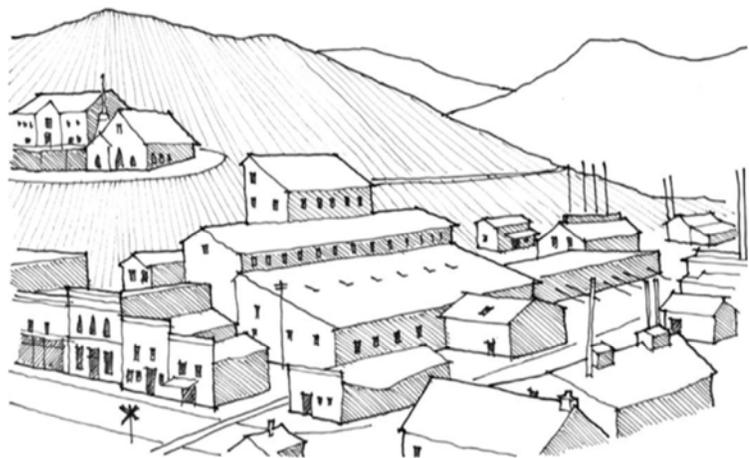


*Typical Historic Commercial Storefronts*

### **C. Historic Industrial/Millsite Building Design**

Black Hawk’s industrial mill district was located along North Clear Creek just beyond Black Hawk’s commercial center. The industrial development first appeared at the mouth of Chase Gulch at the foot of Bates Hill, followed by development below the commercial core. Similar development appeared at the mouth of Fourmile Gulch. Smelters, foundries, and other industrial buildings were located on the most level portions of the valley floor adjacent to the creek. In order to serve these mills, a wooden railroad trestle cut across Gregory Street through the main commercial district of the City, and the area was eventually filled with a tangle of rail lines and spurs.

The historic industrial and mill structures of Black Hawk had more complex footprints and profiles than Black Hawk’s commercial buildings. A mill site was composed of multiple massed structures of varying sizes that related to the sequential gravity-fed processing. Ore was delivered to the tallest structure of the building; a series of sequential parts of the building then stepped down the hillside, sheltered by gabled and/or large shed roofs. Some walls were almost entirely blank, some had a scattering of windows, and others were practically solid glass. At the upper and lower levels, large doors permitted wagons and rail cars to enter while pedestrian doors allowed worker access. Road or rail transportation was also located at the foot of the mill buildings for the delivery of processing supplies, fed by rail lines



threading the canyon floor. Most were free-standing, separated from other buildings by large yards used for storage, waste handling, loading and future expansion. Around the buildings, ramps provided entry to delivery wagons and rail cars. Those that were sited on hillsides had terraces stabilized by retaining walls or cribbing.

Other industrial buildings, such as smelters, were smaller and simpler in form. Often one-story gabled structures, they were sited on the most level portion of the valley floor. Their chimneys rose forty to fifty feet in height. The large unpaved yards surrounding all these buildings often housed multiple secondary buildings for storage or related work tasks.

Over time, most of the mill structures have been demolished. Only three industrial buildings remain - the Polar Star, the Bobtail Mine/Blacksmith Shop and the Golden Gilpin Mill.



***The Bobtail Mine***

## 2 Design Review Process

### The Design Review Process

Every project within the City of Black Hawk must go through a site, architectural and building plan review before applying for any building permits. The Black Hawk office of Community Planning and Development (CP&D) is the agency that works with all property owners or developers (applicants) in the design of new projects. Below are the steps you need to take to get your project approved:

#### A. Staff Level Review

Make an appointment with CP&D Staff to discuss your project. Pick up and complete an application incorporating staff feedback.

#### B. Submit completed application

In addition to meeting these design guidelines, a proposed project shall also meet all of the requirements of the City code. Submit a Project Design, which includes informational documents that generally describe the proposed use, along with a survey of existing conditions. Consider including:

1. A drawing, picture or scale model in sufficient detail to depict the finished appearance of the building, showing the exterior surfaces of the building as proposed to be constructed, repaired, reconstructed or remodeled.
2. A site plan showing the building's relation to and location on its building site.
3. A detailed list of the type of exterior materials and finishes proposed.

#### C. City Council Review and Certificate of Appropriateness

Final project approval must be made by the City Council at a public hearing. City Council meetings are public hearings that are held bi-monthly. City Council's approval and issuance of a Certificate of Appropriateness is required before CP&D can issue a building permit, or a permit for any proposed signs on a property or building. City Council may approve, conditionally approve, or deny an application. The applicant may submit a revised application addressing any concerns of Council.

### 3 New Project Design Process

The first step in the design of any new building project in Black Hawk is the submission of informational documents to Community Planning and Development that define the location and boundaries of the property and provide proof of ownership. A general description of the proposed property changes or development shall also be prepared that meets the goals, objectives, permitted uses and development standards of the Zoning District in which it is located. Finally, a thorough documentation of existing conditions shall also be included as part of the informational documents for the project.

#### A. Zoning Districts

Most properties in Black Hawk are located in one of eight Zoning Districts defined by Section 16 / Zoning of the Black Hawk Municipal Code. The Zoning Districts help guide development in the City. Three of the Districts are residential and five are commercial. The character of each Zoning District varies, often creating distinctly different street scenes.

Each Zoning District is distinguished by a unique combination of:

- location
- purpose and objectives
- permitted uses
- development standards
- permitted historic building type models
- historic features and character
- natural features and character
- access to transportation
- access to utilities and services
- minimum allowable lot size
- allowable front, side and rear setbacks
- maximum allowable building height
- maximum percentage of allowable impervious lot coverage

A given property may also be part of the Historic or Flood Plain Overlay Districts, or a Planned Unit Development (PUD).

#### Minimum Lot Size by District

Commercial/Business Services	20,000 square feet
Core Gaming	2,000 square feet
Millsite Gaming	4,000 square feet
Transitional Gaming	4,000 square feet
Hillside Development-mixed use	20,000 square feet
Low Intensity-mixed use	20,000 square feet
Limited Industrial	4,000 square feet
Environmental Character Preservation	5 acres

#### Minimum Lot Dimensions by District

	<u>Deep</u>	<u>Wide</u>
Commercial/Business Services	150 ft.	150 ft.
Core Gaming	50 ft.	40 ft.
Millsite Gaming	100 ft.	40 ft.
Transitional Gaming	100 ft.	40 ft.
Hillside Development-mixed use	50 ft.	75 ft.
Low Intensity-mixed use	150 ft.	150 ft.
Limited Industrial	100 ft.	40 ft.
Environmental Character Preservation	200 ft.	200 ft.



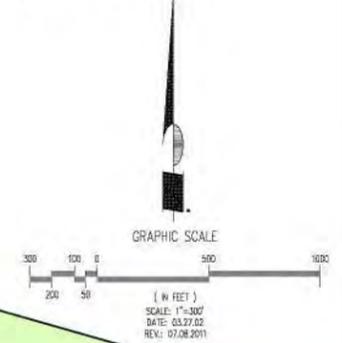
# CITY OF BLACK HAWK ZONING MAP

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK  
ORDINANCE NUMBER \_\_\_\_\_ DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_  
CITY OF BLACK HAWK, COLORADO

BY: \_\_\_\_\_  
DAVID D. SPELLMAN, MAYOR

ATTEST: \_\_\_\_\_  
JEANIE WACHS, CITY CLERK

ORDINANCE #	TITLE
96-04	MILLSITE 27
96-37	ANCHOR GAMING
98-26	WHEELER MILLSITE
00-05	FITZGERALDS, CASINO BLACK HAWK
00-10	JACKPOT SPRINGS
00-26	ISLE OF CAPRI
02-11	ST. MORITZ RESORT AND CASINO
02-12	BLACK HAWK / JACOBS
02-13	KMM PARKING GARAGE
02-14	GOLDEN GATES
02-15	300 MAIN ST.
02-16	RIVIERA HOTEL AND CASINO



- ZONING DISTRICT LEGEND**
- HISTORIC RESIDENTIAL (HR)
  - ENVIRONMENTAL CHARACTER PRESERVATION (ECP)
  - COMMERCIAL/BUSINESS SERVICES (CBS)
  - CORE GAMING (CG)
  - MILLSITE GAMING (MG)
  - TRANSITIONAL GAMING (TG)
  - HILLSIDE DEVELOPMENT - MIXED USE (HD)
  - LOW INTENSITY - MIXED USE (LM)
  - LIMITED INDUSTRIAL (LI)
  - PLANNED UNIT DEVELOPMENT (PUD)
  - GAMING DISTRICT

REVISION	DATE	REMARK
1	07/08/2011	COLOR CHANGE MILLSITE GAMING (MG)

C.C.S. CONSULTANTS, INC.  
4860 Robb Street, Suite 208  
Wheat Ridge, Colorado 80033  
Phone: 303-403-4706, Fax: 303-403-0800

NOTE:  
THIS MAP IS A REPRESENTATION OF THE CITY OF BLACK HAWK ZONING DISTRICTS.  
THIS MAP IS NOT TO BE RELIED UPON FOR SURVEY ENGINEERING ACCURACY.

## **I. Historic and Architectural Review Overlay District**

The Historic and Architectural Review Overlay District exists to enhance and preserve the unique historic and architectural features in the City. The individual historic buildings of Black Hawk are all incorporated into this overlay district. Note that for historic buildings, uses that are closely related to the original use are preferred. Plan for a compatible use that requires minimal alteration to a building and its site while retaining the overall historic character of the streetscape. Utilize a design that respects the historic character-defining features and integrity of the building while accommodating new functions.

When the National Historic Landmark District was established in 1991, historic buildings that “contributed” to the character and significance of the district were identified. The “contributing” historic properties within the Historic and Architectural Review Overlay District shall be preserved. A list of these buildings is found in the *Central City / Black Hawk National Historic Landmark Designation of September 17, 1991*. Copies are available for review at the Black Hawk Community Planning and Development office, or available for purchase from the Colorado Historical Society Office of Archaeology and Historic Preservation in Denver (phone 303.866.3395).

There are several readily available sources that can provide information on the original appearance of Black Hawk’s historic commercial buildings. The Denver Public Library has both historic photographs and Sanborn Fire Insurance Maps online. For historic photographs, visit the Western History and Genealogy Department page, and use the photo search feature. Sanborn Fire Insurance maps are available for four different years (1886, 1890, 1895, and 1900), and show the building’s footprint, height, building materials, and original uses. The historic Sanborn Maps are also available from the library; visit Research Resources, Databases A-Z.

## **II. Flood Plain Overlay District**

The Flood Plain Overlay District exists to protect the general health, safety and welfare of area residents and property owners. Historically, flooding has devastated Black Hawk. Today, the 100-year floodplain still encompasses portions of the City, although Black Hawk has funded many improvements along North Clear Creek to mitigate potential flood damage. The City has also made proactive improvements to the storm water drainage system to reduce the impacts of a 100-year flood along North Clear Creek. A copy of the most current *City of Black Hawk, Colorado, Gilpin County, FIRM (Flood Insurance Rate Map)* is available for review at the CP&D office, or available for purchase through the National Flood Insurance Program at 800.638.6620.

## **III. Planned Unit Development Overlay Zoning District**

The Planned Unit Development (PUD) Overlay District exists to facilitate the achievement of the comprehensive plan when an applicant can demonstrate that flexibility from the provisions of the existing zoning will result in higher quality development and when one or more of the following purposes can be achieved:

- The provision of necessary commercial, recreational and educational facilities conveniently located in relation to housing.
- The provision of well located, clean, safe and pleasant limited industrial sites involving a minimum of strain on transportation facilities.
- The encouragement of innovations in development to accommodate growing demands of the population.
- The encouragement of a more efficient use of land and public services.

- Lessening of the burden of traffic.
- Conservation of the value of the land.
- Preservation of the site's natural characteristics.

As of 2012, the following PUD Overlay Zoning Districts exist:

- 96-04 Millsite 27
- 96-37 Anchor Gaming
- 98-26 Wheeler Millsite
- 06-16 Fitzgeralds Casino, Black Hawk
- 00-10 Jackpot Springs
- 00-26 Isle of Capri
- 02-11 St. Moritz Resort and Casino
- 02-12 Black Hawk / Jacobs
- 02-13 KMM Parking Garage
- 02-14 Golden Gates
- 02-15 300 Main Street
- 02-16 Riviera Hotel and Casino

PUDs must still meet all City goals for historic preservation, new development design, and provide all the tangible and intangible benefits commensurate with the Black Hawk Comprehensive Plan of 2004. The process for developing and seeking approval of a PUD is detailed in the Black Hawk Municipal Code, Zoning Code Article XVII, Section 16-364. Verify the current ordinance and secure any additional document updates from CP&D.

**IV. Historic Residential District**

The Historic Residential District is primarily located in established historic neighborhoods in the valley. Historically, this district consisted of single-family residences and related secondary buildings, and today includes single-family homes, bed and breakfasts, and home-based businesses. Commercial construction of any type is not allowed in this district. There are separate design guidelines for this district available at the Black Hawk Community Planning and Development office.

**V. Environmental Character Preservation District**

The lands of the Environmental Character Preservation District are located on the steep mountainsides and hillsides within the City. Primary uses include low-density single family residential and recreation uses. Historically, most of this district remained undeveloped. Today, the natural mountain setting still remains, with some scattered evidence of historic mining activity. Commercial construction of any type is not allowed in this district.

**VI. Commercial / Business Services District**

The Commercial / Business Services land use category is identified for areas along SH 119 that **are not** within the Gaming / Entertainment Land Use District. Primary uses include convenience shops, banks, grocery stores, and other related commercial uses. Historically, this district was sparsely developed. Scattered industrial structures and associated outbuildings dominated the scene, but residential structures also appeared. Today, a mix of largely non-historic commercial development appears. Refer to Section 1 (C) of this document for appropriate building types/models in this district.

The purpose of this district is to encourage a broad range of commercial services for visitors and residents conveniently accessed by automobile, and that are designed to complement each other in character, scale and proximity. These commercial services include retail sales, services and entertainment facilities oriented to serving a majority of the needs of residents and visitors

and that generate substantial volumes of traffic. This district will encourage well planned, attractive clusters or groupings of development that complement existing historic features, as well as a mix of contemporary commercial uses that share ingress and egress and clustered on-site parking, linked through the use of attractive pedestrian corridors and plazas.

***Permitted Principal Uses***

Any of the following uses, provided that the gross floor area of a single building or structure containing the use does not exceed 15,000 square feet:

- Retail and Services
- Lodging Accommodations
- Parking
- Offices
- Public Facilities
- Indoor Recreation and Amusement
- Automobile Service Stations
- Restaurants
- Bars and Lounges
- Parks and Common Areas
- Area-wide Transportation Facilities

***Development Standards***

All development shall be designed so that egress points, grading and other elements of the development satisfy the requirements below to the greatest extent practical:

- Reduce the number of access points onto an arterial or collector street.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian and/or vehicle safety within the site and egressing from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.
- All development including buildings, walls and fences shall be so sited to:
  - Complement existing development in scale and location;
  - Provide an adequate system of sidewalks or an off-road system of pedestrian trails of greater than four (4) feet in width; and
  - Create pocket parks or green spaces that are accessible to the public and at a minimum provide seating and landscaping.

**VII. Gaming and Entertainment Districts**

The Gaming and Entertainment area, located in the downtown core, is sub-divided into three categories: Core Gaming, Millsite Gaming and Transitional Gaming. Gaming is only allowed in areas defined by Amendment 4 to the Colorado Constitution, which was adopted in November of 1990. Planned Unit Developments (PUDs) may also include gaming and entertainment.

The objectives of the three gaming and entertainment zoning districts is to encourage the sustained economic viability of the community by allowing gaming and entertainment and encouraging a complimentary mix of retail, services, restaurants and lodging accommodations in a manner which preserves and enhances the historical buildings, structures and features of these areas and the prominence of mining in the City’s early history. This is accomplished by encouraging restoration and preservation of the existing historic commercial, mill and residential style buildings and structures, while allowing for the development of complementary new buildings and structures of consistent architecture and character. A safe, pedestrian-oriented environment with transportation features that minimize vehicular traffic and visual

impact on the historical character of the area is encouraged, as is minimization of noise and traffic impacts of gaming and related activities on nearby residential neighborhoods.

The **Core Gaming District** is established in the historic commercial core of the City along Gregory Street and a small portion of Main Street, extending southwest from the intersection of Gregory and Main Streets. Today, this area contains all of the extant historic commercial buildings in Black Hawk, along with newer infill construction. The area remains the commercial core of Black Hawk and it is critical that all new construction in this area be compatible with the historic character of the district. This district is currently being reviewed for redevelopment.

The **Millsite Gaming District** is established along SH 119 and adjacent to North Clear Creek. This area historically was composed of large mill buildings set back from the road. The buildings were oriented towards North Clear Creek or the public roads, and there was often more open space between each mill site than in other areas of Black Hawk. Today, the Millsite Gaming District allows relatively high density uses. Development within this district is intended to reflect the character of the mill sites and mill buildings that historically existed in this area. The buildings in this zoning district are oriented towards SH 119, have greater setbacks from the public rights-of-way, and a greater separation between buildings.

The **Transitional Gaming District** is established in the remaining area where gaming is allowed by constitutional amendment. Historically, this district was composed of residential structures, located along Main Street south of the commercial Core Gaming District. Today, the overall scale and character of buildings differs from the original historic development patterns and buildings. The perceived mass and scale of future development shall reflect that of the original residential structures seen in the area.

#### ***Permitted Principal Uses***

Gaming and entertainment, including casinos established pursuant to the state statute are allowed, provided that casino activities may not represent more than 35% of the gross floor area of the building or structure in which they are contained. Additional permitted uses include:

- Retail and Services
- Lodging Accommodations
- Parking
- Restaurants
- Bars and Lounges
- Offices
- Indoor Recreation and Amusement

#### ***Development Standards***

- Reduce the disruption to the existing terrain, vegetation or other natural site features.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian and vehicle safety within the site and egressing from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.
- Provide an adequate system of sidewalk or an off-road system of pedestrian trails of greater than four feet in width.
- Create pocket parks or green spaces that are accessible to the public and at a minimum provide seating and landscaping.

- Follow the existing terrain and avoid trees, rock outcroppings and natural drainage patterns.
- All development including buildings, walls, signs and fences shall be so sited as to complement existing development in scale and location.

#### **VIII. Hillside Development Mixed Use District**

The Hillside Development Mixed Use District encompasses those moderately to steeply sloped hillside areas that are contiguous to an existing gaming and entertainment zoning district. Primary uses are very broadly defined. Historically this district has been mostly undeveloped, with the exception of mining structures; it remains that way today, with some historic mine shacks and head frames scattered throughout.

The purpose of this district is to allow and encourage uses that support and relate to the gaming and entertainment zoning districts, while providing a transition to less intensely developed districts. It also accommodates uses that rely on roads and facilities which primarily provide access to the gaming and entertainment districts. Objectives include providing appropriate locations for moderate density residential uses, as well as accommodations and related services oriented to serving the tourist and short term visitor, such as inns, hotels, lodges, tourist homes and bed and breakfast establishments. Restaurants and services to support these guests, residents and employees are encouraged, as is a mixture of complementary compatible uses located on the same property. Finally, a mix of developed uses that encourages pedestrian movement between a variety of places and the gaming and entertainment districts is desired, particularly as automobile circulation requirements in these areas may be difficult to achieve.

##### ***Permitted Principal Uses***

The following principal uses are permitted by right. However, a special review is required if the floor area associated with any one principal permitted use will be greater than 65% of the gross floor area on the lot:

- Retail and Services
- Lodging Accommodations
- Offices
- Neighborhood Parks and Common Areas
- Recreation and Amusement
- Public Facilities
- Restaurants
- Bars and Lounges
- Meeting Halls

##### ***Development Standards***

All development shall be designed so egress points, grading and other elements of the development satisfy the following requirements to the greatest extent possible:

- Reduce disruption to the existing terrain, vegetation or other natural site features.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian or vehicle safety within the site and egressing from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.
- All development including buildings, walls and fences shall be so sited to:
  - Complement existing development in scale and location;
  - Provide an adequate system of sidewalks or an off-road system of pedestrian trails of greater than four feet in width;

- Create pocket parks or green spaces that are accessible to the public and at a minimum provide seating and landscaping; and
- Follow the existing terrain and avoid trees, rock outcroppings and natural drainage patterns.

**IX. Low-Intensity Mixed Use District**

The lands of the Low Intensity Mixed Use District are primarily in the Miner’s Mesa area. Historically, this district was sparsely developed with the exception of mining related structures; it remains largely undeveloped today with some historic extant mine shacks and head frames scattered throughout.

The purpose of this district is to allow for various scales of development in areas where a mix of residential, commercial and/or institutional uses may be appropriate. These uses would provide needed services and amenities for both residents and visitors. The development of uses requiring large tracts of relatively flat land and adequate transportation access to this area is encouraged.

Objectives for this district include the encouragement of clustered housing with a variety of housing types; the accommodation and promotion of uses that will both serve Gilpin County residents and help diversify the area’s economic base and expand employment opportunities; large scale developments such as a school, hospital, or convention center that need to locate in areas with suitable topography. The architectural and building styles, while they should be sensitive to the naturally scenic, mountain environment in which they are built, need not reflect the historic character of development called for in zoning districts which are in visual proximity of the historic core areas.

***Permitted Principal Uses***

Any of the following uses are allowed, provided that the gross floor area of a single building or structure containing the use does not exceed 30,000 square feet:

- Retail and Services
- Lodging Accommodations
- Restaurants
- Offices
- Neighborhood Community Parks
- Indoor Recreation and Amusement
- Outdoor Recreational Facilities
- Single and multi-family dwelling units with a maximum density of 20 units per acre
- Large scale, area-wide uses such as a school, church, hospital, or convention center
- Automobile Service Stations and Dealerships
- Trade Services
- Repair and Equipment Shops
- Utility Infrastructure
- Area-wide Transportation Facilities

***Development Standards***

- Reduce disruption to the existing terrain, vegetation or other natural site features.
- Avoid development on slopes of greater than 8%.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian or vehicle safety within the site and egressing from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory structures and areas.

- Reduce the volume of cut and fill – grades created by new cuts or fills shall not exceed 3.5:1.
- Reduce the number of removed trees measuring four inches in diameter and taller than five feet above ground level.
- All development including buildings, walls and fences shall be so sited to:
  - Complement existing development in scale and location; and
  - Follow the existing terrain and avoid trees, rock outcroppings and natural drainage patterns.

**X. Limited Industrial District**

Boundaries defining the Limited Industrial Districts may be established in those areas that are appropriate for industrial locations, have access to major streets and a low likelihood of conflict with other uses, as well as a low potential for adverse impacts on the overall visual image of key areas, including entry ways into the community. Historically, this district was sparsely developed, primarily with mining structures and a few scattered houses. Today, only some mine shacks and head frames remain. The area remains largely undeveloped.

The purpose of this district is to accommodate a wide range of light industrial activities that are of limited intensity that may serve and provide jobs for the City in a manner which minimizes adverse impacts on adjacent uses and the community. These may include research and development institutions, warehousing, wholesaling, small-scale production, fabrication, assembly or processing activities to help provide a diversified employment base.

***Permitted Principal Uses***

Any of the following uses are allowed, provided that outside storage and activity areas, other than employee and visitor parking or loading areas, do not exceed 15% of the lot area:

- Repair and Trade Services
- Printing and Publishing
- Vocational Training Center
- Commercial Dry Cleaning and Laundries
- Retail Sales of products produced by the primary light industrial use
- Sexually-oriented business, subject to Section 16-118 / Subsection (e)
- Production, Fabrication or Assembly Activities
- Utility Infrastructure and Offices
- Research and Development
- Offices
- Warehouse and Wholesale Activities, excluding explosives or any materials that are classified as toxic or hazardous under state and federal law
- Pawn Shop, if it is not established, operated or maintained with 1,000 feet of any gaming and entertainment zoning district

***Development Standards***

All development shall be designed so that egress points, grading and other elements of the development satisfy the requirements set forth below to the greatest extent possible:

- Reduce disruption to the existing terrain, vegetation or other natural site features;
- Minimize adverse impacts on residential uses in the area;
- Improve vehicle safety within the site and egressing from it;
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures; and
- Reduce the number of removed trees measuring four inches in diameter and taller than five feet above ground level.

## B. Existing Conditions

A key element of planning for any new building project in Black Hawk is the thorough documentation of existing conditions. Documents that record these conditions are required as part of the submission of informational documents to Community Planning and Development at the project's onset. The documentation requirements, as well as important considerations for each condition, are listed below.

### I. Historic Resources

To ensure that the historic character of Black Hawk is retained and enhanced, property owners must identify all existing historic resources when considering a new project on the site. First, locate all the **primary and secondary buildings, structures and landscape features** on a site map. Photographs shall be taken, labeled and coded on the map with directional arrows to show the position from which each photograph was taken. Secondary historic buildings might include stables, garages, outhouses or sheds that were often located in association with primary buildings, especially in residential and industrial settings. Mining and milling structures, equipment, and machinery shall also be included, along with landscape features such as signage, fences, walls, retaining walls, or wells.

In addition to being the "City of Mills," Black Hawk also served historically as the transportation hub for the area. Although only a trace of the historic railroad and tram system remains, all historic **transportation structures and features** including bridges, railroad rights-of-way, roadways or footpaths shall be identified and located on a site map. Photographs shall be taken, labeled and annotated on the map with directional arrows to show the position from which each photograph was taken. All traces, no matter how vague or incomplete, shall be documented.

One of the abandoned rail lines of the Colorado and Southern (C & S) Railroad lies just southwest of Main Street and spurs west through Central City. The 24 inch bed of the Gilpin County Tramway, active 1887-1917, runs along the north side of Quartz Hill and traverses through the County. The Black Hawk Open Space Plan recommends the C & S rail bed as a possible route for a tourist excursion train between Black Hawk and Central City or alternately, a contributing segment to the trail system. The Gilpin County Tramway beds were studied in the Open Space and Heritage Plan and determined to be an integral component of the regional open space trail system.

Even historic foundations, refuse dumps, mine shafts and tailings may prove significant and worthy of documentation and preservation. **Other remains of human activity** shall be located on a site map. Photographs shall be taken, labeled and annotated on the map with directional arrows to show the position from which each photograph was taken. All traces, no matter how vague or incomplete, shall be documented.

Extreme care shall be taken during this documentation process. Throughout Black Hawk and its growth area, there is a high risk of catastrophic collapse of abandoned mine tunnels and randomly located, poorly covered mine shafts. Use of these areas must be confined to well-defined trails or boardwalks located, constructed and designed in consultation with the Colorado Division of Minerals and Geology and experienced local miners. Signs and literature shall interpret the mining history of the area while warning of the risk of venturing off developed routes.

## II. Natural Resources

### a) Vegetation

The established vegetation of Black Hawk contributes to the visual quality of the City's setting. The most prevalent vegetation is foothills/mountain grassland and lodgepole pine. The north facing slopes hold snow longer, creating prime, moist conditions for the dense forests of lodgepole pine, spruce, and Douglas fir. Gilpin County's vegetation also includes ponderosa pine and small areas of aspen. Most of the land south and west of SH 119 was heavily logged as a result of the mining activity in the area, as opposed to the areas north and east of the highway, where more of the original aspen concentrations still remain.

All aspen / shrub groupings and individual trees greater than three-inch caliper shall be documented on a site map. Take and label photographs, annotating the map with directional arrows to show the position from which each photograph was taken. Identify existing vegetation and established native plantings on the proposed landscape plan.

Design considerations:

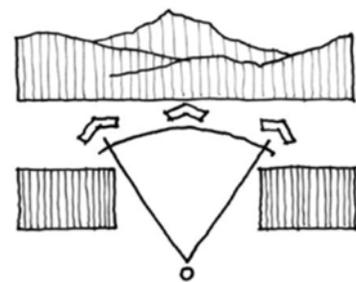
- Protect established vegetation during construction to avoid damage.
- Established trees measuring four inches in diameter and larger than five feet in height above ground level shall be retained in their original location.
- Damaged or diseased trees must be replaced.
- Provide positive open space in all projects where portions of the site are not developed.

### b) Wildlife

Black Hawk is rich in wildlife, and any animal habitat and migration paths that appear on the property shall be researched and mapped. Mule deer, mountain lion, black bear, and elk habitats span Gilpin County including the City of Black Hawk. The elk migration pattern closely follows the SH 119 alignment, traveling from the east to the northwest towards Apex and American City. The potential Lynx zone expands across the eastern half of the growth area as well as framing the western and southern edges of the City limits. The turkey environment runs along the eastern edge of the growth area, overlapping the lynx and other wildlife surroundings.

### c) Scenic Natural Views

The preservation of scenic views of existing natural and historic resources and features is also an important City priority. Panoramic views can be seen from many points within Black Hawk and Gilpin County. Particularly notable vista points are at the ridge tops including Maryland Mountain at 9,203 feet and Signal Hill at 8,800 feet (from which the Continental Divide to the west and Mount Evans to the south can be seen). Using photographs, document the views from the property in all directions from a point/series of points plotted on the site map. Assemble the photographs to provide a complete panorama of the surrounding views.



Preserve views of scenic, historic and natural features.

Design considerations:

- Develop scenic overlooks accessible from the public way.
- Preserve views of scenic, historic and natural features.

- Position buildings on the site to maintain significant view corridors.
- Screen construction sites that will negatively impact scenic views for more than one building season.

**d) Topography and Grade**

The natural topography of the mountainsides provides a backdrop for the historic development of Black Hawk. The Black Hawk area is rich with gulches, separated by ridge lines that define the area’s landscape. The gulches in the area historically helped define road alignments, settlement locations, property boundaries and reservoir locations. The town was shaped around the convergence of the Gregory and Chase Gulches with North Clear Creek. Its preservation is a critical City priority for aesthetic and safety reasons. Other prevalent gulches that help define the area include Silver Gulch (connects to Clear Creek just northwest of the Black Hawk City limits), Fourmile Gulch (runs parallel to Dory Hill Road), Lake Gulch (forms the southwestern boundary of the growth area), Eureka Gulch (connects to the Dorothy Lee Reservoir), and Chase Gulch which connects at its northwest point with Chase Gulch Reservoir. The definition of these slopes provides the framework for which the land use boundaries are defined.

Generally, 90-95% of the land in the City and the Black Hawk Growth Area slopes greater than 15%. Most of the land with slopes less than 15% is along the SH 119 right-of-way. The City of Black Hawk’s Master Plan assumes the mountainous lands with 15% or less grade are the most viable, developable lands. Using survey maps, analysis reports and photographs, the applicant shall document the topography and grade of the property. Prominent geological features shall be photographed and plotted on a site map.

**e) Geology and Soil**

Maintaining safe and stable geological and soil conditions is integral to property development in Black Hawk. As defined by the Storm Water Master Plan, the majority of the soils in the City and in the growth area are classified as Hydrologic Soil Group D – very gravelly, rocky loams with slopes ranging between 5% and 80%. There are also small amounts of Hydrologic Soil Groups A, B, and C that also consist of gravelly grounds with slopes ranging between 5% and 80%.

Using survey maps, analysis reports and photographs, the applicant shall document the geological and soil conditions of the property. Perform detailed environmental and engineering studies to identify potential geologic problems such as rock fall, soil erosion, mine tailings and mine shafts that might affect the development of the site or impact adjacent properties.

**f) Water Patterns and Flood Exposure**

Historically, flooding has devastated Black Hawk. Today, the 100-year floodplain still encompasses portions of the City, even though Black Hawk has funded many improvements along North Clear Creek to mitigate flood damage. Detailed environmental and engineering studies of the property are also required to identify all natural and man-made waterways or drainage channels that might affect the development of the site or impact adjacent properties.

**g) Wind Exposure**

Prevailing winds are primarily from the west, resulting in sometimes howling conditions on exposed ridge tops. Gilpin County experiences an average wind speed of 10.6 mph annually, with the windiest time between February and April. Miner’s Mesa, a high elevation and low

vegetation area, is known for its extremely gusty winds. An understanding of wind exposure is critical to the appropriate structural design of projects in Black Hawk. Using survey maps and analysis reports, document the wind exposure of the property. Refer to Chapter 18 of the Black Hawk Municipal Code for additional structural requirements for buildings.

**h) Daily and Seasonal Access to Sun**

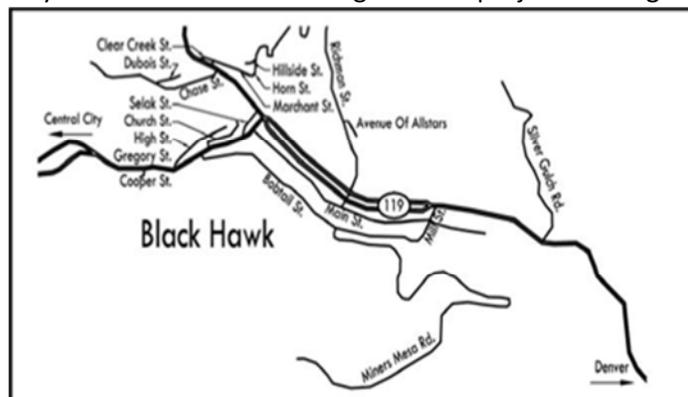
The extreme topography of Black Hawk allows only 35% of the City to receive south, southwest or southeast exposure. In the growth area, approximately 30% of the land gets the longest sun exposure in a day. This limited access to sunlight affects a number of project development and building design issues. Applicant shall document the daily and seasonal access of the property to sunlight using survey maps and analysis reports.

**i) Temperature and Precipitation**

Extreme temperatures and seasonal precipitation characterize Black Hawk. This will influence a number of property development issues. Applicant shall provide analysis reports that document the temperatures and precipitation amounts in the area of the property.

### III. Transportation Infrastructure

The relationship between new development and construction and the existing transportation infrastructure of Black Hawk shall be a primary consideration in the design of new projects. Using survey maps, analysis reports and photographs, document all transportation infrastructure related to the property.



**a) Highways and Roadways**

Black Hawk's mountainous terrain and historic development patterns have shaped the few core roadways that make up the existing transportation

network. SH 119 bisects the City, and connects Golden to Nederland and Boulder. The *Black Hawk Transportation Plan* suggests that the added parking supply since gaming inception has reduced traffic volumes and intersection congestion. Improvements have been made by the Colorado Department of Transportation (CDOT) along SH 119, and additional improvements are expected to be completed by the end of 2012. Additional information about the core roadways is below.

- Based on the *Black Hawk Transportation Plan*, in 2000 the daily peak traffic hours were recorded between 2:00 and 7:00 p.m. when patrons arrive, and 1:00 and 2:30 a.m. when patrons are leaving the casinos. According to the Colorado Department of Transportation (CDOT), the average daily traffic at the intersection of SH 119 and US 6 ranges from 14,000 to 15,000. Volumes along SH 119 were 22,000 vehicles per day, with an increase of 2,000 to 6,000 additional vehicles on the weekends. Daily traffic patterns traveling from the south on SH 119 was 82% and from the north 18%. Passenger cars along SH 119 make up 97.5% of traffic, while buses constitute 2%.
- Gregory Street is the historic roadway that parallels Gregory Gulch. The street is lined with commercial and mixed use buildings. The historic roadway is a narrow, two-lane street from SH 119 to Black Hawk's western border. Between Main Street and the City's

edge, portions of Gregory Street lack sidewalks, railings and street lighting. An amendment to the Master Plan is being reviewed for this area.

- Chase Street historically was a residential haven and is one of a handful of existing streets where residential development is concentrated in Black Hawk. The narrow street follows Chase Gulch with very narrow-depth lots on either side of the street that contain historic homes. Similar residential streets in the City include High Street, which is accessed from Gregory Street; Dubois Street, which is accessed from Chase Street; and Horn, Hillside and Clear Creek Streets which intersect with Marchant Street on the north side of SH 119. Church Street is a single loaded street (due to grade changes) that provides access to the historic Black Hawk School and Presbyterian Church. The Police Department is housed in the school, and when restoration of the church is completed it will house the Planning and Finance Departments, as well as City Council chambers. The approximately 24 foot right-of-way does not have sidewalks or curbs. Along the eastern edge is a retaining wall and rail to safeguard the lower elevation. Church Street has no outlet on the eastern end, requiring traffic to turn around in the existing parking lot to egress from the street.
- Bobtail Street connects Gregory Street with Miner’s Mesa Road. Bobtail Street runs parallel to Main Street and is at a higher elevation behind, or to the south, of the Core Gaming District boundary. The street provides an alternate route between Gregory Street and SH 119. At the intersection with Main Street, Miner’s Mesa Road becomes Mill Street.
- Main Street is located at the heart of the gaming and entertainment districts. Main Street extends from Gregory Street to SH 119 and compliments the street with active ground floor uses and a consistent street wall. There is no on-street parking, however there are streetscape improvements that accommodate pedestrian activity including sidewalks and curb ramps.
- Richman Street extends off of SH 119 to the north and is paved for 1,000 feet, at which point it becomes Dory Hill Road. Dory Hill Road, built in 1859, parallels Fourmile Gulch and was the primary access road into Black Hawk from Golden and Denver in the early days of the gold rush. Today this road leads into Gilpin County, provides access to the Silver Gulch area, and connects to SH 46 to the north.

**b) Hike and Bike Trails**

A number of informal, interpretive mountain bike trails exist throughout the growth area outside of the City’s core, as well as in the County. This natural trail system is in relatively good shape, and traverses public lands. Some of the existing natural trails in the area run adjacent to Fourmile Gulch northwards, along sections of the C&S rail bed and Gilpin Tramway bed, along Gregory Gulch to the north, and around Maryland Mountain and Castle Rock. The Creekscape Trail was constructed adjacent to North Clear Creek from Chase Street to Mill Street. This trail runs for approximately three-quarters of a mile along the entire length of the gaming district, and includes at-grade crossings.

The *Open Space and Heritage Plan* explores opportunities to create more defined paths on old mining trails and rail beds, as well as defining routes for new trails to be created, including a complex of trails along the bed of the historic Colorado and Southern Railroad.

**c) Public Transportation**

A variety of commuter and charter bus companies bring visitors to Black Hawk from the Denver metro area on a daily basis. Several of the casinos provide bus service as well. There are currently eight bus stops along Main Street.

Black Hawk also operates a free tramway bus, The Black Hawk Tramway. The service consists of five buses, and the route includes thirteen stops within the City limits. Many of the stops include informative history panels. These buses are designed to have historic character, attract riders, and offer a unique amenity to Black Hawk visitors.

d) **Pedestrian Ways**

Encouraging development of pedestrian ways is a top priority for Black Hawk. Identify any existing pedestrian ways that connect to adjacent properties and public rights-of-way on a site map.

e) **Parking**

To minimize the impact of vehicular traffic and parking, Black Hawk encourages any opportunities for sharing surface parking lots or parking garages with neighboring properties. Any such opportunities shall be identified on a site map.

**IV. Utility Infrastructure**

The relationship between new development and construction and the existing utility infrastructure of Black Hawk shall be a primary consideration in the design of new projects. Using survey maps, analysis reports and photographs, document all utility infrastructure related to the property.

a) **Water System**

Black Hawk has two water plants. One is located at Hidden Valley and draws water from Clear Creek; a second plant is located at Dory Hill and uses North Clear Creek water. Each plant produces up to one-half million gallons of water per day. There are three water tank locations in the City. The tank at Miner's Mesa holds one million gallons of water and the utilities plant facility (east of Dory Hill Rd.) accommodates 350,000 gallons of finished water storage. The Silver Gulch tank holds one million gallons of water.

b) **Sanitary Sewer System**

The Black Hawk and Central City Sanitation District operates the sanitary sewer treatment facility located five miles south of Black Hawk and Central City, along SH 119. The plant contains 60,145 square feet of building space and is a two million gallon per day facility. This facility services Central City and Black Hawk in addition to the Gilpin County Justice and Community Center. The population the system currently supports utilizes 400,000 gallons per day; however, the forty acre site provides the opportunity to add additional treatment processes as well as to double the size of the constructed facility as needed.

All new developments are responsible for adequate infrastructure to support the planned uses and densities. For example, new development on the mesas/high points in Black Hawk must construct the appropriate sewer line to meet up with the main line network in the City.

c) **Storm Sewer System**

The *Storm Water Master Plan* completed in 2001 describes stormwater management improvements. The North Clear Creek channel currently can only withstand the ten-year event without overflowing north of Black Hawk Street and SH 119. Similarly, Gregory Gulch is not suited to withstand the ten-year flood, as 70% of the ten-year storm runoff will be discharged onto Main Street. The primary concern for Chase Gulch is associated with debris transport and erosion, although flooding is still an issue as the gulch is ill-suited to handle floodwaters.

d) **Telephone System**

Century Link (formerly Qwest) currently provides basic telephone service to Black Hawk. Several cellular companies provide cellular services. Century Link also provides T-1 cable connections within the City. These services are subject to constant change and applications shall be sure to confirm all current conditions and suppliers.

e) **Electrical Power and Natural Gas**

Currently, there is Xcel electrical and gas line infrastructure within the Main Street right-of-way and overhead along Gregory Street. New electrical infrastructure is constructed on a by-need by-use basis for areas outside the developed downtown area. New development is expected to provide the necessary electrical infrastructure to meet the needs of the planned development. The developer pays the infrastructure costs while Xcel Energy constructs the required lines; however, the developer receives a construction allowance/refund depending on the land use and energy consumption over time.

f) **Cable and Wireless Services**

Currently, cable and wireless services are available at most locations throughout the City, provided by a variety of private commercial interests.

**V. Other Services**

Review and present documentation regarding any services, including emergency City services required for the anticipated project.

a) **Fire Services**

The fire station is located on SH 119 just north of Chase Street. The facility was constructed in 1995. The fire department employs over 20 personnel. Black Hawk privately contracts ambulance service and paramedic support.

b) **Police Services**

The rehabilitated historic Black Hawk Schoolhouse is the home to the Black Hawk Police Department. There are over 35 police employees that serve Black Hawk residents, including officers and civilian staff.

c) **Waste Removal and Processing**

To ensure compliance with the Black Hawk zoning codes, provide itemized details for waste processing and waste removal required to meet the anticipated needs for the project.

d) **Air Cleaning**

Sections of the Black Hawk zoning code specifically detail air handling and air cleaning requirements associated with a variety of different commercial operations. CP&D should be consulted to determine the most current guidelines.

**VI. Special Studies**

If required by the Department of Public Works or CP&D, you may also be expected to provide a Traffic Impact Study, Environmental Report, or Geotechnical Report and Feasibility Study.

**VII. Adjacent Properties**

City guidelines call for the sensitivity of new development to adjacent properties and buildings. Use maps, analysis reports and photos to document all adjacent properties. The analysis shall include:

- Adjacent property use.
- The ratio of buildings or structures to open space.
- Locate all non-historic buildings on adjacent sites, keyed to photographs.

- Locate all historic buildings, transportation, mining and other historic evidence on a site map, keyed to photographs.
- Locate prominent geological features on a site map, keyed to photographs.
- Locate prominent vegetation groups and mature existing trees greater than three-inch caliper on a site map, keyed to photographs.
- Locate transportation access on a site map, keyed to photographs. This shall include pedestrian, automobile and public transportation routes.
- Document utility and service access.



## 4 Site Design

After CP&D determines that the survey of existing conditions is complete and the proposed new uses meet Zoning District requirements, the applicant shall prepare site plans that protect and reinforce the historic context of Black Hawk.

This section presents the guidelines that govern the evaluation of site design. Designs must be suitable to the building type model and the Zoning District. They must respond appropriately to existing property conditions as documented by the site survey. Preliminary site plans shall be presented and approved for design guideline compliance by CP&D before they are fully detailed and finalized. Generally, all exterior improvements require a Certificate of Appropriateness application be submitted by the property owner for view and approval by City Council.



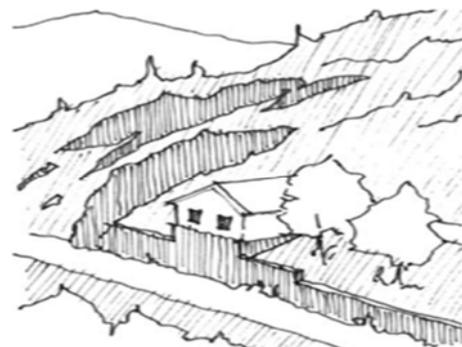
### A. Historic Resources

- I. Respect the character of historic site features, incorporating historic primary and secondary buildings, outbuildings, railroad beds, retaining walls and roads, in new development.
- II. Do not remove or relocate historic resources. This diminishes their historic significance and their contribution to the character of Black Hawk.
- III. Rehabilitation of historic structures may not be delayed for any reason. If any historic structure is located on the parcel to be developed, it must be rehabilitated in the first phase of development. A time limit may apply for completion of reconstruction of disassembled details and/or a performance bond may be required.
- IV. All construction activity including excavation, drilling or blasting must be planned to avoid damage to historic structures.

### B. Natural Resources

Historically, the hillsides were stripped of trees and frequently disturbed by excavation, but in general the cuts created in the past were less extensive than those that can be accomplished today.

- I. To retain a sense of the historic landscape, projects shall minimize disruption to the existing natural site features.
- II. The site plan shall address exactly which natural features will be maintained, preserved, restored, altered, rehabilitated, removed or relocated.

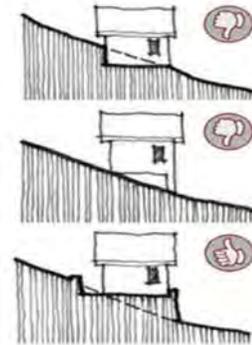


### C. Topography and Grade

- I. Existing topography shall be maintained whenever possible. Retain existing natural slope patterns, follow existing terrain, and avoid rock outcroppings.

- II. Where natural rock remains in stable condition, retain it in its existing condition.
- III. Use accepted engineering techniques to avoid or mitigate hazardous topographic or grade conditions.
- IV. Minimize cuts and fills that would alter the perceived natural topography of the site.
- V. No slope created by new cuts or fills may exceed 3:1.
- VI. Visually minimize the impact of any cuts with earth berms, rock forms, or stone retaining walls.

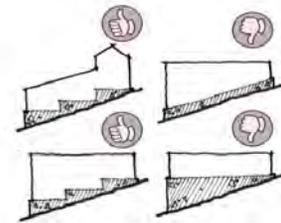
VII. On sloped sites, terracing land by backfilling a series of retaining walls is preferred. This technique was used historically in Black Hawk, and its use will visually connect new and historic development.



VIII. All land visible from a public right-of-way that a City official deems hazardous shall be reviewed by a qualified professional.

IX. Appropriate reclamation methods include plantings, concrete retaining walls faced with native stone or wood cribbing, and natural rock in stable condition.

X. Using mesh or netting of any kind is an inappropriate reclamation method and may only be used as a temporary device to help establish vegetation, under the condition that it will be entirely obscured within 24 months.



XI. The uses of cementitious or plastic coverings, such as gunite, are appropriate only when they are finished to resemble the surrounding rock, and only if they are not visible from a public right-of-way.

On sloped sites, step foundation walls to follow existing grade

XII. Where any existing rock retaining walls are removed, an equal amount of rock wall shall be constructed as part of the project.

XIII. Where retaining walls are not possible, step foundation walls to follow the existing grade.

XIV. Retain existing natural drainage patterns and respect and follow the existing terrain.

XV. Buildings shall be located and designed to accommodate any natural features or limitations of the particular site.

#### D. Building Alignment, Orientation and Spacing

Consider adjacent sites in developing the proposed project plan. Take care to minimize any adverse effects on adjacent sites.

- I. Provide open space along the property perimeter to create a visual separation between land uses.

- II. Use plantings, fences and walls to form a buffer between properties and screen dissimilar uses from view.
- III. Be particularly sensitive to adjacent residential and historic sites, especially in the location and design of utility enclosures and service areas.
- IV. Complement adjacent existing or planned developments in the location and orientation of buildings and structures, their massing and scale, and the location of entrances and windows.
- V. Minimize negative physical and aesthetic impact on adjacent properties when planning transportation and circulation patterns.
- VI. If adjacent to North Clear Creek, consider it an amenity. Orient buildings in relation to it, and incorporate creek-side improvements into site use and building plans.
- VII. Consider opportunities for cooperative site planning with adjacent landowners, especially to minimize land area devoted to driveways, parking and service areas.
- VIII. Design drainage systems and storm water detention basins as amenities, ensuring that project plans do not cause water to drain onto adjacent properties.
- IX. Where construction activities might disturb adjacent landscaping or other site features, include their restoration or replacement in project plans.

**E. Primary Buildings**

- I. Locate new buildings and structures to respect and accommodate any existing historic resources on the site.
- II. Locate new buildings and structures to respect and accommodate existing site contours, significant vegetation, significant rock outcroppings, and any natural limitations of the site.
- III. Locate all new buildings and structures in accordance with the setback guidelines for each given Zoning District. The guidelines reflect the variety of setback and spacing patterns seen historically in each District.

**Setbacks by District**

	<u>Front</u>	<u>Sides</u>	<u>Rear</u>
Commercial/Business Services	10 feet	10 feet	10 feet
Core Gaming	10 feet	0 feet	0 feet
Millsite Gaming	10 feet	15 feet	10 feet
Transitional Gaming	10 feet	3 feet	10 feet
Minimum distance from the ordinary high water line, North Clear Creek	20 feet		
Hillside Development-mixed use	10 feet	10 feet	20 feet
Low Intensity-mixed use	25 feet	15 feet	15 feet
Limited Industrial	25 feet	10 feet	20 feet
Environmental Character Preservation	25 feet	25 feet	25 feet

- a) In some areas, buildings align within a range of uniform, historic setbacks. In others, such as residential or industrial areas, greater flexibility in the siting of a new building is allowed. In areas where buildings did not exist historically, significant setbacks are defined in order to retain the visual impression of natural open space.
- b) Some exceptions are provided in the zoning ordinance for the averaging of setbacks, or the setback of a new façade from an abutting historic façade to distinguish new from old.
- c) Large projects should include a variety of buildings setbacks, reflecting a cluster of smaller historic buildings or a single large mill building.

IV. Orient buildings toward the street, pedestrian ways and, if applicable, North Clear Creek, following the natural contours of the site.

- a) Clearly define primary building entrances, orienting them toward the street.
- b) The building façade shall be aligned with and oriented in the same direction as nearby historic buildings in the zoning district.
- c) The primary entrance of the building shall be oriented in the same direction as nearby historic buildings in the zoning district.
- d) Locate secondary entrances and exits for easy and clear access to streets, sidewalks, pedestrian ways, and parking areas.
- e) Where buildings are sited between the historic core and the street above, primary entrances shall face both streets.



Locate new buildings around existing site contours, significant vegetation, and other natural site limitations.



Building facades should be aligned with and oriented in the same direction as nearby historic buildings.

## F. Secondary Buildings and Structures

Locating some building functions in secondary structures is strongly encouraged, as historically some functions were housed in separate buildings on the site. Consider secondary structures for valet parking, retail shops, garages and service storage facilities.

- I. Minimize the overall perceived mass of the development by dispersing uses into a complex of detached structures.
- II. Secondary buildings and structures shall be sited in accordance with the guidelines for primary building location and orientation.

## G. Parking and Parking Structures

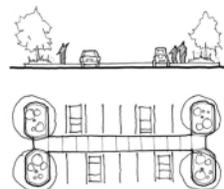
### I. Surface Parking Lots

Refer to Chapter 16 of the Black Hawk Municipal Code for information and guidelines related to surface parking lots.

- a) Locate parking lots to align with existing site contours and avoid trees and rock outcroppings.
- b) Locate surface lots beside or behind buildings on the site.
- c) When located on sloped areas, surface lots shall run parallel to existing site contours.
- d) Surface lots shall be linearly shaped.
- e) Minimize the visual impact of surface parking lots as seen from the street. Screen parking lots from the street and pedestrian walkways with visually interesting landscaping including planting beds, stone walls or fences
- f) Six foot high screens of solid wood, brick or other natural materials shall be used to create a buffer between commercial parking lots and service areas and adjacent residential areas.
- g) Areas of extensive paving with curbs and gutters are discouraged. The interior area of larger lots shall be broken up by retained natural features or new landscaping.
  - i. A minimum of 5% of all parking lots shall be landscaped, exclusive of any required front yard landscaping and streetscape.
  - ii. Generally, a few large planting areas is preferred over smaller islands since lots are sometimes used for temporary snow storage during winter months. Snow-melting is encouraged to minimize landscape damage.
  - iii. Protect landscaped areas in lots to minimize damage by vehicles.
  - iv. A minimum of one tree is required per twelve parking spaces.
  - v. Landscaped areas cannot be calculated as part of property parking requirements.
  - vi. Consider the turning radius needs of snow plows or other larger vehicles when designing landscaped islands.
- h) Integrate parking facilities with adjacent land uses by using materials and parking signs that are subordinate and are compatible with those in general use in the area.



Protect landscaped areas in parking lots from damage by automobiles.



Parking lots should be broken up by retained natural features or new landscaping.

### II. Parking Structures

Refer to Chapter 16 of the Black Hawk Municipal Code for information and guidelines related to parking structures. Also, specific guidelines for the design of parking structures are presented in Section 5.

- a) Locate parking structures to align with existing site contours and avoid trees and rock outcroppings.
- b) Parking structures shall not dominate the surrounding streetscape. Screen parking areas and related lighting from view.
- c) Design structures to be compatible with existing buildings in the surrounding area. Allow spaces for active uses at the sidewalk. This may be accomplished by designing below grade parking, or by having retail or personal service space along the street frontage.
- d) Parking structures shall be designed to provide quick access and clear, separate pedestrian routes to the outside.

## H. Landscaping

Historic landscaping was simple and modest, reflecting the economy and climate of early Black Hawk. Contemporary landscape concepts and design should adhere to the same simple character and design. Landscaping may also reinforce the character of the natural landscapes surrounding Black Hawk. Gravel and rock alone do not constitute an adequate landscape treatment.



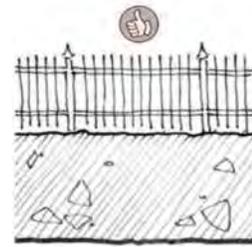
- I. All development shall be sited to create pocket parks or green spaces that are accessible to the public and provide, at minimum, seating and landscaping.
- II. Landscaping shall be located to accentuate landmarks or focal points on a site, including building entrances.
- III. Landscaping shall provide a colorful and attractive pedestrian experience, including shade in summer and sunlight in winter. Use of planters, low walls, boulders and other features is encouraged to create an attractive appearance along the public streets.
- IV. Provide landscaping, such as hedges, fences and low rock walls, to screen service and storage areas located at grade, and to buffer the visual effects of hillside cuts and parking and service areas.
  - a) Where parking lots abut a sidewalk or other pedestrian way, the edge shall be landscaped.
  - b) All landscaped areas adjacent to vehicular parking and access areas shall be protected by an approved method to minimize damage to landscaping by vehicular traffic.
  - c) Landscaping cannot be used to screen concrete foundations. Foundations shall be minimized – not screened.
  - d) The use of hedges to buffer property edges is allowed.
- V. Any undeveloped portions of a site not used for buildings, parking, driveways, sidewalks or other specific uses, as well as all undeveloped building areas within partially developed commercial or industrial sites shall be landscaped with a ground cover to control dust and erosion.
  - a) Any disturbed sites must be reclaimed by landscaping as a part of construction.

- VI. Use efficient irrigation techniques, using separate areas or zones of water use in planning layouts.
  - a) Irrigation systems may be temporary if proper soil preparation and indigenous or low water use plants and water absorbing polymers are used.
  
- VII. Landscaping drainage shall have a natural appearance. Line open drainage ways as rock-lined amenities and use vegetation to provide accents. An “engineered” appearance or ditch-like appearance is not acceptable. Minimize the use of exposed man-made materials such as concrete and corrugated metal.
  
- VIII. A planting strip that is a minimum of four (4) feet wide shall be provided. This landscaping shall be in addition to the required streetscape zone.
  - a) Where a ten (10) foot side landscape strip is required by the City of Black Hawk Municipal Code, Section 16-282, it shall be provided between the public right-of-way and any buildings, fences, walls, parking lots, loading areas, storage areas, or other improvements by the developer in all non-residential projects.
  
- IX. Public art and furniture are acceptable and encouraged in areas where landscape materials may not survive due to site conditions. Proposed art, furniture and other site furnishings may be reviewed by CP&D.
  - a) Advertising is not allowed on any public or private benches or other site furnishings.
  
- X. Clustering of trees, shrubbery and other plants is encouraged to provide variety and a more free-form appearance to the streetscape.
  - a) Within plant bed areas, a minimum of 60% shall be covered with vegetation, with the remaining area covered with organic mulch.
  - b) Within required street frontage landscape areas, a minimum of 75% of the area shall contain living plants, such as native grasses, wildflowers, trees or shrubs. The remaining 25% may be covered with mulch or ground cover.
  - c) Landscaped areas may serve as temporary snow storage during winter months, and as such shall contain plantings that can sustain a heavy snow pack.
  
- XI. Care should be taken to select plants appropriate to the specific requirements (shade, screening, color, soil, etc.), and be of varieties and a size that can withstand the extreme Black Hawk climate. Incorporation of native plant materials is encouraged.
  - a) Generally, trees should have a minimum height of six (6) feet. Mature trees shall be used adjacent to walkways, particularly in areas of heavy use.
  - b) Trees shall be planted at the rate of one (1) tree per 350 square feet of landscaped area.



Incorporate public art elements into landscape plans.

- c) Shrubbery with a minimum size of five (5) gallons shall be planted in numbers sufficient to complement the placement of trees, with a minimum of three (3) shrubs per 350 square feet of landscaped area.
- d) Use of materials which provide a balance of seasonal color and evergreens is encouraged.
- e) Artificial plants and flowers are not allowed.
- f) Any required plant materials that die must be replaced.
- g) Soils may need to be amended for proper plant growth.



XII. The use of temporary planters and hanging baskets is encouraged. Planters and baskets shall not impede the minimum required width of pedestrian walkways. All temporary planters and baskets shall be removed at the end of the growing season, and should be properly maintained throughout the season.

**I. Free-standing signage**

Free-standing signage is discouraged in Black Hawk.

**J. Fencing**

- I. Fencing may be used to define property edges.
- II. Fences shall transition smoothly with the grade or wall on which they are located.
- III. Fences shall be similar to those seen historically in Black Hawk, having a modest, low-key appearance to support the sense of a natural setting.
  - a) Chain link, metal mesh, plastic, fiberglass or plywood fencing materials are not acceptable. Solid privacy or stockade-style fencing is not allowed.
  - b) Wrought iron fencing in styles similar to those seen historically is acceptable. Wrought iron fencing shall be either black or rust-colored.
- IV. Fences shall not exceed 42 inches in height and shall not be less than 34 inches in height except variations which may occur at grade changes. The gap at the bottom of the fence shall be minimized, with no more than four inch gap recommended.

**K. Gates**

- I. Gates shall be of metal or wood, or of the same material and design as the fence of which they are part.
- II. Access gates for mechanical equipment, trash enclosures and storage areas shall fully screen the equipment or area and be the same height as the enclosing wall, and comply with minimum width requirements of the Fire Code.

**L. Retaining Walls**

- I. Use retaining walls to define property edges.

II. Use wall materials that are compatible with the primary building on the site, or with the streetscape and landscape of the site.

a) Retaining walls shall be of dry-stack stone or stone masonry, similar to those used historically. Un-faced concrete, Jersey Barriers and concrete block are not appropriate for use as retaining walls. Where necessary to avoid site erosion, portions of the site may be terraced using concrete retaining walls faced with native stone or appropriate wood cribbing.

b) Free-standing stone walls shall be similar in appearance to those seen historically, including finishing and joining.

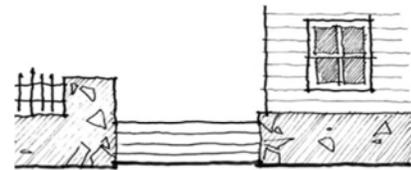
c) Stone used in masonry walls shall reflect the scale and height of the wall. Tall and expansive walls should be constructed of larger stone, while short and low walls should be constructed of smaller stone. Face stone or dry-stack stone is appropriate in low walls.

d) Stone cap elements shall be used on top of stone or masonry walls. The cap should be sloped and extend 1"-2" beyond the edge of the wall to allow water to drip off the cap rather than run down the face of the wall.

e) Inappropriate materials include artificial brick or stone, smooth block or concrete, slump block, stucco and rustic brick. No concrete finishes on barriers or walls may be visible from a public way. Adhesive materials with photographs of natural materials on their surface are not allowed.

f) Sculpted gunite, concrete or shotcrete surfaces are acceptable for retaining large, newly-exposed hillsides, subject to CP&D review and approval of an 8'x8' mockup of the proposed finish and color.

g) Log and railroad ties may be considered on a limited basis as horizontal cribbing.



Wall materials should be architecturally compatible with adjacent buildings.

III. Reduce water pressure behind retaining walls by providing drains to allow moisture to pass through.

IV. Long walls shall incorporate design details which prevent a long flat, consistent appearance. Examples of details which may be used to visually break up long stretches include cap treatments, accentuated columns, set-backs, the incorporation of planters, public art, etc.

V. Walls shall have the same treatment on all exposed sides.

VI. Public art, historical markers, and other similar elements may be incorporated into wall design.

## M. Streetscapes

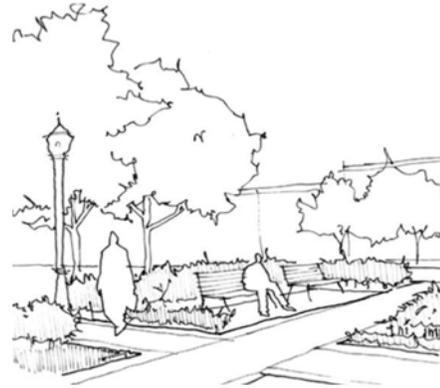
I. Streetscapes shall be designed to provide a clear separation between the roadway and the site.

II. The streetscape zone must include a public sidewalk and street lighting.

- III. Plazas, terraces and other outdoor spaces may be included in a streetscape zone.
- IV. The minimum sidewalk width must meet current standards for accessibility and ramps must be provided as necessary.

**N. Pedestrian Ways**

The development of safe, attractive pedestrian ways is a high priority for Black Hawk, and shall be incorporated into all development projects to promote pedestrian activity and to minimize dependence on vehicles.



- I. Locate pedestrian ways to align with existing site contours and avoid trees and rock outcroppings. Pedestrian ways shall provide an adequate system of sidewalks or trails not less than 10 feet in width.
- II. Rear and side building setbacks may include a pedestrian way where a connection to other properties is needed.
- III. Pedestrian circulation, drop-off and waiting areas shall be clearly defined and distinct from vehicular circulation areas.
- IV. Construction of stairs and steps is encouraged in steep areas.
  - a) Avoid stairways, steps and pathways that lead to nowhere.
- V. Provide pedestrian-friendly, human scaled edges to developments.
- VI. Include landscaping as a buffer. Plazas, terraces and other outdoor spaces may also be included.
- VII. Pedestrian ways shall be properly lighted.
- VIII. Pedestrian ways that allow for access to North Clear Creek shall be provided.
- IX. Pedestrian ways that create a festive atmosphere or that are extensions of activities, such as outdoor dining or display areas, are encouraged.
- X. A modest, low-key appearance that supports the sense of a natural setting is encouraged.
- XI. In certain districts, the use of elevated, roofed pedestrian walkways or bridges that connect two or more buildings may be appropriate. Elevated walkways shall be relatively narrow to minimize shading to ground-level walkways.
- XII. Pedestrian ways will be continuous along the property where a right-of-way exists.
- XIII. Pedestrian ways that separate two properties shall be complete in their design and shall terminate at a fully developed site or landscape element.

## **O. Roadways**

- I. Minimize the number of access points or collector streets between the development and arterial streets. Arterial street means any state or federal numbered highway, or any other street having a right-of-way width greater than sixty (60) feet.
- II. Minimize the area of paved surfaces using plans that provide for compact streets and shared drives; use shared curb cuts where feasible.
- III. Locate site roadways to align with existing site contours, avoiding trees and rock outcroppings.
- IV. Minimize hillside cuts and the visual appearance of all roads, drives and parking areas.
- V. Coordinate emergency vehicle and fire response access to new developments with the Fire Chief.
- VI. Service drives in the side setback are permissible only if the two adjacent property owners sign a formal, legal agreement to that effect.
- VII. Impacts to roadways will be subject to local, regional and state guidelines.
- VIII. Do not construct or place any lighting, sign or building element that would diminish safe use of the roadway, or that would force the pedestrian into the roadway to avoid the site element.

## **P. Paving Materials**

- I. Use paving that meets standards for ADA accessibility and all City standards as determined by the Department of Public Works.
- II. Decorative paving materials are encouraged for pedestrian areas.
- III. Use paving materials that blend with natural colors and textures of the hillsides, as well as with adjacent buildings. Refer to City standards for paving colors – Baja Red in gaming areas and Omaha Tan in non-gaming areas.

## **Q. Utility Infrastructure**

- I. All new utility lines shall be underground.
- II. Wind powered generators or other energy devices shall be located on the rear or side away from public view. Their height will be determined by the height of the principle structure and they shall be painted to blend with or match the adjacent buildings or natural surroundings.
- III. Solar collection devices shall be placed on the roof and screened so as to not be visible from the street.
- IV. Antennas and satellite receiving dishes must be located where they are not visible from any major street or pedestrian walkway.

## **R. Service equipment**

- I. Minimize the appearance of utility service boxes, mechanical equipment, heating and ventilating systems, service equipment and transformers, or locate them out of public view.
- II. Locate utility meters and utility access fixtures, transformers and terminals away from pedestrian areas and main entrances.

- III. Do not place mechanical and electrical equipment on the exterior of primary, character-defining features.
- IV. Mechanical equipment attached to the side or roof of a building, including vents, shall be incorporated into architectural elements of the building.
- V. Exposed rooftop equipment is allowed by special permission only within the Commercial Core District. In all other districts, all rooftop equipment must be screened so that it is not visible when viewed from the street.
- VI. Window air conditioning equipment, condenser elements, or vents shall not be located on the front façades facing developed pedestrian walkways.
- VII. Carefully address HVAC and mechanical installations issues such as heat-tape and insulation when located immediately adjacent to bedrock.

**S. Other Services**

Conduct discussions with City staff to determine any site design issues that may impact emergency services accessibility.



## 5 Building Design

Black Hawk encompasses diverse natural and man-made areas that collectively serve to illustrate various periods of the City's historic development, and that contribute to its overall character. An important part of the City's character is the variety of buildings – including both historic and recent commercial buildings, as well as newer buildings related to the gaming industry. The following design guidelines for buildings suggest appropriate ways to address the rehabilitation of historic buildings, alterations or additions for existing non-historic buildings, as well as design for new construction. Generally, all exterior improvements require a Certificate of Appropriateness application be submitted by the property owner for view and approval by City Council.

### A. Historic Commercial Buildings

The underlying guidance for reviewing projects that involve historic buildings is *The Secretary of the Interior's Standards for Rehabilitation*. Developed by the National Park Service, there are actually four treatment approaches for historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The Standards and Guidelines for the **Rehabilitation** treatment are the ones most frequently used by cities with historic preservation ordinances, since "rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."



Although "rehabilitation" assumes that at least some repair or alteration of the building will be needed, the proposed work still should not damage or destroy features that are character-defining. Therefore, every rehabilitation project should begin with **protection and maintenance** of historic features, maximizing that work to enhance preservation goals. Where some deterioration is present, however, the next step is to **repair** the building's historic features. When repair is not possible due to extensive deterioration, guidance is provided for **replacing** a feature with new material. Finally, the guidelines provide assistance with **alterations** to historic buildings when necessary to assure its continued use.

Consider that early alterations may be significant in their own right and merit preservation. Many additions to buildings are themselves evidence of the history of the building and its neighborhood; most alterations prior to 1917 have achieved historical significance. However, more recent materials and alterations that have not achieved historic significance should be removed.

#### I. Historic Wood Details

- a) Identify, retain and preserve historic wood features such as siding, cornices, brackets, window architraves and doorway pediments. Maintain their historic finishes and colors.
  - Preserve material finishes through regular and appropriate maintenance such as rust removal, caulking, limited paint removal and re-application of paint.

- b) Protect and maintain historic wood features by providing proper drainage so that water is not allowed to stand on flat, horizontal surfaces, or accumulate in decorative features.
- c) Apply chemical preservatives to wood features such as beam ends that are exposed to decay hazards and which might be traditionally unpainted.
- d) Retain coatings such as paint that help protect the wood from moisture and ultraviolet light. Paint removal shall be considered only where there is paint surface deterioration and as a part of an overall maintenance program which involves repainting, or the application of other appropriate protective coatings. Inspect painted wood surfaces to determine whether repainting is necessary, or if cleaning is all that is required.
  - Remove damaged or deteriorated paint to the next sound layer using the most gentle methods possible (hand scraping and/or sanding), then repaint.
  - Apply compatible paint coating systems following proper surface preparation.
  - Repaint with colors that are historically documented. First consider returning to the original color scheme, which can be discovered by carefully cutting back paint layers. An alternative is to use colors in ways that were typical of the period, creating a new color scheme. Use historic color palettes provided by paint manufacturers for color suggestions.
- e) Evaluate the existing condition of the wood to determine whether steps additional to protection and maintenance are required, that is, if repairs to historic wood features are necessary.
  - Repair, stabilize and conserve fragile historic wood using well-tested consolidants, where appropriate.
  - Repairs shall be physically and visually compatible and identifiable upon close inspection for future research.
  - Repair wood features by patching, piecing in, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of historic features where there are surviving prototypes such as brackets, molding, or sections of siding. The new work shall be unobtrusively dated to guide future research and treatment.
- f) Replace in-kind an entire historic wood feature that is too deteriorated to repair – if the overall form and detailing are still evident – using the physical evidence as a model to reproduce the feature. Examples of wood features include a cornice, entablature or balustrade. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.
  - Prior to removing existing wood features from other historic periods, document the materials and features with photographs and drawings. If possible, selected examples of these features or materials should be stored to facilitate future research.
- g) Replace a missing historic wood feature only based on physical or documentary evidence. The new work shall be unobtrusively dated to guide future research and treatment.
  - Avoid using decorative elements not present on the original building, as it could create a false historical impression.

## II. Historic Brick and Stone Masonry

Many historic bricks and stones are easily damaged or destroyed over time by water. Some mortars are soluble when exposed to excessive water. Care shall be taken to avoid exposing masonry to water. Advice on masonry repair and restoration from a professional mason skilled in historic masonry restoration or masonry trade association is strongly recommended.

- a) Use the gentlest possible solutions and processes for cleaning, refinishing and repairing exterior masonry.

- Avoid harsh cleaning and paint removal methods, such as sandblasting, that can damage a building's exterior materials and finishes. Such methods can actually result in accelerated deterioration or a loss of character.
- Any mechanical masonry cleaning shall be done using the lowest possible pressure. Samples demonstrating the results of any cleaning methods to be used on historic buildings must first be approved by CP&D prior to proceeding with the project as a whole.



- b) Repair or replacement of mortar shall be done by a masonry professional experienced in historic masonry repair.

- Match the original mortar in composition, color and profile. Avoid using a mortar that is harder than the historic mortar or masonry. This can actually increase deterioration of the existing mortar and masonry.



- c) Avoid the use of penetrating sealers on masonry. This can trap moisture within the masonry and result in accelerated deterioration and possibly interior moisture damage.

## III. Historic Windows

- a) Identify, retain and preserve historic windows and their functional and decorative features. Such features can include frames, sash, muntins, glazing, sills, heads, hoodmolds, paneled or decorated jambs and moldings, and interior and exterior shutters.

- Conduct an in-depth survey of the condition of existing historic windows from the restoration period early in the planning process so that repair and upgrading methods and possible replacement options can be fully explored. Provide CP&D staff with a copy of the window survey report.

- b) Protect and maintain the historic wood and architectural metals which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems.

- c) Make windows weather-tight by re-caulking, and replacing or installing weather stripping. These actions also improve thermal efficiency.

- d) Repair historic window frames and sashes by patching, splicing, consolidating or otherwise reinforcing. Such repair may also include replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts when there are surviving prototypes such as architraves, hoodmolds, sash, sills, and interior or exterior shutters. The new work shall be unobtrusively dated to guide future research and treatment.
- e) When original windows have been lost or are too deteriorated to repair, review historic photographs to help find the type of window and the number of window panes that would be historically correct replacements.

#### **IV. Historic Commercial Storefronts**

- a) Identify, retain and preserve historic storefronts and their functional and decorative features such as display windows, signs, doors, transoms, kick plates, corner posts and entablatures.
- b) Protect and maintain all materials associated with historic storefronts through appropriate treatments such as cleaning, rust removal, limited paint removal and reapplication of protective coating systems.
- c) Repair historic storefronts by reinforcing the historic materials. Repairs will also generally include the limited replacement in-kind, or with compatible substitute materials, of those extensively deteriorated or missing parts of storefronts where there are surviving prototypes. New work shall be unobtrusively dated to guide future research and treatment.
- d) Remove or alter non-historic storefronts and features from other historic periods such as inappropriate cladding or signage. Document materials and features dating from other periods prior to their alteration or removal. If possible, selected examples of those features or materials should be stored to facilitate future research.
- e) Restore a missing historic storefront or storefront feature based on physical or documentary evidence (for example, duplicating a display window or transom).

#### **V. Additions to Historic Buildings**

- a) Additions must comply with all district setbacks.
- b) Additions shall be visually subordinate to the primary, historic building and shall not obscure significant historic architectural features.
- c) Additions shall be compatible in size, scale and roof form with the historic building.
- d) Distinguish additions from the original building, although design them so that they are nonetheless compatible with the historic building. A change in setback of the addition from the main building, a subtle change in materials, or a differentiation between historic and more current styles are all techniques that may be considered to help define a change from old to new construction.
- e) Preserve or restore the original roof form and angles. Any new roof additions shall be kept to a minimum and set back from the primary façade so that the original roof line is perceived from the street.

## B. Non-historic Buildings

Non-historic buildings in Black Hawk are those which are less than fifty (50) years old, or older buildings which were identified in the National Historic Landmark district as *non-contributing to the historic district*. Remodeling of this latter category of buildings is an opportunity to make their exterior appearance more compatible with the historic context of the City.

### I. Alterations to Non-historic Buildings

- a) When designing a remodeling project on a building with no historical architectural value, use existing historical architectural details found on other buildings within the City as a guide.
- b) Do not reproduce or masquerade a non-historical building by applying historic appearing details, giving a false sense of history. The appearance of these buildings can be made more compatible with the existing historic context of Black Hawk by using simplified details and historical materials and colors in a contemporary way.

### II. Additions to Non-historic Buildings

When additions to non-historic buildings are made, any concurrent remodeling of the original building must comply with all current building codes and new building guidelines in the design of architectural style, foundations, entrances, windows, doors and storefronts.

## C. New Buildings

Begin the building design process by first establishing the form, or basic three dimensional shape of the building. For example, for a large casino project, massing, or the combination of multiple forms, will be an important element. Building dimensions – height, width and length – will determine the proportions of the building. In one district, such as the historic commercial area of Black Hawk, the proportions of the building could be narrow at the street frontage, long from front to back, and two stories in height. In another district, where historic mill buildings once stood, the resulting proportions will be entirely different.

Maximum Building Height by District	
Commercial/Business Services	27 feet
Core Gaming	30 feet
Millsite Gaming	40 feet
Transitional Gaming	30 feet
Hillside Development-mixed use	27 feet
Low Intensity-mixed use	35 feet
Limited Industrial	35 feet
Environmental Character Preservation	27 feet

The building form is also strongly influenced by its roof form or shape. Because many of the buildings in Black Hawk are viewed from above, consideration should be given to the form and appearance of the roof.

Whether the building will be a small, simple, single form, or a large, complex composition of multiple forms massed together, the drawings and models must also show them in relationship to the buildings and sites immediately adjacent to them, and the built and natural environment of the district in which they are located. This will help to evaluate the scale and volume of the building, or how its overall size is perceived in relation to its surroundings.

The project plans must demonstrate how the building relates to the pedestrian. A community priority for Black Hawk is to promote and attract pedestrian activity with a goal of reducing the use of automobiles throughout the City. A well designed streetscape will attract the interest of visitors.

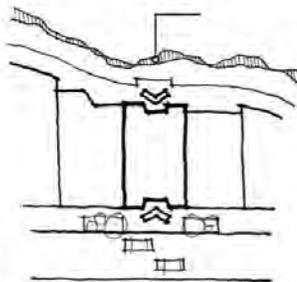
## I. Adjacent Properties

Consider adjacent sites in developing the project plan. In all project planning, take care to minimize any adverse effects to adjacent sites. The project plans must show the building or buildings in relationship to the buildings and sites immediately adjacent. This will help to evaluate the scale and volume of the building, and how its overall size is perceived in relation to the surroundings.

- a) Respect the scale, massing and design of neighboring and adjacent buildings in the project design.
  - Use traditional historic relationships with adjacent properties to site structures and develop building massing and footprint accordingly.
  - Complement adjacent existing or planned developments in the location and orientation of buildings and structures, their massing and scales, and the location of entrances and windows.
- b) Plan transportation and circulation patterns to minimize any negative physical and aesthetic impact on adjacent properties.
- c) Be particularly sensitive to adjacent residential and historic sites, especially in the location and design of utility enclosures and service areas.
- d) Provide open space along the property perimeter to create a visual separation between land uses.
- e) Use plantings, fences and walls to form a buffer between properties and screen dissimilar uses from view.
- f) Consider opportunities for cooperative site planning with adjacent landowners, especially to minimize land area devoted to driveways, parking and service areas.
- g) Design drainage systems and storm water detention basins as amenities, ensuring that project plans do not cause water to drain onto adjacent properties.
- h) Where construction activities might disturb adjacent landscaping or other site features, include their restoration or replacement in project plans.
- i) A separation between large commercial properties is desirable.



Use plantings, fences and walls as a buffer between adjacent properties with dissimilar uses.



If adjacent to Clear Creek, orient the building to both the creek and the street.



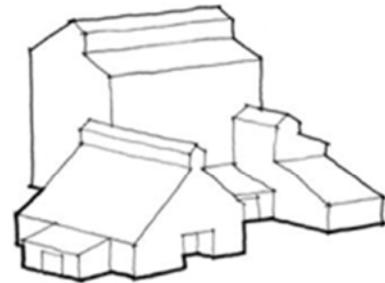
Consider opportunities for cooperative site planning with adjacent land owners.

## II. Building Form, Mass and Proportion

- a) Base the form, massing and proportions of new buildings on existing historic buildings within the district which can serve as models.
- Historically, buildings in Black Hawk ranged in height from eighteen (18) to thirty-five (35) feet. New buildings shall convey this range of heights even when its overall height may exceed thirty-five (35) feet.
  - New buildings shall not appear appreciably larger in scale and volume than the existing buildings in the district. New buildings shall be subordinate or equal to historic buildings in their perceived dimensions, especially at the street edge, where buildings should appear to be similar in height to those seen historically.
  - The height of buildings adjacent to the historic core should not appear to overwhelm the historic buildings.

- b) Consider dividing functions into more than one building where feasible, following the historic use of secondary buildings in Black Hawk.

- Consider modeling larger projects on historic mill buildings, or as a collection of commercial building forms linked with smaller connecting spaces.
- In the design of larger projects, such as those allowed in the Millsite and Transitional Gaming districts, the use of different historic building types in the same project or in response to a different building type on an adjoining site can add richness to the building design. A large new building may have, or be modeled on, a historic commercial building on the street frontage with a historic industrial model for the portion of the building to the rear.



Consider modeling larger projects on the historic industrial mill buildings that once dominated Black Hawk.

- c) Create changes or offsets in wall planes and setbacks to convey impression of a massing of individual buildings to minimize their perceived scale.
- d) At transition areas between different height zones, new buildings should moderate between the two allowable heights.
- e) Align street level details and prominent building features with other buildings on the block and utilize façade setbacks to create visual continuity in the area.

- f) Create a change in roof ridge heights to keep form lengths within the range found historically, increasing the height of buildings to the rear.



- g) Locate some floor area in basements and in roof dormers to minimize the height of buildings.



- h) Building heights should “echo” land contours.
- The hillsides form a backdrop for the taller buildings, minimizing their perceived heights. Therefore, it may be appropriate for taller buildings to be located on steeper slopes.

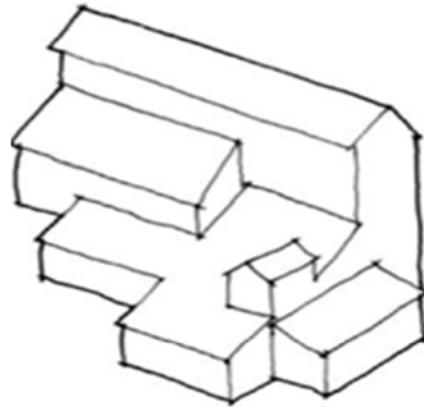
To reduce perceived scale of new buildings, consider designing them as a collection of smaller forms.

- i) Because of the mountain terrain, some areas of the City are prominent in views from the surrounding areas of higher elevations. As such, how buildings are perceived at greater distances should be considered.

### III. Roof Form

- a) New roofs shall be modeled on those seen historically within the district.

- On buildings with a historic commercial model, flat and gable roofs may be used only if they are concealed by a parapet from the street.
- Long, sloping multi-level shed roofs, sometimes combined with gables roofs, were a distinctive feature of the historic mill building. The largest roof plane was often at the lowest level, where the crushed ore was handled and loaded for shipment.
- Shed roofs are also appropriate for subordinate portions and additions of residential and commercial type structures.
- In all areas, low-pitched gable, vaulted, domed, free form, A-frame or exotic roof forms are not acceptable.



An example of a historic industrial building roof form.

- b) All sloping roofs shall have significant overhangs and eaves.
- c) Gable roofs shall be oriented with the gable end and facing the street, as was commonly seen historically.

### IV. Roofing and Skylights

- a) To respect the importance of historic and natural scenic views in Black Hawk, design and detail all roofs with the assumption that they are visible from above.
- b) Roof materials visible from the ground area of the lot shall be similar to those seen historically including asphalt shingles, flat tile, natural stone, or standing seam, corrugated or sheet metal.
- Despite the fact that smooth sawn wood shingles are historically appropriate, their use is not allowed due to the fire risk.
  - Metal roofs may be used on small, accessory structures.
  - Roof materials not visible from a public way may include rolled roofing, built-up tar and gravel, rubber, plastic or fiberglass roofing materials.
- c) Brown and gray were dominant roofing colors in the past because of the predominant use of wood shingles and sheet metal. Although other materials may now be used, brown, copper and gray are still the preferred colors, though other neutral or muted roofing colors, such as forest or dark green, that blend with the hillside and minimize their visual impact as seen from above may be considered.

- d) Skylights mounted flush with the roof or of minimum height may be considered if they meet height guidelines. Domed skylights are discouraged. When looking at the primary façades of buildings, skylights shall not be visible.
- e) Roof vents shall be low in profile.
- f) Locate roof-mounted solar panels so they are not visible from the street.

## V. Rooftop Equipment

Exposed rooftop equipment is allowed by special permission only within the Commercial Core District. In all other districts, all rooftop equipment must be screened so that it is not visible when viewed from the street.

- a) Rooftop mechanical unit screens shall completely conceal the roof top equipment and shall correspond to the form of the roof or building façade.
- b) Rooftop equipment and screened enclosures shall be low in scale, not exceeding six feet in height, and must not significantly increase the perceived height of the building.
- c) Screened enclosures and rooftop equipment shall be located at least four feet from all exterior parapet walls in order to provide adequate emergency and firefighting access.
- d) Screened enclosures shall be constructed of materials that are visually compatible with the building exterior.
- e) A long, continuous screen which aligns with the form and edge of the adjacent building is preferable to a screen with multiple surface planes.
- f) The color of the screening shall blend with the roof or building façade when viewed from the street or right-of-way and the sidewalk across the street. The screening material shall be dull and non-reflective.
  - Adhesive materials with photographs of natural materials on their surface are not recommended as surface treatments to conceal any site element.
- g) The amount of rooftop equipment shall be reduced by incorporating as much of the equipment inside the building as possible.
- h) The maximum allowable percentage of the rooftop that may be allocated to mechanical equipment, associated circulation spaces and screened enclosures varies from 40% to 75%, depending on the district.
- i) Required safety devices for access to rooftop equipment, if visible from the street or sidewalk, must be compatible with the other façade elements.

## VI. Exterior Building Design

These guidelines apply to the architectural design of the entire face of all sides of the building that will be immediately visible to the street, or right of way, or seen from important overviews of the City as indicated by CP&D staff.



New buildings should be compatible with their context, as seen from the street for the length of the block.

- a) All new building designs shall be compatible not only with the immediately adjacent buildings, but with the entire context in which it is located, as one would see it when standing on the street viewing both sides of the street for the entire length of the block.
  - The architectural character of new buildings shall complement the residential, commercial or mill building types found historically in the individual Black Hawk district in which the property is located. Create simple designs that respect the scale and context of any nearby historic structures.
  - Floor-to-floor heights shall appear to be similar in scale to those seen historically.
- b) Avoid contemporary or modern styles, styles that have never appeared in Black Hawk or inaccurate interpretations of styles found historically in Black Hawk.
- c) Both vertical and horizontal relief elements on the façade are encouraged.
  - Avoid long expanses of blank, unrelieved walls or opaque windows. Avoid garage entrances that dominate the primary building façade.
  - Where the historical model dictates that façade treatments, such as windows, be used, but where it is not practical or appropriate to use windows, openings may be created, or the plane of the wall may be varied to represent the historic form and pattern of the window or opening.
- d) The scale of façade treatment elements shall be relative to the pedestrian at ground level, and relative to the height of the building when the building is viewed from a distance.
- e) Vary the use of adjoining buildings or building elements to provide a rich variety of pedestrian visual experience.
- f) New construction details shall be simple and respect the scale and context of nearby historic structures. Contemporary interpretations of traditional architectural details and features are encouraged to help distinguish new and historic buildings.
  - If ornamental details or structural elements similar to those used historically are used, they should appear to be functional in the same manner in which they originally occurred. For example, decorative brackets were historically used to support overhanging cornices. Similarly, a smokestack used as a detail on an industrial type building should be integral to the structure so that it appears to be functional.
- g) The amount of the building face devoted to wall surface, as compared to that devoted to openings, shall be compatible with the historic character of the neighborhood and the historic model.
  - On commercial-type models, design ground floor street frontages with large expanses of glass. The upper floor should appear to be more solid, with smaller window openings cut into the wall plane.
  - Commercial storefronts shall express the traditional dimensions, proportions and scale of historic storefronts.
  - Historic mill buildings had less glass than commercial buildings. Punched or framed openings allowed for a series of smaller windows on the ground floor. To incorporate glass into the street level of the mill building model, vary the plane of the façade and include more openings into the plane that sits back. Mill buildings also had openings for carts and wagons, and those openings were directly accessed from the street. Consider incorporating an interpretation of a historic opening as a window element.

- h) Consider the sparing use of design elements that are contemporary interpretations of Black Hawk’s historic windows and storefronts.
- i) When changes in grade alter the relationship of the building’s interior spaces to the sidewalk streetscape, consider stepping the windows and storefronts in relation to the established bays of the building. If street-level windows are problematic, consider seating areas or other site elements to tie the building to the site.

**VII. Foundations**

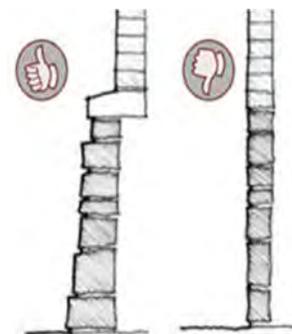
- a) Foundation design, heights and materials shall be similar to those seen historically, and shall not overwhelm the pedestrian.
  - Excessively sized or scaled building elements are not suitable and were not present on historic models.
  - Thin brick, or artificial materials detailed to resemble brick are discouraged.
  - Materials shall express the characteristics and construction techniques of those traditionally used in Black Hawk.
  - Exposed foundation walls shall be stone-faced with mortared joints and as visually inconspicuous as possible.
  - The maximum exposure of smooth concrete at the foundation may not exceed ten inches.
  - Artificial stone is not recommended.



Example of historic building materials used appropriately.

- b) Consider the size of the materials on the overall design dimensions of the building. Use of natural materials, such as stone, on the exterior façade of a building can reduce a 4’ required setback to 3’-8”.

- c) Traditional masonry construction dictates that the lowest level of the building bears the most weight of the building and so is larger in size and heavier in appearance.
  - Walls referencing traditional stone walls may be “battered” at their base.



Install materials using historically accurate details and material relationships.

- d) When combining stone and brick masonry, assume that stone has a larger dimension than brick and do not position them in the same vertical service.
- e) Stone or concrete caps shall be used to define and separate different stone and masonry materials.
- f) Metal trim, caps and drip edges may be used to protect the exposed top horizontal edges of masonry and stone.

**VIII. Exterior Wall Materials**

The limited palette of historic building materials is one of the most distinctive features of the individual districts within Black Hawk. New building materials shall be similar to those seen historically so they will continue to contribute to the visual continuity of a district, and shall be used on all visible elevations of buildings, secondary structures, additions, and service and mechanical enclosures..

- a) Depending on the district and the historical building type model, the following natural materials may be appropriate as primary building materials:
  - Vertical board and batten siding
  - Wood clapboard siding
  - Native stone
  - Brick
  - Sheet metal siding
- b) Patterned metal siding may be used in limited amounts. Decorative shingles are appropriate only in gables and on dormers.
- c) Stone shall be similar in size, color, joints, and texture to that which was used historically or is native to the area. When using sandstone, the bedding plane shall be laid parallel to the ground to prevent spalling and rapid deterioration of the stone.
- d) Wood clapboard siding should have an exposed lap dimension of four to six inches. Wood shall be milled. Hewn wood is not acceptable.
- e) Sheet metal siding shall be of a heavy gauge. Light gauge material will have a shorter life span.
- f) Avoid imitation or synthetic materials such as aluminum or vinyl siding, imitation brick, imitation stone, stone or plastic. Other inappropriate wall finishes include diagonal board and batten, vertically or diagonally sawn wood, plywood panels, lap siding wider than six exposed inches, rough wood shakes, concrete block, stucco, rustic or used brick, asphalt shingles or panels, cementitious siding, plastic and large module brick. Use materials and building components in historic sizes. Brick units, in historic size, color and texture, are perceived in relation to the size of a person and help convey a sense of human scale. Oversized materials such as jumbo brick are inappropriate.
- g) Walls must have the same treatment on all exposed sides.

## **IX. Exterior Finishes and Colors**

- a) All exposed wood surfaces, including siding, railing and ornamental trim, must be painted. On mill-type buildings located in the Millsite Gaming and Light Industrial Districts only, wood may be left natural or stained and covered with a weather-protective finish.
- b) All proposed colors and finishes must be presented on a 4' by 4' sample board, and must be approved by CP&D.
  - Colors and paint schemes are reviewed as a part of the building design to ensure that one building's color scheme does not dominate the street.
  - Be consistent in color usage throughout the exterior of the building so that the building will be perceived as a whole.
  - Carefully design color schemes to highlight, not diminish, the character of the architecture.

- Colors shall be muted and shall be coordinated with the color scheme of the entire property. Choose a base color that will link elements of the entire building face together.
  - Reserve the use of strong, bright colors for accents, such as ornamentation, window sashes, entrances and doors. In most cases, only one or two accent colors shall be used in addition to the base color. The use of bright colors on large surfaces is discouraged. Brilliant luminescent or day-glow colors are not appropriate.
  - Light colors shall not be used against a backdrop of landscape or sky. Large buildings of any type shall blend with the natural background and not stand out against it.
- c) Natural masonry must be left unpainted.
- d) Sheet metal siding shall be painted or treated to rust to a weathered, matte finish within two years of installation. Metal that has not achieved this finish within two years shall be painted at the instruction of the City.
- e) Exposed metal trim must have a painted finish. A shiny metal finish is not allowed as a permanent finish.
- f) Reflective materials or high gloss finishes are inappropriate.
- g) Doors may be painted an accent color, stained, or left a natural wood finish.
- h) Preserve material finishes through regular and appropriate maintenance such as rust removal, caulking, limited paint removal and re-application of paint.
- i) All rooftop equipment shall be painted or pre-finished a uniform gray color or tan to match the surrounding surface.
- j) All exposed hardware, frames and piping or mechanical systems shall be finished to be non-reflective and consistent with the color scheme of the building.
- k) Gutters and downspouts shall be painted to match the color of the building behind them, or the case of gutters, to match the fascia.

#### **X. Structural Supports, Columns, Pilasters, Plates and Connectors**

Building structure was generally concealed by building façade material in Black Hawk’s historic mills and commercial buildings. Consult historical models for clues on historic structural elements such as braces, ties, rods and straps, and the detailing of those elements.

- a) Elements that express structure as a significant design feature rather than an engineering necessity are not appropriate.
- b) Avoid the decorative use of massive or oversized columns or other structural elements where they have no logical structural role. Clustered or grouped columns bound with column straps are not appropriate in Black Hawk.
- c) Columns and other structural supports shall be sized for the element they are supporting, and may be clad with finish materials. Oversized columns or pilasters are not appropriate.

- d) Historically, structural elements and rhythm of the structure would extend beyond the building and be exposed on porches, arcades, and covered walkways.
- e) In the historic commercial buildings, structure was expressed on building façades in the form of pilasters clad with metal or masonry.
- f) Connections and plates on natural or stained wood shall be painted to blend with the color of the wood.
- g) Connections, plates and supports on painted wood shall be painted to match the color of the material to which they are attached.

## **XI. Entrances**

- a) Define the entry point or points with visual and architectural cues to attract pedestrians.
  - Lighting, signage, façade ornamentation, arcades and covered walkways help to identify the sequence of entry and the entry point to the large scale building.
  - Place the entry so that the pedestrian can easily see the entry. Provide opportunities for pedestrians to rest along the way.
  - Use scale and reinforcing architectural features appropriate for the type of entry.
- b) Orient primary building entrances in the same direction as nearby historic buildings in the district.
  - Where buildings are sited between the historic core and the street above or below, primary entrances shall face both streets.
  - When sites abut North Clear Creek, provide a second orientation to the creek path.
- c) The building entry shall be at or slightly above the sidewalk elevation. Building entry shall not be below the elevation of the sidewalk or street.
- d) Primary pedestrian entrances also serve as exits, and the area must be appropriately sized.
- e) Primary and secondary entrances shall be easy for pedestrians to negotiate.
- f) Defining entrances by the use of one-story porches or recessed openings is encouraged.
- g) Plan rear or secondary entrances for shared public and service access.
  - Large service entries shall be remote from the pedestrian and vehicular traffic circulation, and shall be designed so they are safely lit with shielded lights.
  - Building materials at the service entry shall blend with the rest of the building and be kept clean and well maintained.
- h) Entrances shall be fully ADA accessible.
- i) When incorporated into entrance elements, corporate logos or images will be reviewed by CP&D.

## **XII. Stairs and Ramps**

- a) In new buildings based on historic commercial forms, consider using metal or wood stairs that attach to the side of the building.
- b) When designing a project, look for interesting left-over spaces in which to locate required stairs on the building exterior.

- c) Steps and stairs shall be painted steel or wood, or natural or colored concrete or metal, and shall have closer risers.
- d) Steps that are scaled appropriately to the building entrances will identify the entry location to the pedestrian and give presence to the building entry.
- e) Ramps must be provided on accessible commercial entrances, and auto operators are highly recommended on gaming establishments because of the elderly population.
- f) Ramps at the building entry shall blend into the design of the entry and not appear to be an addition. Start the ramp where the least elevation change would be negotiated.
- g) Ramps shall be constructed of concrete or wood, or may be part of a sidewalk circulation system. Metal ramps may also be used.
  - All ramps shall have a slip-resistant finish or surface.
  - Exterior railings shall have similar designs to those seen historically.
- h) Balusters shall be a minimum of one inch square. Top rails shall be a minimum depth of three inches. Bottom rails shall be a minimum depth of two inches.
- i) Handrails and guardrails shall be smooth and free of obstructions that might injure the public. Compliance with all applicable building codes is required.

### **XIII. Porches, Patios and Arcades**

- a) Patios on large commercial projects, such as hotels, shall be recessed into the façade of the building. Guard rail elements shall be of a similar material to other architectural features on the building.
- b) Patios are not allowed on the street façade of historic commercial buildings.
- c) If porches are used, they shall define primary entrances, and shall be in scale with those seen historically.
- d) Base porch details on historic models, matching the original proportions and spacing of balusters.
- e) Avoid the use of wrought iron posts and railings on porches.
- f) Arcades may be considered in certain districts to provide shelter and direct pedestrians to the building entry.

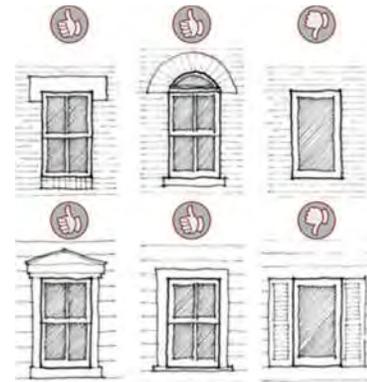
### **XIV. Doors**

- a) New doors shall be similar in height and width to those seen historically, depending upon the historic building type model (commercial or industrial).
  - Entry doors based on historic commercial forms shall be recessed into the façade.
- b) Doors of similar size, when repeated down the street, help to establish a sense of visual continuity.

- c) Doors shall have a reveal, transom, wood frame and a bottom panel similar in scale to those used historically. The center panel shall be genuine, transparent glass.
  - Simple paneled doors were typical historically. Very ornate doors are discouraged.
- d) Door materials shall appear similar to wood that was used historically.
  - Kickplates may be wood, masonry, tile, or decorative stamped metal.
- e) Door frames shall be inset within the surrounding wall to simulate the appropriate depth for a historic masonry or wood-frame wall.
- f) Doors at accessible entrances shall be considerate of the user.
  - Excessively heavy doors, while they may be allowed by code, should be avoided.
  - Exotic forms or poorly designed door hardware may not meet code and will create difficulty for the user.

**XV. Windows**

- a) New windows shall be similar in height and width to those seen historically, depending on the historic building type model (commercial or industrial).
  - Windows and storefronts incorporating historic type display windows help enliven commercial buildings at the street level, providing a comfortable and inviting, pedestrian-oriented scale which encourages walking and browsing.
  - Large, continuous expanses of glass, either vertically or horizontally oriented, are generally inappropriate on most commercial buildings.



Windows should express the traditional scale, dimensions, and proportions of those used historically.

- b) Windows, when repeated down the street, help to establish a rhythm or sense of visual continuity in the City.
  - Upper story windows shall be spaced in a pattern similar to that seen historically. Typically, these windows were vertically proportioned, evenly spaced in rows across the building façade, and appeared as openings cut out of larger solid, wall planes in a characteristic ratio of glass to wall. At the same time, contemporary interpretations of traditional windows are welcomed.
- c) The amount of the building face devoted to wall surface compared to openings shall be compatible with the historic character of the neighborhood and the historic model (commercial or industrial).
- d) Maintain the distinction between ground floors and upper stories in the design of the windows.
- e) New windows shall express the traditional dimensions, proportions and scale of historic windows seen in the historic building type upon which the building is modeled.
- f) Where multi-pane windows are appropriate, true divided lights are preferred. Do not use “internal” muntins that are sandwiched between two layers of glass. Snap-in muntins may be used on larger areas of glass in new construction, provided they are installed on both sides of the glass.

- g) Wood windows are preferred. Metal or vinyl-clad windows may be considered if the dimensions of their frame elements, and that of their finishes, appear similar to that of wood.
- h) Genuine, transparent glass must be used in all windows. Plastic and acrylic glazing are inappropriate, as are opaque or reflective surfaces that hide indoor activities, create glare on the sidewalk, and do not provide pedestrian interest.
  - Low-E glazing is encouraged to enhance energy efficiency.

## XVI. Canopies

Awnings and canopies similar to those used historically may be used on commercial and industrial mill building types to provide weather protection and to increase interest for pedestrians. Awnings and canopies are subject to review by the Historic Preservation Commission and by the City Council. Refer to the Black Hawk Sign Code for additional information and guidelines related to awnings and canopies.

- a) Awnings can only be located on the first floor façade, used in limited amounts and have a demonstrated function.
- b) Awnings shall reinforce the design of the building behind it, and shall not obscure ornamental details.
  - Awnings shall fit dimensions of the storefront openings, to emphasize these proportions.
  - Horizontal awnings are not appropriate in front of arched openings.
  - Awnings shall be subordinate to the overall character of the project and proportional to the architectural design of the façade.
  - The mounting height and dimension of a canopy or awning shall be appropriate to their function. Align the top edge with the top of the transom or with the framing that separates the transom from the main display window to help strengthen the visual continuity of storefronts.
- c) Shed awning and canopy forms must be used except over arched window openings, where rounded forms may be appropriate.
- d) Flexible awnings shall be operable. Rigid frames supporting flexible awnings are not allowed.
- e) On commercial buildings only, cloth or canvas and flexible coated awning material is allowed. Metal shed awnings are only appropriate on side or rear entrances.
- f) On industrial mill building types only, rigid canopies or arcades using metal or flexible materials may be used in limited amounts.
- g) Rough sawn wood, plastic, fiberglass, shake or asphalt shingles are not appropriate materials for canopies.
- h) Historic-looking soft awnings shall incorporate color and rigid awnings shall follow the building color scheme.



Awnings like those seen historically may be used on both commercial and industrial building types.

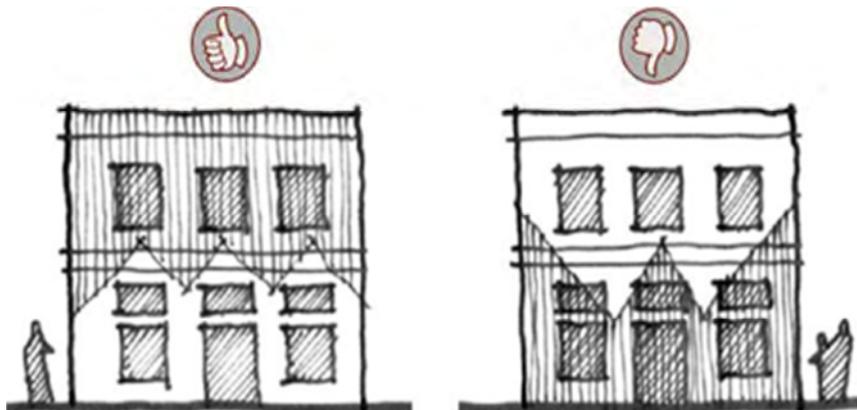
- i) Awnings may not be backlit and cannot use cut-out, transparent lettering.
  - Awnings may be lit from fixtures mounted to the building above the awning, however, those fixtures are not a substitute for safe lighting of the pedestrian way.
- j) Simple lettering and images may be applied to awnings or canopies but cannot exceed two square feet of the surface area.
- k) Maintenance plans shall include the regular replacement of flexible awning materials, which normally will deteriorate in several years due to weather.
  - Damaged awnings must be replaced immediately

**XVII. Exterior Lighting**

Lighting shall create a safe and secure environment for pedestrians without generating any unnecessary or vagrant lighting that spreads excessively into adjacent areas.

a) General lighting guidelines

- i. Lighting shall be designed to prevent unnecessary light trespass. Avoid lighting which illuminates more than the area for which it was specifically installed. Familiarity with the principle of Dark Sky is encouraged.
  - All exterior lighting shall be shielded and designed to minimize glare into the street and onto adjacent properties, especially adjoining residential properties.
  - When lighting the pedestrian way in front of a commercial building, light trespass will not be allowed beyond the face of curb parallel to the building.
  - Up-lights which are not shielded and directed to the façade of the building create glare in the night-time sky and are inappropriate.
  - Lighting for parking and service areas shall be shielded and designed to minimize glare into the street and onto adjacent properties.
  - Light from building façade lighting will not, in any case, extend beyond the edges of the building.
  - Lighting of commercial properties shall not impact any residences.
- ii. Accent features of primary building elevations, such as special architectural ornamentation, signs and entrances, may be lighted, but lighting that creates a uniform light level across a building front or washes extensive amounts of wall surface is inappropriate. Avoid lighting upper levels of buildings, except to emphasize architectural features of the building.

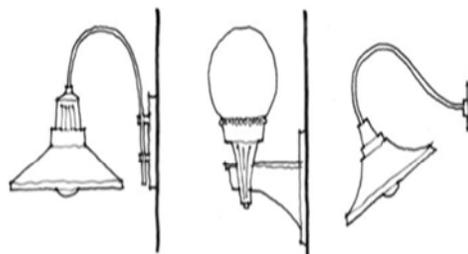


Use lighting to emphasize building entrances, ornamentation and signs. Up-lights are inappropriate when not lighting an architectural feature of the building.

- iii. The emphasis in lighting shall be at the street level, to encourage a pedestrian-oriented environment.
- iv. Beacons, searchlights, or any type of lights that shine into the sky are not permitted. Buildings may only be lit from above.
- v. When lighting pedestrian areas or open areas such as surface parking lots or landscaping, lighting levels shall be evenly distributed across the site.
- vi. Where there are no street lights at walkway areas, bollards that direct light down to the pedestrian way are appropriate.
  - o Recessed step lighting is appropriate on exterior steps.
- vii. Necessary security lighting shall be directed down and away from adjacent properties or rights-of-way and will be considered on an individual, case-by-case basis.
- viii. Use lighting to integrate the building with other structures in the block at night.
- ix. Window display lighting shall also be designed to minimize glare onto the street.
- x. Provide lighting at the rear, or secondary, entrance that is similar to that in the front, or primary, entrance.
- xi. Refer to IES guidelines minimum required lighting and IES RP-20 guidelines for parking structures.

b) Exterior Light Fixtures

- i. Use lamp fixtures that are simple in character and are compatible with the building design.
- ii. Use light fixtures that provide focused, shielded lighting.
- iii. All building mounted fixtures shall be a cut-off to full cut-off fixtures.
- iv. Pole lights shall not be more than sixteen (16) feet tall.
- v. All pole mounted fixtures shall have “Night Sky/Dark Sky” optics.
- vi. Reduce glare onto adjacent properties by using shielded and focused light sources.
  - o Light fixtures shall have an opaque hood or other feature to direct light downward.
- vii. Fixtures shall be controlled by photo-cells or time clocks.



Use fixtures that are compatible with the character of the building.

c) Exterior Light Bulbs and Lamps

- i. Submit examples of and specifications for lamping to CP&D for review.
- ii. Light bulbs, LED tube lights, or lamps, including the fixture lens, shall be screened or shielded from view from the street, sidewalk or adjacent premises.
- iii. Energy efficient lighting is encouraged.
  - o LED technology shall be used where it provides adequate illumination.
  - o Avoid excessively bright lighting. Low wattage systems are recommended.
- iv. Avoid mercury vapor and low pressure sodium lamps. Neon, gas-filled, fluorescent or other tube lighting is permitted only as an accent on signage.
- v. At the pedestrian level, use a lamp color that complements pedestrian activity.
- vi. Brick and stone buildings respond well to the yellow light of high pressure sodium lamps. The light from high pressure sodium lamps also looks good in a snowy

environment. High pressure sodium lamps will wash out colors, so other spectrum colors won't show up. Cars or colored architectural details will lose their true color under this type of lamp. These lamps are discouraged where colors need to remain distinct, such as at hospital emergency drive entrance, or when lighting an entry canopy that should remain true to its color.

- vii. Metal halide lamps are white or blue-white. This light can be too stark for areas where light is meant as a building accent. Metal halide lamps work well to light feature areas, such as an entry canopy. Because metal halide lamps are often desirable, ceramic metal halide lamps can be used in outdoor fixtures. Ceramic metal halide has a slightly yellow light. In open parking structures, a standard metal halide lamp is appropriate.

## **XVIII. Signage**

Refer to the Black Hawk Sign Code for specific information on all proposed signage.

- a) Signage shall complement the architecture of a building and not clutter the face of the building. One or two larger signs are preferable to several smaller signs.
- b) In historic districts, be sensitive to historic signage forms. Refer to historic photographs for reference on sign types and period signage lettering. Contemporary models of historic "old tyme" lettering are not acceptable.
- c) Signage may be illuminated by bulb lighting, directed lighting, or from the interior.
- d) LED signs are limited in their dimensions by Municipal Code and are subject to approval by the Historic Preservation Commission and City Council.
- e) LED signs must be programmable to allow for appropriate variation in brightness between day and night.
- f) LED signs that face residential areas will not be allowed. LED signs that are considered to be a nuisance or safety hazard will not be allowed.
- g) A total of two (2) illuminated signs only will be allowed for each property.
- h) Signage illuminated on the sidewalk at the building entry is acceptable. Illuminated signage will not trespass off the sidewalk or the property, will not be displayed on the building wall, or go beyond eight (8) feet in either direction from the centerline of the main entry door.

## **XIX. Exterior Sound**

Exterior audio systems, exterior speakers, or sound projected beyond the building interior are discouraged in Black Hawk.

## **XX. Service and communications Equipment**

- a) Services at Grade
  - i. Mechanical, electrical, telephone or HVAC equipment on the ground not housed in a structure shall be screened with a fence or wall. The fence or wall must be tall enough on all sides to conceal the equipment from pedestrian view.
  - ii. All trash collection and service areas must be enclosed by a six (6) foot masonry wall.
  - iii. Materials for service enclosures and mechanical screens shall be compatible with those of the buildings on the site and related to those used historically, including wood clapboard and board-and-batten siding.

- iv. A screening device shall blend into the landscaping and not be painted as to call attention to itself. Muted earth tones shall be used as opposed to bright colors.
  - v. All screening devices shall be constructed of materials which are completely opaque so that it is not possible to see any portion or silhouette of the items being screened.
  - vi. Screening walls, fences or structures must be constructed of durable materials which will require low maintenance and are suited to Black Hawk's climate. Appropriate materials for screening may include masonry walls constructed of brick or native stone with an accepted indigenous pattern or finish.
- b) Communication Equipment
- i. Refer to Chapter 16 of the Black Hawk Municipal Code for additional information and guidelines related to communication equipment.
  - ii. Cell towers are not allowed on the primary façade of any structure. Towers are not allowed on the secondary façade if that façade fronts a right-of-way.
  - iii. Cell towers and satellite dishes may not extend beyond the property line.
  - iv. Cell towers must be painted to match the façade of the building in the area where they are attached.
  - v. Satellite dishes are not allowed to be mounted on the primary façade of a building.
  - vi. Satellite dishes mounted to the roof of a commercial structure shall not be visible from the street or sidewalk across the street.
  - vii. All proposed cell tower installations, whether attached to a building or free-standing, must be reviewed by CP&D.

## XXI. Parking Structures

All of the general building guidelines presented thus far also apply to parking structures.

- a) Parking structures shall not dominate the streetscape.
- b) Design parking structures to allow spaces for active uses at the sidewalk. This may be accomplished by designing below-grade parking or by having retail or personal service space along the street frontage
- c) Where possible, locate the primary entrances to parking garages to the side or rear of buildings.
- d) Minimize the appearance of any parking structure entrances that appear on a primary building elevation.
- e) To minimize the impact of the parking garage or vehicular entry on the streetscape, the scale of the garage entry shall be the same scale as the vehicle.
- f) Parking structures may be closed or open, but light fixtures in the structure must be shielded and visibility of the luminaire in the fixture from the street or pedestrian way shall be minimized. Light shall not trespass beyond the face of the parking structure at any parking level.
- g) Screen views of vehicles in parking structures so they are not visible from the surrounding streets.



Minimize the appearance of parking structure entrances that are located on a primary building

- h) High light levels are not required in parking structures. Excessively lit parking structures are not acceptable.
- i) Louvered openings on open parking garages can minimize light trespass in the same way that mini-blinds regulate light that enters a room. Shielding the visibility of bare bulbs from the street or sidewalk is highly enforced, although openings that face a cut hillside only do not necessarily need to comply with light trespass regulations.
- j) Design parking structures so that there is quick access and clear, separate pedestrian routes to the outside. Avoid access paths that cause conflicts between the pedestrian and the vehicle.
  - On large commercial buildings with an entry to the parking garage from the main pedestrian path, the entry point of the garage shall be in the middle of the block where pedestrians aren't running to beat a traffic light walk signal and avoiding cars at the same time.
  - The vehicle entry shall not be the same as the pedestrian entry.
- k) Setbacks shall be designed to allow service access to the side and rear of the building.



**NOTES**