DOWNTOWN MANAGEMENT COMMISSION
August 3, 2015
5:30 p.m. - Regular Meeting
Council Chambers, 1777 Broadway
AGENDA

1. Roll Call
2. Approval of July 17, 2015 Retreat Meeting Minutes
3. Public Participation
4. Downtown Design Guidelines Update – Sam Assefa/Kalani Pahoa
5. Police Update
6. Parks Update
7. BID Update
8. Matters from Commissioners
    - Parking Subcommittee – Talking Points
    - Review of DMC 2016 Priorities
9. Matters from Staff
    - West Pearl Construction Update – Matthews
    - Civic Use Pad Status
10. Action Summary

Attachments

- Meeting Minutes – July 17, 2015
- Sales and Use Tax Revenue Report – May 2015
- Police Stats
- Downtown Boulder Open/Close List
- Council Assignment List
- Update to Downtown Design Guidelines
- DMC Retreat TMP Presentation
- Parking Services Overview – Infographic

Upcoming Meetings/Topics

AMPS Joint Board Meeting - September

Commissioner Terms

Crabtree:	2012-2017	Citizen at Large
Feldman:	2015-2020	Property Rep
Millstone	2013-2018	Property Rep
Deans	2014-2019	Property Rep
Shapins	2013-2016	Citizen at Large

DMC 2015/16 Priorities:

-AMPS and Downtown Parking
- Civic Area Plan
- Homelessness
- Civic Use Pad
- Development of the CAGID Asset Plan
- Council Use of DMC's Advisory Feedback

CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING MINUTES

NAME OF BOARD/COMMISSION: **DOWNTOWN MANAGEMENT COMMISSION**

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: **Ruth Weiss – 303-413-7318**
NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:
BOARD MEMBERS: **CRABTREE, SHAPINS, DEANS, MILLSTONE, FELDMAN**
STAFF: **MATTHEWS, WEISS, LANDRITH, JOBERT, WINTER, CHASANSKY, RUTSCH**
GUESTS: **SEAN MAHER**

TYPE OF MEETING: **RETREAT** **July 17, 2015**

AGENDA ITEM 1 – Meeting called to order at 1:10 p.m.

AGENDA ITEM 2 – Roll Call: All commissioners present.

AGENDA ITEM 3 – Approval of the June 1, 2015 Meeting Minutes: (see below)

AGENDA ITEM 4 – TMP Presentation: Randall Rutsch – Rutsch gave a 2014 TMP: Update process, Building Blocks and Implementation presentation. Presentation topics included update process, focus areas (complete streets), measurable objectives and GhG reduction, and next steps. Historical data of the TMP, policy review, work areas, and public involvement were all discussed. The presentation continued with plan highlights for walk/bike, programmatic areas, service issues with HOP and RTD, mobility hubs, community wide EcoPass potentially funded by Head Tax, and plan highlights. New tools, RTD ridership, current funding, and measureable objectives will focus on moving toward the 20% reduction of GhG gases goal.

AGENDA ITEM 5 – Community Cultural Plan – Chasansky: A draft Community Cultural Plan (CCP), was included in the meeting packet and visually present at the retreat. Draft concepts included working on building bridges to diversity; becoming an innovative world leader with creating in the public realm, cultural destination with access and affordability. The goal needs to be inspiring and profound. The core elements include cultural vitality, creative identity and vibrant environment. Strategies: support for cultural organizations, reinvent the public art program, create and enhance venues and spaces, enhance the vitality of the creative economy, emphasize culture in neighborhoods, support artists and creative professionals, advance civic dialogue, awareness, participation; and, engage our youth – creating a youth council. A new draft is due out in two weeks.
Feldman asked how DMC can help. Chasansky replied tell people. Shapins asked how the cultural plan in the Civic Center comes into play. Chasansky mentioned the need for a 500 – 700 seat venue. Chasansky would like a letter of support for the Cultural Plan from the commission.

AGENDA ITEM 6 – CIP Presentation - Jobert: Discussed CIP projects. The underground garage partnership at Trinity Lutheran is submitting design, breaking ground in August. Matthews said the Pearl and Randolph elevators need modernization and will be done soon. New equipment will allow the booths to be upgraded. If there is money, would like to refurbish and paint the garages over the concrete. Downtown garage art plan is being proposed in 2016. MOTION: Motion to approve the 2016 recommended expenditures from the Downtown Commercial Fund. Millstone motioned, Deans seconded and all commissioners were in favor and it passed 5 -0.

AGENDA ITEM 7– DUHMD/PS Work Plan: Matthews has a vendor under consideration for the garage

access system replacement which includes new gate equipment. Cash cards would continue and when the attendant takes a break, the client could use credit card to exit. It could apply to night time, too.
Civic Area design and implementation, specifically related to parking and access, looking at ground breaking next spring for the park design. Feldman mentioned that in Winter's communications with Cowles regarding parking in the civic area, there are 437 parking spaces. Feldman questioned how many would be lost to the new construction project. The response was between 40 and 70 in this phase. Winter said a line of traffic on the east end of the library lot and the first bay of the municipal lot potentially. Matthews said the management of the library parking lot is being reviewed. Matthews continued that removal of the reserved employee parking spaces is being considered in some lots along with a fee increase and paid short term parking. Feldman questioned how many parking spaces would be lost in subsequent phases. Winter replied that the spaces in the library and New Britain lots would become park land and would be replaced with underground and/or structured parking.
Feldman said additional demand is being generated in this area and reducing the amount of parking for it, is a problematic crossing of agendas. Feldman continued that the Trinity project will have a cost of $60,000 per new parking space. Fifty-four spaces is $3 million per Feldman and the value of the 40 spaces that will be lost in the Civic Area is approximately $2.3 million in parking space value. The whole Capital Project is $8 million. Shapins mentioned that the city has been working for years with the Civic Park, with great advancements in recent years and made decisions to remove parking to create a more vibrant Civic Area.
Feldman said the idea is that the parking spaces that will be lost will be replaced at some point in the book ends and building that are not yet designed. Feldman said it should be a requirement that for every parking space that is covered in grass, there should be another one underground or in a structure.
Winter mentioned a fact sheet that spoke to parking and TDM; there is a draft and hopefully the new communications person will be hired in the next few months and will address the draft. Winter continued that the TMP with the reduction of single vehicle use, it will decrease the need for parking spaces. Millstone thinks it's an unrealistic goal, since trying to find a parking space is so difficult and not happening. Feldman said it would be good to get the public consensus on parking in Boulder and what citizens want. Winter said the big picture people need to have transportation options with a car being most practical in some cases. Access demand is going to increase and how do all modes achieve that access? Discussion continued on the multi modal transportation of businesses, seniors and visitors. Deans suggested putting together a DMC communication plan with a communication to the public or council that summarizes current issues. Feldman and Shapins agreed on a no net loss of parking and agreed to be the subcommittee on the topic. They will bring talking points to the next DMC meeting.
Winter said the LOI has passed by council for the Civic Pad, next steps and operational issues are going forward. Downtown Design Guidelines update, outline of process done by Assefa, he will be asked to attend August DMC meeting. Deans requested update on what are changes to downtown buildings and what can be built downtown.
Winter discussed AMPS, looking at on street car share models that would require policy change, remote parking options continues, and parking projections, utilization and maxing out with existing structures. There will be a presentation on development projections, parking supply and access demand, along with looking at graduated fines. Short term parking rate increase and location pricing, and pricing based on time are being reviewed.
Pearl West garage with over 300 spaces was discussed. Conversation continued over unbundled and bundled parking for both residential and business. Alley Master Plan was put in as budget request and discussed. Boulder Junction parking was mentioned, the Pollard site is developing.

AGENDA ITEM 8 – Matters from Commissioners: Deans questioned blue car parking downtown. Winter has met them. It's a valet parking service app. It is $185 a month or $9 a time. Winter is investigating this app as another parking option to offer to customers.
Deans questioned the moving of city offices to BCH location. Dean inquired if CAGID gets bigger as a consequence of city offices at BCH. Winter replied no but CAGID could play a role.

2016 DMC priorities: amps and downtown parking; Civic area plan; Homelessness; Civic use pad; and, development of a CAGID Asset Plan. BCH Reuse meeting was discussed by Shapins.

Meeting adjourned at 7:15 p.m.

ACTION ITEMS:

MOTION: Crabtree motioned to approve the June 1, 2015 meeting minutes. Deans seconded the motion. All commissioners were in favor and the motion passed 5-0.

MOTION: Motion to approve the 2016 recommended expenditures from the Downtown Commercial Fund. Millstone motioned, Deans seconded and all commissioners were in favor and it passed 5 -0.

August 3, 2015 **Council Chambers** **Regular Meeting**

APPROVED BY: DOWNTOWN MANAGEMENT COMMISSION

Attest:
Ruth Weiss, Secretary

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Sue Deans, Chair

City of Boulder
Sales & Use Tax Revenue Report
May, 2015

Issued July 14, 2015

This report provides information and analysis related to 2015 Year-to-Date (YTD) sales and use tax collections. Results are for actual sales activity through the month of May, the tax on which is received by the city in the subsequent month. For clarification of any information in this report, please contact Patrick Brown, Revenue & Licensing Officer, at (303) 441-3921 or brownp@bouldercolorado.gov.

PLEASE NOTE: Pursuant to a vote in November of 2014, the sales and use tax rate changed on January 1, 2015 from 3.56% to 3.86%. The additional 0.30% tax was approved for a three year period and is earmarked for "Community Culture and Facilities." Actual dollars collected in the report may show as being higher in 2015 solely because of that tax rate increase. However, the percentage changes included in this report have been "normalized" to be able to compare the actual increase or decrease for this year compared to the same period in 2014 as if the rates were the same. This "normalized" percentage better reflects the underlying economic activity in the city and enables city staff to more readily determine if revenue targets are being met.

REVENUE COMPARISONS TO COMPARABLE PERIOD IN PRIOR YEAR

Historically, remittances in the first half of each year have been somewhat erratic and do not provide sufficient information to extrapolate trends for taxable activity later in the year. Further, sales of recreational marijuana did not begin in any significant volume until April of 2014. Therefore, retail sales tax percentage increases shown are not indicative of a trend that will continue for the balance of the year as the amounts become "apples to apples." As reflected in Table 1, "normalized" Sales and Use Tax has increased from the comparable 2014 base by 9.10%.

TABLE 1
***"NORMALIZED "*ACTUAL SALES AND USE TAX REVENUE**
(Adjusted to exclude change in tax rate)

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	6.43%	77.04%
Business/Consumer Use Tax	(1.63%)	9.45%
Construction Use Tax	44.68%	10.65%
Motor Vehicle Use Tax	23.79%	2.85%
Total Sales & Use Tax	**9.10%**	**100.00%**

As referenced above, any time a new commodity (such as recreational marijuana) becomes taxable, it generates additional revenue and increases the revenue "base," but the percentage increase in revenue may distort perception of the strength of the underlying economy. For that reason, Table 2 is presented to illustrate "normalized" sales and use tax revenue excluding revenue from the sale of recreational marijuana.

TABLE 2
*"NORMALIZED "*ACTUAL SALES AND USE TAX REVENUE, *EXCLUDING REVENUE FROM THE SALE OF RECREATIONAL MARIJUANA*
(Adjusted to exclude change in tax rate)

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	5.21%	76.67%
Business/Consumer Use Tax	(1.79%)	9.59%
Construction Use Tax	44.68%	10.84%
Motor Vehicle Use Tax	23.79%	2.90%
Total Sales & Use Tax	**8.14%**	**100.00%**

COMMUNITY CULTURE AND FACILITIES TAX

For May 2015 YTD, the newly enacted Community Culture and Facilities Tax (an additional 0.30%, effective for 3 years beginning January 1, 2015) has generated $3,925,573. This tax is dedicated to fund a variety of projects in the Civic area along the Boulder Creek Path and on University Hill as well as improvements for several culturally oriented projects. It will also fund pedestrian safety lighting improvements along Baseline Road at the entrance to Chautauqua Park.

DETAILED ANALYSIS OF MAJOR CATEGORIES

The following monthly information is provided to identify trends in the various categories. While this information is useful, it is important to remember that relatively small aberrations (like the timing of remittances by certain vendors) can make relatively large monthly variances. Particularly near the beginning of the year, limited months do not necessarily define a trend.

Retail Sales Tax – May YTD retail sales tax revenue was up 6.43% from that received in 2014. It is important to note that any significant sales of recreational marijuana did not begin until the second quarter of 2014. Therefore, it is expected that increases for month over month comparisons will be smaller for the remainder of 2015.

Jan	Feb	Mar	Apr	May
6.50%	9.40%	8.54%	4.87%	2.81%

Food Stores - YTD retail sales tax revenue for food stores was up 10.60% from that received in 2014. This large increase is primarily due to companies who file thirteen four-week periods instead of reporting monthly. Companies who file thirteen four-week periods do so because of reporting purposes. Each reporting period has the same number of days in the period. Since the city reports monthly, there is one month out of the year where our report contains two filing periods.

Jan	Feb	Mar	Apr	May
46.51%	8.69%	2.00%	1.77%	0.70%

Sales at **Eating Places** are both an important revenue source (Eating Places comprise approximately 12.00% of sales/use tax) and are often an indicator of the health of the economy in the city. This discretionary category is often correlated with disposable income and consumer confidence. Total May YTD retail tax at Eating Places is up by 7.71%.

Jan	Feb	Mar	Apr	May
4.82%	10.46%	6.98%	4.87%	11.00%

Apparel Stores - YTD retail sales were up by 7.23%. The significant increase in April is due to multiple circumstances. Timing was an issue with one large vendor who did not remit in April of 2014. Multiple other vendors also improved their performance during the month

Jan	Feb	Mar	Apr	May
(29.55%)	15.03%	(1.28%)	53.97%	2.21%

General Retail sales are up by 4.42% YTD.

Jan	Feb	Mar	Apr	May
1.97%	3.75%	3.02%	4.94%	8.42%

Public Utilities (primarily retail sales tax on natural gas and electricity) are down by 7.37% YTD. Tax on Public Utilities comprises approximately 5.00% of total sales and use tax revenue. Even if natural gas prices and rates increase, the direction for this category may be uncertain if conservation strategies are successful and businesses significantly cut their energy use. According to a 2006 study by the City of Boulder, commercial and industrial sector energy use makes up 83% of Boulder's energy use.

TOTAL MARIJUANA REVENUE

The latest revenue sources for the City of Boulder are the sale of both medical and recreational marijuana. These sources represent 1.07% and 1.14% of the total sales/use tax collected respectively in 2014.

The sale of medical marijuana generates:

- 3.86% sales and use tax on product sales paid by the purchaser and/or costs of any construction materials, furniture, fixtures, or equipment paid by the business.

The sale of recreational marijuana generates:

- 7.36% sales tax on product sales paid by the purchaser (3.86% base and 3.50% additional).
- 7.36% use tax on the cost of any construction materials, furniture, fixtures, or equipment paid by the business (3.86% base and 3.50% additional).
- A 5.00% excise tax paid by the grow facility when shipping product to dispensaries and/or marijuana infused product facilities.
- A "share-back" of certain State of Colorado revenue. The State collects a 10.00% tax on recreational marijuana sales and "shares back" 15.00% of that 10.00% to each city where such revenue is generated.

A summary of all year-to-date 2015 marijuana related revenue follows:

Total May YTD Marijuana Related Revenue			
Medical marijuana:			
3.86% Sales/Use Tax	$476,852		
Sub-total Medical marijuana revenue		$476,852	
Recreational marijuana			
3.86% Base Sales/Use Tax	453,220		
3.50% Additional Sales/Use Tax	410,880		
5.00% Excise Tax	400,643		
State Share-back	190,513		
Sub-total Recreational Marijuana revenue		$1,455,256	
TOTAL MARIJUANA RELATED REVENUE			$1,932,108

While the City's base 3.86% sales/use tax is distributed to City funds based upon various past voter decisions, certain other revenue has been dedicated to cover incremental costs related to the sale and use of marijuana in the City of Boulder. Year-to-date collections for these dedicated revenue sources follow:

Total May YTD "Incremental" Recreational Marijuana Related Revenue		
3.50% Additional Sales/Use Tax	$410,880	
5.00% Excise Tax	400,643	
State "Share-back"	190,513	
TOTAL "INCREMENTAL" RECREATIONAL MARIJUANA REVENUE		$1,002,036

Medical Marijuana Retail Sales Tax

Total May YTD sales/use tax revenue collected in this category is down by 1.32% from the same period in 2014. The percentage change by month is presented below.

Jan	Feb	Mar	Apr	May
26.96%	(7.57%)	(9.21%)	(1.96%)	(16.06%)

Recreational Marijuana Retail Sales Tax

The first remittances in 2014, related to sales of recreational marijuana, were received in the month of February. Significant retail establishments were not open until April of 2014. Therefore, increases for the first and second quarter of 2015 are not representative of future expectations due to the non-existent or low comparative base.

Jan	Feb	Mar	Apr	May
na	na	82.89%	60.56%	42.84%

Significant YTD increases / decreases by sales/use tax category are summarized in Table 3.

TABLE 3

2014 YTD RETAIL SALES TAX (% Change in Comparable YTD Collections)	
STRENGTHS: ▪ Food Stores up by 10.60% (January had two returns for each store by a 13 period filing taxpayer) ▪ Eating Places up by 7.71% ▪ Apparel Stores up by 7.23% ▪ Home Furnishings up by 3.74% ▪ General Retail up by 4.42% ▪ Computer Related Business up by 30.89% ▪ All Other up by 8.25% ▪ Recreational Marijuana up by 120.52% ▪ Downtown up by 10.84% ▪ UHGID (the "hill") up by 1.69% ▪ N. 28th St Commercial up by 16.23% ▪ University of Colorado up by 2.94% ▪ Basemar up by 1.61% ▪ BVRC (excl 29th St) up by 3.91% ▪ Twenty-Ninth St up by 2.42% ▪ The Meadows up by 15.53% ▪ All Other Boulder up by 9.79% ▪ Out of State up by 5.93% ▪ Metro Denver up by 25.77% ▪ Pearl Street Mall up by 19.15% ▪ Gunbarrel Commercial up by 20.50% ▪ Boulder Industrial up by 12.01%	WEAKNESSES: ▪ Transportation/Utilities down by 5.75% ▪ Automotive Trade down by 0.81% ▪ Building Material Retail down by 0.64% ▪ Medical Marijuana down by 1.32% ▪ Consumer Electronics down by 7.03% ▪ Table Mesa down by 1.30% ▪ Public Utilities down by 7.37%

2014 USE TAX (% Change in YTD Comparable Collections)	
STRENGTHS: ▪ Construction Use Tax up by 44.68% (when adjusted to exclude dedicated Boulder Junction tax in both years, up by 54.90%) ▪ Motor Vehicle Use Tax up by 23.79% (actually down by 0.90% when adjusted to exclude "timing" difference	WEAKNESSES ▪ Business Use Tax down by 1.63%

BUSINESS USE TAX

May YTD Business Use Tax is down by 1.63%. This tax category can be very volatile as it is associated primarily with the amount and timing of purchase of capital assets by businesses in the city and the amount and timing of audit revenue. 2014 YTD audit revenue was over $2 million.

MOTOR VEHICLE USE TAX

May YTD Motor Vehicle Use Tax is up by 23.79%, but that increase is overstated because May 2014 revenue was not posted until June 2014. Therefore, the comparative base is understated. Adjusting for that "timing" variance would result in YTD Motor Vehicle Use Tax actually being down by 0.90%.

This tax category applies to the purchase of vehicles registered in the city. As individuals and businesses became more confident about jobs and the economy, they have replaced their vehicles and thus reduced the average age of their fleet. 2014 was a strong year for motor vehicle sales, but the rate of increase has slowed as the average age of the total vehicle fleet in the city declines and the comparative numbers from the prior year become more difficult to meet or exceed. Motor Vehicle Use Tax may have already reached that inflection point as both November and December 2014 results were negative (down 17.88% and 12.16% respectively when compared to the very strong sales in the comparative months of 2013) and May YTD Motor Vehicle Use Tax is down, on an adjusted basis, by 0.90%.

CONSTRUCTION USE TAX

Construction Use Tax is up by 44.68% YTD. This is a very volatile tax category as it depends upon the number and timing of construction projects in any given period. Forecasts are based revenue from a "base" number of projects continuing indefinitely, plus revenue from large projects in the "pipeline" (based upon a review of information from the City Planning Department and the CU Capital Improvement Plan). Even when we know projects are pending, the timing of the payment of Construction Use Tax can occur in the prior or subsequent year to the planned construction date. We are currently in a period of more activity for large project construction in the City but know that this level cannot continue indefinitely. Therefore, it is important that we not commit the increases in this tax revenue to ongoing operating expenses, as it will eventually decline.

ACCOMMODATION TAX

May Accommodation Tax revenue is up by 10.53% from the same period in 2014. The hotel industry in Boulder is in a state of flux. It is uncertain if/when new properties in the pipeline will open. Some upward adjustment in room and occupancy rates has occurred during the transition when the total number of rooms available in the City is down slightly. Some of the changes follow:

- America Best Value – closed March 2014 (to be converted to student housing)
- Golden Buff – closed December 2013 (to be redeveloped into two hotels)
- Boulder Outlook – closed November 2014
- Hyatt Place Depot Square – opened in April 2015
- Other Planned Properties – in concept or site review

ADMISSIONS TAX

Year-to-date 2015 Admission Tax revenue is up by 14.17% from the same period in 2014. Admissions Tax collections are dependent on the number of taxable productions and events held in the City and the level of attendance at such events.

TRASH TAX

May YTD Trash Tax receipts are down by 3.03%. On-going Trash Tax remittances are due on a quarterly basis. The variance is due to smaller trash collection companies variability in work levels, due primarily to larger construction projects.

REVIEW OF VARIOUS ECONOMIC DATA & PREDICTIONS FOR THE FUTURE

According to the 3rd Quarter 2015 *Leeds Business Confidence Index* published by the University of Colorado's Leeds School of Business, expectations are tempered ahead of Q3:

> The panel of business leaders surveyed notched expectations downward ahead of Q3 2015, marking the largest decrease in confidence since Q2 2013. The index remains in positive territory (above 50) for all individual metrics of the index. The greatest optimism was in the state economy, which was also the source of the greatest decline in expectations compared to a year ago. Expectations for the national economy took the largest step back compared to a quarter ago coming on the heels of weak first-quarter real GDP growth. Hiring expectations recorded the second-largest quarterly reduction.
>
> The Leeds Business Confidence Index, which captures Colorado business leaders' expectations for the national economy, state economy, industry sales, profits, hiring plans, and capital expenditures is at 58.3 for Q3 2015 compared to 61.7 ahead of Q2 2015. The LCBI is down 2.9 points from one year ago and 3.4 points from last quarter.

The *Conference Board Consumer Confidence Index*® increases:

> The latest ***Conference Board Consumer Confidence Index*** was released June 30, 2015, based on data collected through June 18. The headline number of 101.4 was a significant increase from the May final reading of 94.6, a downward revision from May's 95.4. "Consumer confidence improved further in June, following a modest gain in May," says Lynn Franco, Director of Economic Indicators at the Conference Board. "Over the past two months, consumers have grown more confident about the current state of business and employment conditions. In addition, they are now more optimistic about the near-term future, although sentiment regarding income prospects is little changed. Overall, consumers are in considerably better spirits and their renewed optimism could lead to a greater willingness to spend in the near-term."

The *University of Michigan Consumer Sentiment Index* improved in June:

> Consumers voiced in the first half of 2015 the largest and most sustained increase in economic optimism since 2004. Just as important, that same record was set by households in the top third of the income distribution as well as by the middle third and those in the bottom third of the income distribution. Moreover, the recent surveys recorded those same records when consumers were asked to evaluate prospects for the national economy, their personal finances, and buying conditions. Consumer spending will remain the driving force of economic growth in 2015. Overall the data indicate growth in consumer spending of 3.0% in 2015.

According to the latest figures released by the *Colorado Bureau of Labor and Employment*, unemployment rates for the region changed little from March to April:

> Boulder, Broomfield, and Larimer counties all saw their rates decrease by one-tenth of a percentage point from March to April, while Weld County's rate increased by that amount.
>
> The rate in Boulder County was 3.5% with 170,012 people employed and 6,241 looking for work. That's down from 3.6% in March and 4.2% in April 2014.

Excerpts from the latest publication of *Focus Colorado: Economic and Revenue Forecast,* from the Colorado Legislative Council Staff, follow:

> The economy is strong. Colorado's expansion grew out of a recovery into a mid-cycle expansion nearing full employment in 2014. Low oil prices are expected to slow the pace of Colorado's expansion in 2015. The expansion and inflationary pressure will be moderated over the forecast period by tightening monetary policy.
>
> The biggest risk to expectations for Colorado's economy is the trajectory of oil prices and its impact on employment and income growth in Denver and the northern Front Range. Cutbacks in the oil industry are expected to be a moderating influence in employment, wages, and income gains in the Denver metropolitan area and the northern front range.

Total Net Sales/Use Tax Receipts by Tax Category	MAY YTD Actual			
	2014	2015	% Change	% of Total
Sales Tax	33,720,461	38,914,532	6.43%	77.04%
Business Use Tax	4,475,342	4,773,440	-1.63%	9.45%
Construction Sales/Use Tax	3,429,206	5,379,460	44.68%	10.65%
Motor Vehicle Use Tax	1,074,086	1,441,603	23.79%	2.85%
Total Sales and Use Tax	**42,699,095**	**50,509,035**	**9.10%**	**100.00%**

Total Net Sales/Use Tax Receipts by Industry Type	MAY YTD Actual			
	2014	2015	%Change	% of Total
Food Stores	5,694,408	6,731,327	9.02%	13.33%
Eating Places	5,632,172	6,574,100	7.65%	13.02%
Apparel Stores	1,457,901	1,692,718	7.08%	3.35%
Home Furnishings	1,049,219	1,180,370	3.76%	2.34%
General Retail	8,002,738	9,294,137	7.11%	18.40%
Transportation/Utilities	3,607,777	3,696,336	-5.51%	7.32%
Automotive Trade	2,943,823	3,437,609	7.70%	6.81%
Building Material-Retail	1,488,122	1,605,722	-0.48%	3.18%
Construction Firms Sales/Use Tax	3,365,167	5,286,358	44.88%	10.47%
Consumer Electronics	907,218	959,035	-2.50%	1.90%
Computer Related Business Sector	2,622,952	3,202,259	12.60%	6.34%
Rec Marijuana	359,310	864,100	121.80%	1.71%
Medical Marijuana	428,173	476,852	2.71%	0.94%
All Other	5,140,116	5,508,112	-1.17%	10.91%
Total Sales and Use Tax	**42,699,095**	**50,509,035**	**9.10%**	**100.00%**

Total Net Sales/Use Tax Receipts by Geographic Area	MAY YTD Actual			
	2014	2015	% Change	% of Total
North Broadway	532,289	619,608	7.36%	1.23%
Downtown	2,994,983	3,557,899	9.56%	7.04%
Downtown Extension	337,202	329,132	-9.98%	0.65%
UHGID (the "hill")	491,011	538,529	1.15%	1.07%
East Downtown	377,381	321,649	-21.39%	0.64%
N. 28th St. Commercial	1,980,056	2,511,340	16.97%	4.97%
N. Broadway Annex	176,160	184,324	-3.50%	0.36%
University of Colorado	401,026	448,504	3.15%	0.89%
Basemar	906,460	1,448,407	47.37%	2.87%
BVRC-Boulder Valley Regional Center	8,816,432	9,948,102	4.07%	19.70%
29th Street	3,140,923	3,472,604	1.97%	6.88%
Table Mesa	1,049,650	1,123,404	-1.29%	2.22%
The Meadows	429,373	494,876	6.30%	0.98%
All Other Boulder	2,488,635	3,460,846	28.26%	6.85%
Boulder County	414,280	424,969	-5.39%	0.84%
Metro Denver	1,103,777	3,635,044	203.73%	7.20%
Colorado All Other	119,416	267,755	106.79%	0.53%
Out of State	4,310,835	4,163,981	-10.91%	8.24%
Airport	10,240	15,206	36.95%	0.03%
Gunbarrel Industrial	3,108,505	2,809,436	-16.65%	5.56%
Gunbarrel Commercial	468,795	580,624	14.23%	1.15%
Pearl Street Mall	1,107,846	1,419,375	18.16%	2.81%
Boulder Industrial	4,268,565	4,894,098	5.74%	9.69%
Unlicensed Receipts	344,563	170,544	-54.35%	0.34%
County Clerk	1,074,086	1,441,603	23.79%	2.85%
Public Utilities	2,246,605	2,227,178	-8.57%	4.41%
Total Sales and Use Tax	**42,699,095**	**50,509,035**	**9.10%**	**100.00%**

Miscellaneous Tax Statistics	MAY YTD Actual		
	2014	2015	% Change in Taxable
Total Food Service Tax	244,902	260,298	6.29%
Accommodations Tax	2,058,989	2,275,726	10.53%
Admissions Tax	204,661	233,654	14.17%
Trash Tax	464,169	450,107	-3.03%
Disposable Bag Fee	69,836	66,288	-5.08%
Rec Marijuana Excise Tax	77,791	400,643	415.02%

USE >< SALES

USE TAX BY CATEGORY				SALES TAX BY CATEGORY		
MAY YTD Actual				MAY YTD Actual		
2014	2015	% Change	Standard Industrial Code	2014	2015	% Change
113,369	38,541	-68.65%	Food Stores	5,581,039	6,692,786	10.60%
76,082	85,329	3.44%	Eating Places	5,556,090	6,488,771	7.71%
6,761	5,537	-24.47%	Apparel Stores	1,451,141	1,687,181	7.23%
9,142	10,460	5.52%	Home Furnishings	1,040,076	1,169,910	3.74%
676,465	999,145	36.22%	General Retail	7,326,273	8,294,991	4.42%
164,450	177,607	-0.39%	Transportation/Utilities	3,443,327	3,518,729	-5.75%
1,116,435	1,472,250	21.62%	Automotive Trade	1,827,388	1,965,359	-0.81%
8,600	11,838	26.95%	Building Material-Retail	1,479,522	1,593,883	-0.64%
3,252,213	5,139,380	45.75%	Construction Sales/ Use Tax	112,953	146,978	20.01%
13,839	58,450	289.53%	Consumer Electronics	893,378	900,585	-7.03%
1,872,303	2,136,907	5.26%	Computer Related Business	750,649	1,065,352	30.89%
2,265	10,402	323.56%	Rec Marijuana	357,046	853,698	120.52%
12,813	32,424	133.39%	Medical Marijuana	415,360	444,429	-1.32%
1,653,897	1,416,232	-21.03%	All Other	3,486,219	4,091,880	8.25%
8,978,634	**11,594,503**	**19.10%**	**Total Sales and Use Tax**	**33,720,461**	**38,914,532**	**6.43%**

USE TAX BY CATEGORY				SALES TAX BY CATEGORY		
MAY YTD Actual				MAY YTD Actual		
2014	2015	% Change	Geographic Code	2014	2015	% Change
32,171	53,375	53.02%	North Broadway	500,119	566,233	4.42%
500,989	560,563	3.20%	Downtown	2,493,994	2,997,335	10.84%
43,968	-4,365	-109.16%	Downtown Extension	293,234	333,498	4.89%
26,615	26,501	-8.17%	UHGID (the "hill")	464,396	512,027	1.69%
116,395	23,770	-81.17%	East Downtown	260,986	297,879	5.27%
31,402	55,636	63.40%	N. 28th St. Commercial	1,948,655	2,455,704	16.23%
866	3,856	310.66%	N. Broadway Annex	175,294	180,468	-5.05%
671	1,653	127.20%	University of Colorado	400,354	446,851	2.94%
91,960	551,036	452.64%	Basemar	814,500	897,371	1.61%
222,589	265,674	10.08%	BVRC	8,593,843	9,682,428	3.91%
35,070	23,458	-38.31%	29th Street	3,105,854	3,449,145	2.42%
10,670	11,529	-0.35%	Table Mesa	1,038,980	1,111,875	-1.30%
57,973	29,645	-52.84%	The Meadows	371,400	465,231	15.53%
1,142,509	1,858,386	50.02%	All Other Boulder	1,346,126	1,602,459	9.79%
61,698	79,242	18.45%	Boulder County	352,582	345,727	-9.57%
174,327	2,367,538	1152.55%	Metro Denver	929,450	1,267,505	25.77%
63,840	34,277	-50.48%	Colorado All Other	55,577	233,478	287.45%
737,760	59,923	-92.51%	Out of State	3,573,075	4,104,059	5.93%
3,315	502	-86.03%	Airport	6,924	14,704	95.86%
2,652,585	2,399,618	-16.57%	Gunbarrel Industrial	455,920	409,818	-17.10%
26,584	2,868	-90.05%	Gunbarrel Commercial	442,211	577,756	20.50%
19,712	13,663	-36.07%	Pearl Street Mall	1,088,134	1,405,712	19.15%
1,607,500	1,662,257	-4.63%	Boulder Industrial	2,661,065	3,231,840	12.01%
173,762	31,648	-83.20%	Unlicensed Receipts	170,801	138,896	-25.00%
1,074,086	1,441,603	23.79%	County Clerk	0	0	#DIV/0!
69,619	40,647	-46.15%	Public Utilities	2,176,986	2,186,531	-7.37%
8,978,634	**11,594,503**	**19.10%**	**Total Sales and Use Tax**	**33,720,461**	**38,914,532**	**6.43%**

Tax by Mo & Category

TOTAL CITY SALES AND USE TAX COLLECTIONS

REVENUE CATEGORY	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	% Change in Taxable Sales
RETAIL SALES TAX	2008	5,197,400	5,105,109	6,005,946	5,331,447	5,488,450	6,572,335	5,508,796	6,258,640	6,620,535	5,382,779	5,255,155	7,443,455	70,170,045	0.04%
Rate3.41%	2009	4,919,570	4,659,632	5,850,038	5,077,648	5,131,444	6,428,343	5,206,770	5,790,533	6,093,314	5,170,325	4,735,769	7,814,230	66,877,613	-4.69%
	2010	4,576,034	5,386,190	6,196,697	5,320,225	5,470,595	6,895,283	5,522,076	5,943,315	6,855,385	5,652,938	5,240,211	8,414,157	71,473,106	6.87%
	2011	5,394,367	5,132,437	6,692,597	5,630,200	5,708,608	7,016,826	5,580,953	6,531,707	7,286,644	5,765,805	5,830,545	8,390,145	74,960,833	4.88%
	2012	5,363,541	5,129,096	6,754,740	5,599,150	5,988,770	7,304,270	5,551,489	7,062,958	7,502,227	6,188,194	5,693,025	9,604,529	77,741,989	3.71%
	2013	5,557,163	5,824,808	7,171,949	5,707,649	6,197,302	7,968,604	6,161,076	6,944,797	7,500,133	6,591,707	5,934,326	9,925,508	81,485,022	4.81%
Rate 3.56%	2014	5,965,991	6,438,048	7,706,036	6,619,759	6,990,628	8,303,288	7,020,977	7,893,039	8,584,506	7,452,664	7,031,634	9,966,741	89,973,310	5.76%
Rate 3.86%	**2015**	6,889,039	7,636,464	9,068,947	7,527,277	7,792,804								38,914,532	-60.11%
Change from prior year (Month)		6.50%	9.40%	8.54%	4.87%	2.81%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		6.50%	8.00%	8.21%	7.38%	6.43%	-14.60%	-26.82%	-36.97%	-45.22%	-50.82%	-55.14%	-60.11%		
CONSUMER USE TAX	2008	818,034	991,472	1,109,160	669,214	736,901	1,067,769	732,334	596,399	899,934	989,683	599,876	1,253,267	10,464,043	-6.63%
(Includes Motor Vehicle)	2009	909,558	657,250	1,062,587	997,891	531,724	790,819	858,325	1,299,767	989,089	741,578	698,452	1,600,457	11,137,497	6.44%
Rate 3.41%	2010	687,502	778,796	913,223	701,931	662,382	945,800	620,328	633,593	909,315	752,143	618,493	1,366,131	9,589,636	-13.90%
	2011	1,247,135	650,595	1,034,670	727,395	850,561	1,166,185	958,724	771,357	1,044,032	703,092	903,665	1,410,793	11,468,205	19.59%
	2012	763,425	768,580	859,971	976,451	1,212,071	1,033,899	729,829	940,127	957,894	1,417,818	737,310	1,469,940	11,867,314	3.48%
	2013	1,132,015	762,369	979,120	866,143	911,993	963,938	835,063	768,003	1,338,726	1,121,736	807,130	1,522,486	12,008,722	1.19%
Rate 3.56%	2014	924,895	901,234	1,328,607	1,727,986	666,706	2,541,847	1,056,846	1,297,348	1,409,960	1,012,343	1,011,907	1,429,435	15,309,114	22.11%
Rate 3.86%	**2015**	1,274,337	1,134,561	1,713,016	965,772	1,127,357								6,215,043	-62.56%
Change from prior year (Month)		27.07%	16.11%	18.91%	-48.45%	55.95%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		27.07%	21.66%	20.50%	-3.90%	3.29%	-29.16%	-37.34%	-45.12%	-51.65%	-55.45%	-58.70%	-62.56%		
CONSTRUCTION USE TAX	2008	330,080	347,219	748,549	454,797	327,855	241,649	100,759	442,652	347,954	217,885	107,831	381,753	4,048,982	-13.02%
Rate3.41%	2009	944,905	111,907	425,028	776,511	279,761	995,132	721,209	676,301	235,485	223,169	591,970	1,467,798	7,449,176	83.98%
	2010	591,599	242,591	245,829	362,619	226,230	1,921,675	1,075,078	467,423	245,361	234,021	406,868	531,670	6,550,964	-12.06%
	2011	622,872	281,210	274,661	240,970	2,150,036	352,336	352,846	455,211	478,988	314,958	177,137	471,157	6,172,383	-5.78%
	2012	385,392	1,697,323	315,856	503,719	342,448	375,499	595,334	214,896	422,866	473,523	799,552	371,254	6,497,662	5.27%
	2013	732,539	941,380	298,613	577,351	366,959	728,141	845,123	1,182,131	1,196,147	876,749	622,491	1,511,632	9,879,257	52.04%
Rate 3.56%	2014	716,119	1,110,714	600,580	430,524	571,269	1,688,472	373,129	379,130	713,014	908,032	325,754	1,557,635	9,374,372	-9.11%
Rate 3.86%	**2015**	387,123	680,064	2,527,741	776,513	1,008,019								5,379,460	-47.08%
Change from prior year (Month)		-50.14%	-43.53%	288.17%	66.35%	62.74%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		-50.14%	-46.12%	36.59%	41.07%	44.68%	-3.05%	-9.64%	-15.48%	-24.63%	-33.77%	-36.53%	-47.08%		
TOTAL FOR MONTH & CHANGE FROM PREVIOUS YEAR (MONTH & YTD)															
Ratechg3.56%>3.41%	2008	6,345,513	6,443,800	7,863,654	6,455,459	6,553,206	7,881,753	6,341,889	7,297,691	7,868,423	6,590,347	5,962,862	9,078,475	84,683,070	
Rate3.41%	2009	6,774,033	5,428,789	7,337,653	6,852,049	5,942,929	8,214,294	6,786,304	7,766,601	7,317,887	6,135,072	6,026,191	10,882,485	85,464,286	0.92%
	2010	5,855,134	6,407,577	7,355,749	6,384,774	6,359,207	9,762,758	7,217,482	7,044,332	8,010,061	6,639,102	6,265,572	10,311,957	87,613,706	2.51%
	2011	7,264,374	6,064,242	8,001,928	6,598,565	8,709,205	8,535,347	6,892,523	7,758,275	8,809,664	6,783,855	6,911,348	10,272,096	92,601,421	5.69%
	2012	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	6,876,652	8,217,981	8,882,987	8,079,535	7,229,887	11,445,723	96,106,966	3.79%
	2013	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	8,894,931	10,035,006	8,590,192	7,363,947	12,959,626	103,373,001	7.56%
Rate 3.56%	2014	7,607,004	8,449,996	9,635,223	8,778,269	8,228,603	12,533,607	8,450,951	9,569,517	10,707,479	9,373,039	8,369,295	12,953,810	114,656,795	6.24%
Rate 3.86%	**2015**	8,550,499	9,451,089	13,309,704	9,269,562	9,928,180	0	0	0	0	0	0	0	50,509,035	-59.37%
% Change (month)		3.67%	3.15%	27.40%	-2.61%	11.28%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
% Change (YTD)		3.67%	3.40%	12.40%	8.58%	9.10%	-15.66%	-26.85%	-36.41%	-44.52%	-50.09%	-54.20%	-59.37%		

Sales Tax Revenues Generated in *CAGID (Excluding the Mall)* by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)									
2012 TOTAL	30,389	3,206,102	468,356	173,873	1,738,783	32,204	333	483,357	6,133,397
2013 (sales tax rate of 3.41%)									
January	1,006	206,696	24,850	14,530	123,652	2,260	-	7,914	380,908
February	1,028	208,483	26,801	4,980	123,545	2,239	-	6,225	373,301
March	4,023	284,345	36,265	14,006	140,205	2,626	9	20,399	501,878
April	1,117	256,655	43,256	11,041	148,093	2,716	-	13,241	476,119
May	1,125	267,228	41,789	14,957	164,852	3,246	-	6,514	499,711
June	4,001	316,158	38,360	8,573	178,036	8,558	16	61,664	615,366
July	1,400	286,388	37,641	7,119	174,918	3,469	-	7,660	518,595
August	1,372	296,554	31,923	13,847	153,274	3,876	-	9,962	510,808
September	3,354	250,116	54,152	7,410	173,883	14,486	7	72,130	575,538
October	1,302	286,269	48,817	8,890	163,693	3,144	-	8,158	520,273
November	1,754	266,285	28,390	8,962	153,712	2,625	-	6,613	468,341
December	5,911	263,671	28,136	16,208	194,814	4,457	157	45,561	558,915
2013 TOTAL	27,393	3,188,848	440,380	130,523	1,892,677	53,702	189	266,041	5,999,753
2014 (sales tax rate of 3.56%)									
January	1,034	208,722	30,629	8,922	86,769	2,678	-	42,572	381,326
February	1,073	247,007	21,874	18,048	78,528	2,518	-	38,648	407,696
March	3,907	295,393	46,561	18,883	93,923	7,699	75	100,754	567,195
April	1,113	314,507	30,701	16,145	93,324	7,533	-	75,028	538,351
May	1,230	337,737	35,379	16,836	116,424	6,811	-	85,009	599,426
June	1,241	337,783	39,404	19,727	115,867	3,449	55	118,693	636,219
July	1,241	337,779	39,360	6,981	127,785	3,839	-	87,697	604,682
August	1,376	329,737	53,406	7,706	131,264	4,032	-	102,825	630,346
September	5,089	341,905	29,323	11,507	129,046	3,567	-	218,090	738,527
October	113	334,781	61,291	43,257	105,149	3,401	-	104,095	652,087
November	3,444	269,896	55,943	16,559	100,082	2,775	-	84,393	533,092
December	3,275	301,696	46,957	11,766	157,421	2,902	380	152,826	677,223
2014 TOTAL	24,136	3,656,943	490,828	196,337	1,335,582	51,204	510	1,210,630	6,966,170
2015 (sales tax rate of 3.86%)									
January	1,351	245,768	18,441	11,554	83,769	3,521	-	95,337	459,741
February	157	312,712	33,162	20,822	72,701	3,014	-	80,747	523,315
March	2,696	345,198	47,026	7,227	100,369	3,579	4	180,906	687,005
April	1,386	338,223	65,751	23,126	140,165	3,536	-	93,416	665,603
May	1,662	395,975	32,570	7,052	112,849	3,670	-	107,896	661,674
June	-	-	-	-	-	-	-	-	-
July	-	-	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	7,252	1,637,876	196,950	69,781	509,853	17,320	4	558,302	2,997,338

Total % Change from 2012-2013	**-9.86%**	**-0.54%**	**-5.97%**	**-24.93%**	**8.85%**	**66.76%**	**-43.24%**	**-44.96%**	**-2.18%**
Total % Change from 2013-2014	**-15.60%**	**9.85%**	**6.76%**	**44.09%**	**-32.41%**	**-8.67%**	**158.47%**	**335.88%**	**11.22%**
Total % Change from 2014-2015	**-19.97%**	**7.64%**	**9.99%**	**-18.36%**	**0.27%**	**-41.36%**	**-95.08%**	**50.55%**	**10.84%**
% Change from previous year month	**24.62%**	**8.13%**	**-15.09%**	**-61.37%**	**-10.60%**	**-50.30%**	**#DIV/0!**	**17.06%**	**1.81%**

Sales and Use Tax Revenues Generated in *CAGID (Excluding the Mall)* by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Auto. Transport.	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)									
2012 TOTAL	30,389	3,262,719	469,321	196,012	1,747,183	32,464	116,176	597,014	6,451,278
2013 (sales tax rate of 3.41%)									
January	1,006	208,424	24,850	17,256	126,402	2,281	37,975	24,434	442,628
February	1,028	210,415	26,859	7,102	127,502	2,259	(214)	11,667	386,618
March	4,113	288,457	36,275	21,116	143,321	2,654	27,222	39,452	562,610
April	2,424	258,801	43,256	15,318	151,707	2,777	12,626	14,987	501,896
May	1,125	265,298	41,881	17,532	172,042	3,268	17,727	7,355	526,228
June	4,082	319,612	38,360	12,453	181,523	8,688	26,860	80,843	672,421
July	1,400	288,575	37,641	9,584	178,565	3,615	9,101	17,439	545,920
August	1,372	298,780	32,025	13,847	156,795	3,893	3,075	17,771	527,558
September	3,495	252,537	54,161	10,612	192,476	14,503	22,719	104,711	655,214
October	1,302	288,691	48,857	12,373	195,086	3,277	7,234	23,983	580,803
November	1,754	268,369	28,424	11,611	158,229	2,643	23,128	7,661	501,819
December	6,038	265,730	28,172	18,957	200,039	4,472	33,750	67,085	624,243
2013 TOTAL	29,139	3,213,689	440,761	167,761	1,983,687	54,330	221,203	417,388	6,527,958
2014 (sales tax rate of 3.56%)									
January	1,034	210,406	30,654	8,922	90,948	2,837	102,750	43,978	491,529
February	1,073	252,127	22,042	20,930	88,938	2,858	19,465	39,988	447,421
March	4,028	302,651	46,602	23,393	96,791	8,085	22,998	112,444	616,992
April	1,113	322,362	30,744	17,488	93,794	7,774	8,238	229,441	710,954
May	1,230	344,174	35,775	19,525	117,079	6,826	116,907	86,567	728,083
June	1,241	342,762	39,418	21,944	116,443	3,471	92,745	145,132	763,156
July	1,241	343,892	39,443	9,291	129,161	3,861	49,451	97,450	673,790
August	1,376	335,701	53,456	10,084	132,085	4,052	659	105,899	643,312
September	5,306	348,143	29,438	15,047	129,869	3,585	242,311	241,860	1,015,559
October	113	341,684	61,413	47,735	107,146	3,418	587,243	106,862	1,255,614
November	3,444	275,434	55,964	18,224	100,631	2,794	841	91,598	548,930
December	3,293	307,986	46,989	13,531	174,488	2,923	100,995	179,083	829,288
2014 TOTAL	24,492	3,727,322	491,938	226,114	1,377,373	52,484	1,344,603	1,480,302	8,724,628
2015 (sales tax rate of 3.86%)									
January	5,766	248,126	18,443	13,922	84,422	3,553	48,161	101,519	523,912
February	157	321,171	33,209	25,020	79,430	3,026	63,708	106,428	632,149
March	2,696	350,710	47,098	9,318	100,871	3,600	149,323	181,437	845,053
April	1,386	344,103	65,812	29,486	140,963	3,536	67,442	95,392	748,120
May	1,662	401,730	32,604	10,333	113,758	3,681	110,845	134,046	808,659
June	-	-	-	-	-	-	-	-	-
July	-	-	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-
2015 TOTAL	11,667	1,665,840	197,166	88,079	519,444	17,396	439,479	618,822	3,557,893

% Change from 2012-2013	**-4.11%**	**-1.50%**	**-6.09%**	**-14.41%**	**13.54%**	**67.35%**	**90.40%**	**-30.09%**	**1.19%**
% Change from 2013-2014	**-19.49%**	**11.10%**	**6.91%**	**29.10%**	**-33.49%**	**-7.47%**	**482.25%**	**239.72%**	**28.02%**
% Change from 2014-2015	**26.92%**	**7.31%**	**9.66%**	**-10.00%**	**-1.74%**	**-43.47%**	**49.92%**	**11.38%**	**9.56%**
% Change from previous year month	**24.62%**	**7.65%**	**-15.95%**	**-51.19%**	**-10.39%**	**-50.26%**	**-12.55%**	**42.81%**	**2.43%**

Sales Tax Revenues Generated on the *Downtown Mall* by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)	-	-	-	-	-	-	-
2012 TOTAL	**54,676**	**1,277,112**	**553,212**	**147,717**	**668,472**	**76,260**	**2,777,449**
2013 (sales tax rate of 3.41%)							
January	2,371	90,449	30,728	7,642	41,481	4,938	177,609
February	4,966	86,268	26,262	7,387	39,036	4,152	168,071
March	4,599	108,576	54,250	8,575	47,728	3,724	227,452
April	2,460	104,357	40,083	7,830	49,460	3,775	207,965
May	4,472	104,775	53,053	10,486	60,344	5,997	239,127
June	3,425	125,845	57,695	10,248	71,962	5,863	275,038
July	6,673	124,038	56,534	11,621	73,650	5,608	278,124
August	5,229	123,237	63,898	12,501	72,838	8,298	286,001
September	3,655	106,135	40,282	7,928	51,067	5,261	214,328
October	4,156	105,602	59,054	9,853	51,866	8,810	239,341
November	3,982	87,939	38,478	14,429	55,242	7,290	207,360
December	5,780	85,521	63,020	28,709	101,738	8,973	293,741
2013 TOTAL	**51,768**	**1,252,742**	**583,337**	**137,209**	**716,412**	**72,689**	**2,814,157**
2014 (sales tax rate of 3.56%)							
January	3,236	84,800	27,857	6,829	37,714	3,444	163,880
February	3,761	97,322	40,355	7,082	40,619	11,915	201,054
March	4,630	101,711	43,040	9,116	55,124	9,184	222,805
April	4,355	111,784	44,765	8,721	53,147	8,886	231,658
May	4,472	122,720	52,090	11,002	65,848	12,602	268,734
June	5,226	126,868	52,226	10,826	73,635	11,412	280,193
July	4,738	143,241	50,205	12,113	92,197	30,185	332,679
August	4,293	133,918	81,234	12,979	83,494	39,117	355,035
September	5,243	139,468	58,707	10,453	69,876	33,321	317,068
October	2,026	128,849	50,406	10,877	60,773	37,351	290,282
November	7,500	94,051	49,653	14,138	59,435	31,905	256,682
December	6,636	96,442	63,565	30,429	125,222	32,897	355,191
2014 TOTAL	**56,116**	**1,381,174**	**614,103**	**144,565**	**817,084**	**262,219**	**3,275,261**
2015 (sales tax rate of 3.86%)							
January	2,914	108,654	30,699	8,172	52,251	31,958	234,648
February	4,343	100,213	41,179	6,837	43,844	28,851	225,267
March	5,553	132,841	50,427	9,918	71,103	37,013	306,855
April	4,894	128,445	51,613	8,534	61,919	34,122	289,527
May	5,140	146,575	76,334	14,531	65,319	41,514	349,413
June	-	-	-	-	-	-	-
July	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-
2015 TOTAL	**22,844**	**616,728**	**250,252**	**47,992**	**294,436**	**173,458**	**1,405,710**
Total % Change from 2012-2013	**-5.32%**	**-1.91%**	**5.45%**	**-7.11%**	**7.17%**	**-4.68%**	**1.32%**
Total % Change from 2013-2014	**3.83%**	**5.61%**	**0.84%**	**0.92%**	**9.25%**	**245.54%**	**11.48%**
Total % Change from 2014-2015	**3.00%**	**9.73%**	**10.91%**	**3.54%**	**7.57%**	**247.54%**	**19.15%**
% Change from previous year month	**6.00%**	**10.16%**	**35.15%**	**21.81%**	**-8.51%**	**203.82%**	**19.92%**

Sales and Use Tax Revenues Generated on The *Downtown Mall* by SIC Code

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	Construction	All Others	GRAND TOTAL
2012 (sales tax rate of 3.41%)								
2012 TOTAL	**55184**	**1287832**	**555044**	**147717**	**674189**	**18311**	**82826**	**2,821,103**
2013 (sales tax rate of 3.41%)								
January	2,384	90,901	31,131	7,642	41,822	1,586	6,857	182,323
February	4,983	86,618	27,557	7,387	39,312	2,291	4,270	172,418
March	4,635	108,923	54,375	8,575	47,799	20	3,847	228,174
April	2,481	105,544	40,522	7,830	49,521	1,074	3,829	210,801
May	4,537	106,528	53,177	10,486	60,409	85	6,036	241,258
June	3,446	126,332	58,360	10,248	72,037	2,944	6,796	280,163
July	6,696	124,982	56,676	11,621	74,025	746	5,706	280,452
August	5,256	123,766	64,299	12,501	72,927	2,929	8,334	290,012
September	4,312	107,396	40,456	7,928	51,124	127	7,288	218,631
October	4,367	105,884	59,110	9,853	52,023	-	8,810	240,047
November	4,232	88,149	39,058	14,429	55,342	-	7,290	208,500
December	6,143	85,900	63,723	28,709	101,846	9,161	10,088	305,570
2013 TOTAL	**53472**	**1260923**	**588444**	**137209**	**718187**	**20963**	**79151**	**2,858,349**
2014 (sales tax rate of 3.56%)								
January	3,302	85,271	28,026	6,829	37,742	833	4,568	166,571
February	3,856	98,027	41,026	7,082	40,703	7,671	12,000	210,365
March	4,685	102,057	43,182	9,116	55,194	654	10,524	225,412
April	4,410	112,112	44,846	8,721	53,203	-	8,957	232,249
May	4,508	123,034	52,233	11,002	65,929	3,840	12,701	273,247
June	5,258	127,320	52,274	10,898	73,635	4,995	11,843	286,223
July	4,754	143,732	50,214	12,113	92,479	267	30,327	333,886
August	4,389	134,391	82,240	12,979	83,641	759	39,329	357,728
September	5,325	139,802	58,892	10,453	70,284	399	34,606	319,761
October	2,026	129,217	50,497	10,877	60,860	912	37,720	292,109
November	7,579	94,378	49,894	14,138	59,580	218	32,000	257,787
December	6,770	96,845	63,634	30,429	125,330	114	39,477	362,599
2014 TOTAL	**56862**	**1386186**	**616958**	**144637**	**818580**	**20662**	**274052**	**3,317,937**
2015 (sales tax rate of 3.86%)								
January	2,941	109,410	30,709	8,172	52,338	-	32,595	236,165
February	4,397	100,639	41,494	6,837	43,947	8	34,467	231,789
March	5,575	133,176	50,437	9,918	71,278	579	36,036	306,999
April	5,000	128,825	51,621	8,534	62,021	1,887	34,292	292,180
May	5,421	147,148	76,362	14,678	65,319	51	43,259	352,238
June	-	-	-	-	-	-	-	0
July	-	-	-	-	-	-	-	0
August	-	-	-	-	-	-	-	0
September	-	-	-	-	-	-	-	0
October	-	-	-	-	-	-	-	0
November	-	-	-	-	-	-	-	0
December	-	-	-	-	-	-	-	0
2015 TOTAL	**23334**	**619198**	**250623**	**48139**	**294903**	**2525**	**180649**	**1,419,371**

% Change from 2012-2013	**-3.10%**	**-2.09%**	**6.02%**	**-7.11%**	**6.53%**	**14.48%**	**-4.44%**	**1.32%**
% Change from 2013-2014	**1.86%**	**5.30%**	**0.43%**	**0.97%**	**9.18%**	**-5.59%**	**231.65%**	**11.19%**
% Change from 2014-2015	**3.66%**	**9.72%**	**10.43%**	**3.85%**	**7.60%**	**-82.08%**	**241.76%**	**18.16%**
% Change from previous year month	**10.91%**	**10.30%**	**34.83%**	**23.04%**	**-8.63%**	**-98.78%**	**214.12%**	**18.89%**

Total Downtown Sales Tax Revenue (CAGID and Pearl St) **Does not factor tax rate changes**

	3.41	3.41	3.56	3.41	3.41	3.41	3.41	3.41	3.41	3.56	3.86
	2005	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
January	428,679	500,130	482,428	518,849	487,710	560,031	539,435	527,526	558,519	545,206	694,389
February	480,561	521,590	535,979	547,789	473,426	484,820	534,348	579,961	541,371	608,750	748,582
March	587,831	624,521	704,243	637,871	566,690	582,620	672,618	745,914	729,329	790,000	993,860
April	541,195	612,044	610,029	623,468	552,281	609,595	644,111	696,264	684,086	770,009	955,130
May	582,705	647,568	696,047	713,579	646,112	669,398	733,274	770,788	738,837	868,160	1,011,087
June	676,115	733,917	799,000	736,287	1,074,918	753,018	829,054	856,497	890,404	916,411	
July	634,356	679,183	702,834	718,557	654,639	727,545	802,877	741,295	796,720	937,361	
August	653,113	706,316	740,097	767,013	732,097	734,903	765,314	868,158	796,810	985,381	
September	684,271	722,706	789,130	692,174	624,411	723,979	775,627	822,775	789,862	1,055,595	
October	607,382	635,866	688,559	666,347	617,267	688,420	759,660	695,018	759,613	942,369	
November	544,120	469,178	602,818	551,792	535,953	621,221	597,762	698,993	675,701	789,774	
December	793,483	896,526	829,816	726,256	657,741	798,946	813,953	907,657	852,655	1,032,414	
Totals	**7,213,810**	**7,749,546**	**8,180,981**	**7,899,981**	**7,623,245**	**7,954,497**	**8,468,033**	**8,910,846**	**8,813,907**	**10,241,430**	**4,403,048**

City Wide Yearly Summary
CAGID and Mall Sales and Use Tax as a Percent of Total City Wide Sales and Use Tax

	Food Stores	Eating Places	Apparel Stores	Home Furnishings	General Merch	All Other	Total
2015	$6,731,327	$6,574,100	$1,692,718	$2,139,405	$9,294,137	$24,077,348	$50,509,035
	1%	35%	26%	6%	9%	5%	9.9%
2014	$14,681,607	$14,447,798	$4,180,365	$5,475,586	$22,124,094	$53,747,345	$114,656,795
	1%	35%	27%	7%	10%	6%	10.5%
2013	$13,454,838	$13,174,730	$3,774,426	$4,692,270	$20,776,166	$47,500,571	$103,373,001
	1%	34%	27%	6%	13%	2%	9.1%
2012	$13,060,743	$12,937,276	$3,717,039	$22,440,706	$19,948,416	$24,002,787	$96,106,967
	1%	35%	28%	2%	12%	4%	9.6%
2011	$12,241,084	$11,838,300	$3,426,738	$5,259,120	$19,948,416	$39,725,073	$92,438,731
	1%	35%	29%	6%	12%	2%	9.5%
2010	$11,130,533	$10,930,482	$2,690,372	$4,459,406	$19,279,577	$38,940,102	$87,430,472
	1%	36%	33%	6%	12%	2%	9.4%
2009	$11,160,109	$10,572,840	$2,626,020	$4,304,383	$17,515,062	$39,002,103	$85,180,517
	1%	35%	33%	17%	11%	2%	9.3%
2008	$11,204,475	$10,910,035	$2,819,260	$4,827,635	$18,101,297	$36,708,245	$84,570,947
	0%	36%	34%	7%	13%	3%	10.1%
2007	$11,205,584	$10,888,135	$2,804,311	$5,522,090	$18,040,152	$39,631,459	$88,091,731
	1%	36%	33%	7%	13%	2%	9.8%
2006	$10,392,069	$9,582,212	$2,424,694	$4,611,056	$15,402,540	$37,371,060	$79,783,631
	1%	38%	37%	9%	15%	4%	11.0%
2005	$10,046,723	$8,995,846	$2,362,366	$4,465,788	$14,587,419	$35,882,350	$76,340,492
	1%	38%	37%	9%	15%	2%	10.0%
2004	$10,148,861	$8,637,718	$2,232,147	$4,118,312	$14,123,007	$32,171,342	$71,431,387
	1%	36%	41%	10%	15%	2%	9.9%
2003	$9,052,658	$7,847,285	$2,046,951	$3,922,549	$13,185,423	$31,552,637	$67,607,503
	1%	35%	41%	10%	15%	3%	10.4%
2002	$9,294,397	$8,133,237	$2,346,305	$4,164,992	$13,572,651	$33,815,600	$71,327,182
	1%	35%	37%	11%	15%	3%	10.1%
2001	$9,312,676	$8,384,190	$2,646,021	$4,537,112	$15,553,807	$38,279,526	$78,713,332
	1%	34%	37%	11%	13%	2%	9.1%
2000	$9,080,910	$8,484,601	$3,159,262	$5,915,794	$17,887,211	$36,269,737	$80,797,515
	1%	32%	37%	9%	12%	3%	9.5%
1999	$9,207,721	$7,790,648	$3,359,914	$5,553,219	$17,008,884	$33,893,706	$76,814,092
	1%	30%	35%	9%	12%	3%	9.2%
1998	$8,932,097	$7,469,094	$3,252,729	$3,570,448	$15,736,140	$30,637,104	$69,597,612
	1%	29%	34%	12%	11%	3%	9.1%
1997	$7,739,779	$6,797,237	$2,781,018	$3,129,089	$15,439,169	$28,494,047	$64,380,339
	1%	30%	28%	14%	13%	2%	9.3%
1996	$7,611,055	$6,614,561	$2,782,149	$2,862,572	$15,111,950	$26,975,579	$61,957,866
	1%	29%	27%	15%	13%	2%	9.1%

CAGID and Mall Yearly Summary this chart does not factor change in sales tax rate change

SALES Tax Breakdown by Industry Category

	Food Stores	Eating Places	Apparel Stores	Home Furnishings	General Merch	All Other	Total	% change
2015	$30,096	$2,254,604	$447,202	$117,773	$804,289	$749,084	$4,403,048	
	1%	51%	10%	3%	18%	17%	100%	
2014	$80,252	$5,038,117	$1,104,931	$340,902	$2,152,666	$1,524,563	$10,241,431	**16.20%**
	1%	49%	11%	3%	21%	15%	100%	
2013	$79,161	$4,441,590	$1,023,717	$267,732	$2,609,089	$392,621	$8,813,910	**-1.08%**
	1%	50%	12%	3%	30%	4%	100%	
2012	$85,065	$4,483,214	$1,021,568	$321,590	$2,407,255	$591,886	$8,910,578	**5.23%**
	1%	50%	11%	4%	27%	7%	100%	
2011	$68,287	$4,157,243	$997,665	$325,612	$2,336,905	$582,321	$8,468,033	**6.46%**
	1%	49%	12%	4%	28%	7%	100%	
2010	$69,771	$3,848,681	$893,314	$274,634	$2,325,279	$542,760	$7,954,439	**4.34%**
	1%	48%	11%	3%	29%	7%	100%	
2009	$59,819	$3,622,195	$875,174	$710,598	$1,951,595	$403,863	$7,623,245	**-3.50%**
	1%	48%	11%	9%	26%	5%	100%	
2008	$53,433	$3,815,239	$950,225	$334,234	$2,275,609	$471,240	$7,899,981	**-3.43%**
	1%	48%	12%	4%	29%	6%	100%	
2007	$95,798	$3,879,561	$913,775	$393,603	$2,384,296	$513,949	$8,180,981	**5.57%**
	1%	47%	11%	5%	29%	6%	100%	
2006	$89,106	$3,607,336	$897,115	$386,962	$2,295,259	$473,767	$7,749,546	**7.41%**
	1%	47%	12%	5%	30%	6%	100%	
2005	$86,019	$3,373,571	$880,079	$381,806	$2,155,216	$338,119	$7,214,809	**6.61%**
	1%	47%	12%	5%	30%	5%	100%	
2004	$83,374	$3,084,715	$903,711	$390,387	$2,086,655	$218,867	$6,767,708	**9.61%**
	1%	46%	13%	6%	31%	3%	100%	
2003	$72,545	$2,702,412	$840,575	$354,141	$1,964,846	$239,710	$6,174,230	**-3.57%**
	1%	44%	14%	6%	32%	4%	100%	
2002	$72,115	$2,796,110	$872,641	$436,777	$1,997,807	$227,529	$6,402,980	**-2.74%**
	1%	44%	14%	7%	31%	4%	100%	
2001	$73,248	$2,756,121	$970,925	$486,186	$2,043,123	$253,717	$6,583,320	**-5.92%**
	1%	42%	15%	7%	31%	4%	100%	
2000	$72,499	$2,706,001	$1,154,714	$538,703	$2,141,271	$384,115	$6,997,303	**8.35%**
	1%	39%	17%	8%		5%	69%	
1999	$90,777	$2,287,116	$1,177,775	$493,467	$2,052,375	$356,398	$6,457,908	**9.91%**
	1%	35%	18%	8%	32%	6%	100%	
1998	$88,255	$2,128,285	$1,086,634	$438,230	$1,743,427	$391,001	$5,875,832	**3.72%**
	2%	36%	18%	7%	30%	7%	100%	
1997	$96,013	$1,988,439	$777,595	$422,810	$1,917,831	$462,187	$5,664,875	**4.21%**
	2%	35%	14%	7%	34%	8%	100%	
1996	$98,211	$1,861,887	$736,297	$433,917	$1,974,989	$330,772	$5,436,073	**12.47%**
	2%	34%	14%	8%	36%	6%	100%	
1995	$90,727	$1,693,218	$588,494	$389,699	$1,699,384	$371,640	$4,833,162	**4.19%**
	2%	35%	12%	8%	35%	8%	100%	
1994	$92,912	$1,503,606	$587,463	$442,029	$1,694,284	$318,724	$4,639,018	
	2%	32%	13%	10%	37%	7%	100%	

COMMERCIAL AND RESIDENTIAL MALL POLICE CALL STATISTICS

MONTH	Assault		Auto Theft		Burglary		Crim. Mis.		Crim. Tres.		Disturbance		Domestic		Drunk		DUI		Felony Menacing		Fight	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January	3	3					4	3	2		23	23		1	20	18	3	5				
February	3	1					5	4	1	2	22	27	2	4	22			9				
March	8	5				1	3	8	1		39	25	3	1	11	12	3	6				
April	3						5				24		3		14		4					
May		6						3				15		3		10		3				
June	3						5				29		1		15		3					
July	4	7					5	9	2		38	31	1	3	17	10	7	2				
August	4										46		4		9		4					
September							2				35		1		9		3					
October	2						6				39		2		16		8					
November	3						2		1		23		1		12		3					
December	4				1		2		1		24		3		13		7					

MONTH	Fireworks		Hang Ups		Harassment		Indec. Exp.		Liq. Law Vio.		Littering		Loitering		Narcotics		Noise		Open Door		Party	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January			14	8	2	3	1	1					12	10	5	1			3	1		
February			5	11	6	8			2				2	11	2	4			7			
March			7	3	5	8			4				13	8	2	4						
April			10		9		2		5				14		6							
May				6		7				2				21		7						
June			12		6		1						17		5							
July			11	8	10		3		1				17	16	9	8						
August			12		11	8	2	3	5				18		12				1			
September			9		4		1		1				17		2							
October			5		8				7						7				2			
November			8		2		1		1				7		5							
December			4		6				1				9		4							

MONTH	Prowler		Robbery		Sex Assault		Shoplifting		Shots		Stabbing		Suicide		Suspicious		Theft		Trespass		Weapon	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
January					1										2	2	27	15				
February						1									5	1	22	18				
March						1									5	2	29	22				
April					1										4		33					
May																2		19				
June	1				1										2		22					
July					1	2									2	3	33	25				
August	1				2										4		11					
September															2		5					
October					2										4		13					
November															1		13					
December															2		12					

COMMERCIAL AND RESIDENTIAL MALL POLICE CALL STATISTICS

BID Area:	July Stats
Warrants	18
Assaults	9
Obstruction	5
Harrassment	3
Drugs	2
DV	2
Thefts	4
Misc.	7

Opened in 2013-2014

Business			Open Date	Notes
Earthbound Trading	935	Pearl	February-13	national soft goods (replacing Eclectix)
Timothy's of Colorado	1136	Spruce	February-13	fine jewelry
Meta Skateboards	1505	Pearl	March-13	
Island Farm	1122	Pearl	April-13	Soft goods/clothing
The Riverside	1724	Bdwy	April-13	Event center, café, wine bar, co-working space
Bohemian Biergarten	2017	13th	April-13	Replaces Shugs
Bishop	1019	10th	April-13	home furnishings (owners of 3rd and Vine)
ReMax of Boulder	1320	Pearl	April-13	replaces Little Buddha
Old Glory Antiques	777	Pearl	May-13	Replaces West End Gardener
Yeti Imports	2015	Brdwy	May-13	Replaces BolderWorld
Into Earth	1200	Pearl	July-13	Replaces LeftHand Books
The Savvy Hen	1908	Pearl	July-13	
The Dragontree	1521	Pearl	July-13	Day Spa
Steele Photgraphy	2039	11th	July-13	
FlipFlopShop	1110	Pearl	August-13	Replaces Blue Skies
BOCO Fit	2100	Pearl	August-13	Fitness gym
Ceder & Hyde	2015	10th	October-13	Apparel
Fjall Raven	777	Pearl	October-13	replaces Old Glory
Lon	2037	13th	November-13	Gifts
Boulder Brands	1600	Pearl	November-13	Marketing services
Wok Eat	946	Pearl	December-13	replaces World Café
Zeal	1710	Pearl	December-13	replaces H Burger
AlexandAni	1505	Pearl	January-14	Jewelry
Made in Nature	1708	13th	January-14	Organic food products
Foundation Health	1941	Pearl	January-14	Medical office
Sforno	1308	Pearl	March-14	replaces Roma
Regus	1434	Spruce	March-14	Shared office
Cariloha	1468	Pearl	April-14	bamboo products
Explicit	2115	13th	April-14	Street ware
Fior di Latte	1433	Pearl	June-14	gelato
Goorin Bros Hat Shop	943	Pearl	June-14	Hats
Nature's Own	1215	Pearl	July-14	replaces Giaim
PMG	2018	10th	August-14	replaces Beehive
Ramble on Pearl	1638	Pearl	August-14	
VPK by Maharishi ayurve	2035	Bdwy	September-14	
Ninox	1136	Spruce	September-14	
LYFE Kitchens	1600	Pearl	October-14	former Gondolier space
Liberty Puzzles	1420	Pearl	October-14	Replaces KIdRobot
Iris Piercing/Jewelry	1713	Pearl	October-14	
Vilona Gallery	1815	Pearl	December-14	
Voss Art + Home	1537	Pearl	December-14	
Green Rush Café	2018	Brdwy	December-14	
Formation Data	1505	Pearl	December-14	
Sage Dental Care	2440	Pearl	December-14	Replaces Boulder General Denistry
Enigma Escape Room	1426	Pearl	December-14	
Endurance Conspiracy	1717	Pearl	January-15	
Organic Sandwich	1500	Pearl	January-15	
Firefly Garden	1211	Pearl	February-15	
Newtion Running	1222	Pearl	February-15	
Seeds Library Café	1001	Arapaho	April-15	
Wonder Press	946	Pearl	June-15	replaces Wok Eat

Thrive	1509	Arapaho	July-15	replaces Pita Pit
Business			**Close Date**	**Notes**
Silhouette	2115	10th	January-13	
Sensorielle	1300	13th	January-13	Moved to Lafayette
Little Buddha	1320	Pearl	February-13	Moved to Yehti Imports
Boulder Map Gallery	1708	13th	March-13	Moved to Table Mesa
Blue Skies	1110	Pearl	March-13	
Left Hand Books	1200	Pearl	March-13	
Installation	1955	Bdwy	March-13	
West End Gardener	777	Pearl	March-13	
Bolder World	2015	Bdwy	April-13	replaced by Yeti Imports
Swiss Chalet	1642	Pearl	Jun-13	
Lilli	1646	Pearl	June-13	Chelsea to replace
H Burger	1710	Pearl	June-13	
Timothy's of Colorado	1136	Spruce	July-13	
Atlas Coffee	1500	Pearl	July-13	
Sweet Bird Studio	2017	17th	July-13	
Old Glory Antiques	777	Pearl	July-13	
A Café	2018	Bdwy	September-13	
Independent Motors	250	Pearl	November-13	
Om Time	2035	Bdwy	November-13	
Boulder Mart	1713	Pearl	December-13	
Retail Therapy	1638	Pearl	December-13	
Jovie	2115	13th	December-13	
Holiday & Co	943	Pearl	January-14	
Il Caffe	1738	Pearl	January-14	converted to private event space for Frasca
Roma	1308	Pearl	January-14	being replaced by Sforno
Twirl	1727	15th	January-14	rethinking concept
Bacaro	921	Pearl	March-14	new owner/concept
Maiberry	1433	Pearl	March-14	replaced by gelato
hip consignment	1468	Pearl	March-14	moved out of Downtown
Gaiam Living	1215	Pearl	March-14	
Define Defense	1805	11th	March-14	
Julie Kate Photography	1805	11th	March-14	
Bacaro	921	Pearl	March-14	
Steele Photgraphy	2039	11th	April-14	
Trattoria on Pearl	1430	Pearl	May-14	
Into Earth	1200	Pearl	May-14	
Gypsy Wool	1227	Spurce	June-14	Moved to 30th & Arapahoe, Rebecca's took space
3rd and Vine Design	1815	Pearl	July-14	
kidrobot	1420	Pearl	August-14	
Enchanted Ink	1200	Pearl	August-14	Moved to Broomfied
Pita Pit	1509	Arapaho	August-14	
Roger the Barber	1200	Pearl	August-14	
Boulder and Beyond	1211	Pearl	September-14	
I Support U	1825	Pearl	September-14	bought building @ 47th and Valmont
PastaVino	1043	Pearl	November-14	
GOLITE	1222	Pearl	December-14	Company bankrupcy
Ninox	1136	Spruce	January-15	
Prudential Real Estate	1505	Pearl	Fall 14	
Boulder General Denistry	2440	Pearl	December-14	Purchased by Sage Dental Care
Boulder Army Store	1545	Pearl	January-15	
Savvy Hen	1908	Pearl	February-15	
Wok Eat	946	Pearl	March-15	
Barris Laser&SkinCare	1966	13th	May-15	moved to Arapahoe Village

Mila Tibetan Carpets	1711	Pearl	May-15	
Bishop	2019	10th	May-15	
Bolder Café	1247	Pearl	June-15	
Earthbound Trading	935	Pearl	August-15	
Future				
Business			**Open Date**	**Notes**
World of Beer	921	Pearl	Fall 2015	replaces Bacaro
Sunflower Bank	18th &	Pearl	Summer 2015	new space
Food Lab	1825	Pearl	Summer 2015	replaces I Support U
Oyster Road	1043	Pearl	Summer 2015	replaces PastaVino
Rosetta Stone	1301	Canyon	Summer 2015	
Sherpani	1711	Pearl	Summer 2015	replaces Mila
Crossroads Trading	1545	Pearl	Summer 2015	replaces Boulder Army Store
Topo Designs	935	Pearl	Fall 2015	replaces Earthbound Trading
Ragstock	1580	Canyon	Fall 2015	

Downtown Management Commission Committees and Task Forces
July 2015

Standing Committees

Committee	Commissioner(s)	Staff
Finance/Budget *Meets when needed* 1500 Pearl St., Suite 302	Millstone/ Koval	Jobert
Operations *Meets Mondays @ 3pm prior to DMC Mtg* 1500 Pearl St., Suite 302	Crabtree/Shapins	Matthews
Public Safety *Meets when needed* 1500 Pearl St., Suite 302	Koval	
Marketing (with DBI and BID) *Meets the 2nd Tuesday, 8:30am* 1942 Broadway, Suite 301 (DBI)	Millstone/Shapins	Jobert
Economic Development (with DBI and BID) *When needed*	Crabtree/Deans	Jobert
DBI Events *Meets when needed* 1942 Broadway, Suite 301, (DBI)	Crabtree/Deans	
Green Committee (as needed)	Koval	Landrith

Task Forces

Civic Use Task Force City Manager Appointed		Winter (McMullen – Chair)
Downtown Improvements • Garage Signage		Winter Matthews
Civic Park Master Plan	Crabtree/Shapins	Winter

Council Assignments 2014

Feldman – Plass/Jones
Millstone – Cowles
Shapins – Young/Weaver
Deans – Karakehian/Morzel
Crabtree – Applebaum/Shoemaker

Proposed Update to the Downtown Urban Design Guidelines

DRAFT - 7/16/15

BACKGROUND

Over the last several years, the Boulder Design Advisory Board (BDAB), in its annual letters to City Council, has articulated the need for updating the Downtown Urban Design Guidelines. BDAB's stated rational for the need to update the guidelines includes the fact that the guidelines have not been updated in over twenty years, and that they contained a number problematic sections that need better clarity. BDAB's request to council included either making the update a work priority for the Department of Community Planning and Sustainability, or give BDAB authority to update the guidelines. However, until this year, council never made a major update to the guidelines a work priority, and it never gave BDAB authority to update the guidelines on its own. The Downtown Design Guidelines pertaining to the Non-Historic Area, Sections 2 through 6, require approval by Planning Board and City Council, with input from BDAB and any revisions pertaining to Section 1, The Downtown Historic District, require approval by the Landmarks Board.

BDAB's work to date has been working on making note of items or sections in the guidelines that the board feels are either outdated or lack clarity. On that basis, the board has gone through the guidelines document chapter by chapter and has identified areas that it believes need revisions and/or better clarification. Because of current concerns about design outcomes in Boulder's built environment, and as part of the Design Excellence Initiative work launched last year, the need to update the guidelines has became a priority for council. Early this year, staff proposed to make the revisions to the guidelines within a 6-month time period, which council agreed and directed staff to do so.

On March 27, 2015, staff received BDAB's compilation of items and sections the board feels need revision. That compilation was delivered to staff in a redlined copy of the Downtown Urban Design Guidelines document (See Attached). BDAB's comments and redlines are not intended to be actual revisions, rather are meant to convey what the board believes need revisions based on its experience with administering the guidelines, and discussions the board has had over the last several years. Staff has since discussed possible process and timeline for making revisions to the guidelines, and has also shared BDAB's redlined document with the Landmarks Board and the Downtown Management Commission (DMC). Last June, staff has also made an initial request for feedback from the two boards on how they would like to proceed on a revision process. BDAB's redlines were provided to the boards as a reference, and not as the actual revisions.

Once staff receives recommendations from the Landmarks Board, which is scheduled to discuss the item at its August 5, meeting, and the DMC, it will facilitate a process for the revision and update of the guidelines within a 6-month time line. The process will include input from relevant boards and the public. Below is a draft outline of proposed timeline and process for updating the guidelines:

DRAFT Outline of Proposed Process and Timeline

- **June – Project Initiation**
  - Ask the **Landmarks Board and the DMC** for their recommendations on how the boards would like to proceed with the update process. **Landmarks Board's role is to approve any revisions to Section 1, the Downtown Historic District** section of the guidelines. The DMC reviews the design of projects that extend into the public-right-of-way on the downtown mall. As such, the DMC's focus on proposed revisions would be for items in **Section 6, Streetscape Improvements** of the guidelines that have relevance to the downtown mall.

- **August – Determine Process**
  - Based on i**nput from the Landmarks Board** (the board to discus at its August 5th meeting) and the DMC, staff will outline final process and timeline for the revisions, including process for input from relevant boards and the public.

  Options for Relevant Board's Input and Engagement include:

  a. Form a working group made-up of Landmarks Board, BDAB and DMC representatives to work on recommended revisions; or
  b. Engage the full Landmarks Board and DMC boards to work on proposed revisions and recommendations.
     (Allow approximately 3 months to develop a draft recommendation of revisions.)

- **November - Public & Boards Review and Recommendations**
  - Present draft recommendations to the **Planning Board** for its feedback;
  - Conduct a **public Open House** for public review and input;
  - Conduct a joint boards meeting that includes the **Landmarks Board, BDAB, DMC, and the Planning Board** to discuss draft recommendations and any public input. If there are any conflicts, the boards could assign reps to resolve conflicts.

- **December/February 2016 - Final Draft and Adoption**
  - **Landmarks Board adoption of Section 1, The Historic District** of the guidelines;
  - Present the final draft to **Planning Board for its approval of revisions to Sections 2 and 6, Non-Historic Area** of the guidelines, and recommend to **City Council** for its adoption;
  - Present to City Council for hearing and adoption.

Downtown Urban Design Guidelines

City of Boulder, Colorado

DRAFT - Master BDAB Redline Document - DRAFT
BDAB working document.
Text additions in standard text
Questions and commentary in italics.
Revision #1a, December 09, 2014
Rev 2: March 27th, 2014

Fenno Hoffman, Chair, BDAB

Revised October 2013

DRAFT

Comments Attachment begins on page 80

Acknowledgments

See Comments Attachment #1

The Downtown Alliance
This second edition of the *Downtown Urban Design Guidelines* is the direct result of work conducted by the Downtown Alliance, a group of city boards and commissions, non-profit organizations and neighborhood groups including the city of Boulder Planning Board; the Landmarks Board; the Boulder Design Advisory Board; the Downtown Management Commission; Downtown Boulder, Inc.; Historic Boulder; and representatives from the Whittier, Mapleton Hill, Goss Grove, and Flatirons neighborhoods.

Formed in the fall of 1996, the Downtown Alliance was charged with developing a scenario that would help the city to:

- guide future development in a manner that maintains the downtown's livability and is consistent with the overall "feel" of the downtown,

- protect downtown's historic character that is so closely associated with its image and quality of life, and

- maintain the quality of life of surrounding neighborhoods and their relationship to the downtown.

While this edition of the *Downtown Urban Design Guidelines* replaces the 1986 *Downtown Boulder Urban Design Plan*, it draws much of its content from that document. The city wishes to acknowledge the individuals and organizations who produced that initial work and who implemented the downtown design review process. The city also wishes to acknowledge the work undertaken to implement the "interface blocks" which also contributed greatly to this document.

Other studies that contributed to this document include the 1976 *Downtown Boulder Private Development Guidelines for Architecture and Signs*, the 1992 *Downtown Illustrative Plan*, and the 1995 draft *Downtown Boulder Pedestrian Streetscape Plan: Design and Standards*.

See Comments Attachment #2

DRAFT

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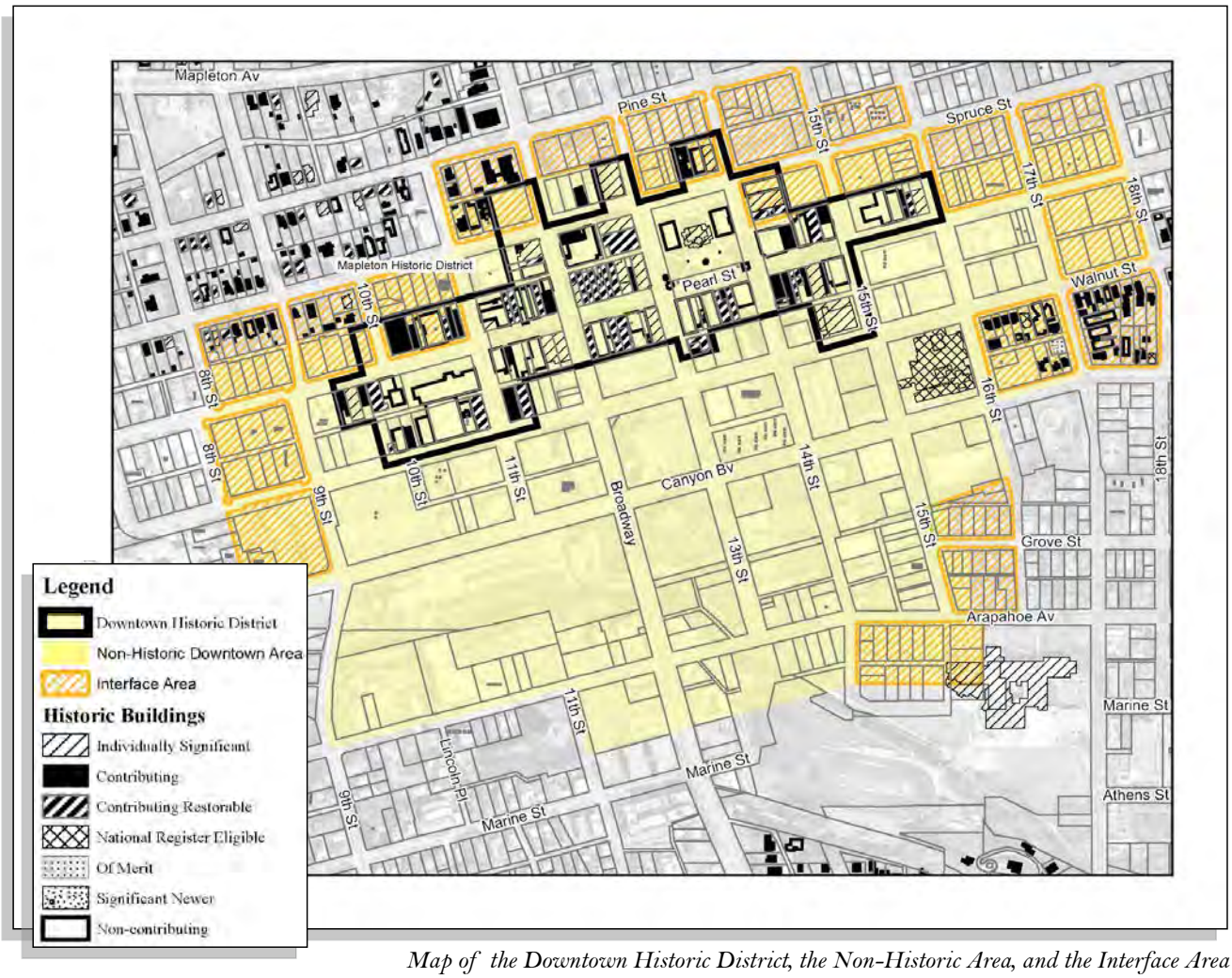
Introduction

The purpose of this ~~second~~ edition of the Downtown Urban Design Guidelines is to provide a basis for understanding, discussing, and assessing the design quality of proposed preservation, renovation and new construction projects located within the boundaries of the Downtown Historic District, the Non-historic Area, and the Interface Area.

Through the use of these guidelines, it is anticipated that both private and public projects will endeavor to preserve and enhance the form, scale, and visual character that make downtown unique within the city and the region.



Map of the Downtown Historic District, the Non-Historic Area, and the Interface Area

These Design standards and guidelines are intended to guide the expectations of everyone involved in the evolution of the city, to make development more predictable and less antagonistic, to help new projects respect and enhance existing contexts, and to sustain and create great places that are familiar and welcome parts of the greater community.

DRAFT

See Comments Attachment #3

These guidelines are designed to support the ten strategies outlined in the *1992 Downtown Illustrative Plan:* as described below

1. Assure the long term economic vitality of the downtown

Downtown Boulder is the heart of the city, the traditional hub of city life. Its future economic vitality is of great importance to the future health of the city. These guidelines will help the city to balance the need for economic vitality with the need to maintain and enhance downtown's unique "sense of place".

2. Establish a pedestrian district

Downtown Boulder is a walkable place. The ability to walk from one end of downtown to the other in less than 10 minutes, and the pedestrian scale of its sidewalks, buildings, and storefronts, are key factors in what makes the downtown area different.

3. Provide improved links between the Downtown Boulder mall and the Civic Park

The Downtown Boulder mall is one of America's premiere public places, and the Civic Park area is one of this city's most important public gathering places. By visually and functionally linking these two significant open spaces, downtown's north/south pedestrian system will be strengthened and its urban form clarified. Major north/south pedestrian corridors include 9th, 10th, 11th, Broadway, 13th and 14th Streets.

4. Locate and build additional public places in the downtown

Open space is prized as one of Boulder's most valued assets. In addition to the expansive open spaces that ring the city, numerous creek, park, and trail systems weave through the city. Small plazas, parks, and open areas where people gather, rest and recreate are important elements in making central places like downtown livable. They provide access to views, create open areas in higher intensity developments, and add enjoyment for people working or shopping downtown.

5. Design and construct streetscape improvements throughout the downtown

The public image created by the visual quality of downtown's streets, sidewalks, and landscaping is important. People like attractive and well cared for environments within which to work and shop. The care and maintenance of this public realm, adds value to the downtown and improves public safety.

See Comments Attachment #4

Pedestrian intersection on Pearl and Broadway that utilizes brick material to enhance walkability across the busy street

See Comments Attachment #5

DRAFT

6. Maintain the historic character of the downtown area

Downtown's historic quality is of paramount importance to its public image and economic vitality. It is an asset to preserve and bank upon. It builds value and creates opportunities for innovative marketing and advertising strategies. Most importantly, downtown's historic quality keeps Boulder in touch with its past and defines its unique character.

7. Expand the role of the arts (and public events) downtown

Successful downtowns depend not only on how they look but on what people can do there. Social and cultural events that attract people are fundamental to downtown's success. The role of the arts and related public events are closely linked to how people think of downtown, its attractiveness, safety, and social well being.

8. Encourage residential uses adjacent to (and in) the downtown

Creating livable central places is a hallmark of many successful cities nationwide. Places where people live as well as work can create an attractive mix of uses that can improve public safety, increase the use of alternative modes of transportation, and build strong community ties. The city's land use regulations encourage housing not only adjacent to downtown but within the downtown itself in well designed mixed-use projects.

See Comments Attachment #6

9. Provide better access to the downtown for alternative transportation modes

A key to downtown success is the ability to move people comfortably to and from the area. No one mode of transportation provides all the answers. Rather, a strategy that relies on a balance of alternative modes, including walking, biking, transit, and auto is needed. Good urban design and appropriate land use planning can facilitate alternative transit mode in the downtown.

10. Parking

The 1992 Downtown Illustrative Plan identified parking as a needed strategy, and in 1996, the Downtown Alliance noted in A Proposal for the Downtown Central Business District that the relationship between alternative mode use, development, and parking needs should be monitored and incorporated as part of the downtown's planning process.

Good example of downtown historic character

DRAFT

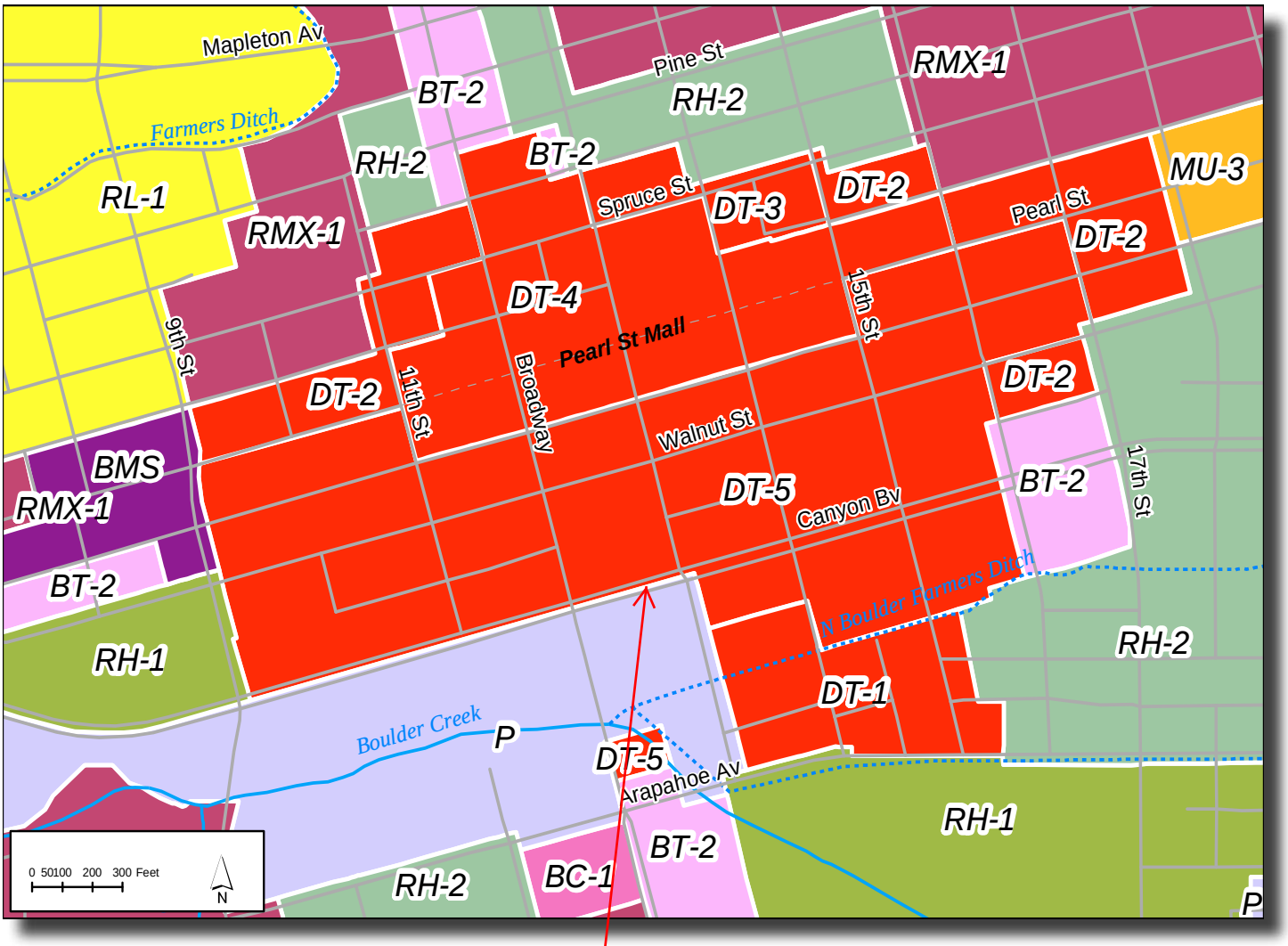
Downtown Land Use Regulations

When proposing a preservation, rehabilitation, or new construction project for the downtown there are a number of working assumptions to consider:

As a result, zoning districts exist within the boundaries of Downtown Urban Design Guidelines and each comprises a unique set of conditions.

The following map identifies the location of the various zoning districts. For example, the DT-5zone is the area likely to undergo the most significant change while the DT-4 zone, which includes most of the Downtown Historic District, is likely to undergo the least change.

(See Appendix A: Zoning District Definitions which gives a definition of each zone).



Zoning map of downtown.

Redo this map.
1. Coordinate zone colors with land use intensities, using an obvious color gradient, from most intense to least. (DT-5 to RH-1) e.g. red, to orange, to yellow, to green, so intensity reads at a glance.
2. Draw streets to scale, so boulevards are different then streets, to illustrate their relative importance.
3. Extend this map E to 4th St. & West to Folsom, or 28th. (to allow bigger picture thinking)
4. Indicate 1/4 mile walk radius circles, starting at Pearl & Broadway, outward E-W & N-S, and including from landmarks ke bus stations and key gathering places, to understand pedestrian scale.

DRAFT

Basic Urban Design Considerations

When proposing a preservation, rehabilitation, or new construction project for the downtown there are a number of working assumptions to consider:

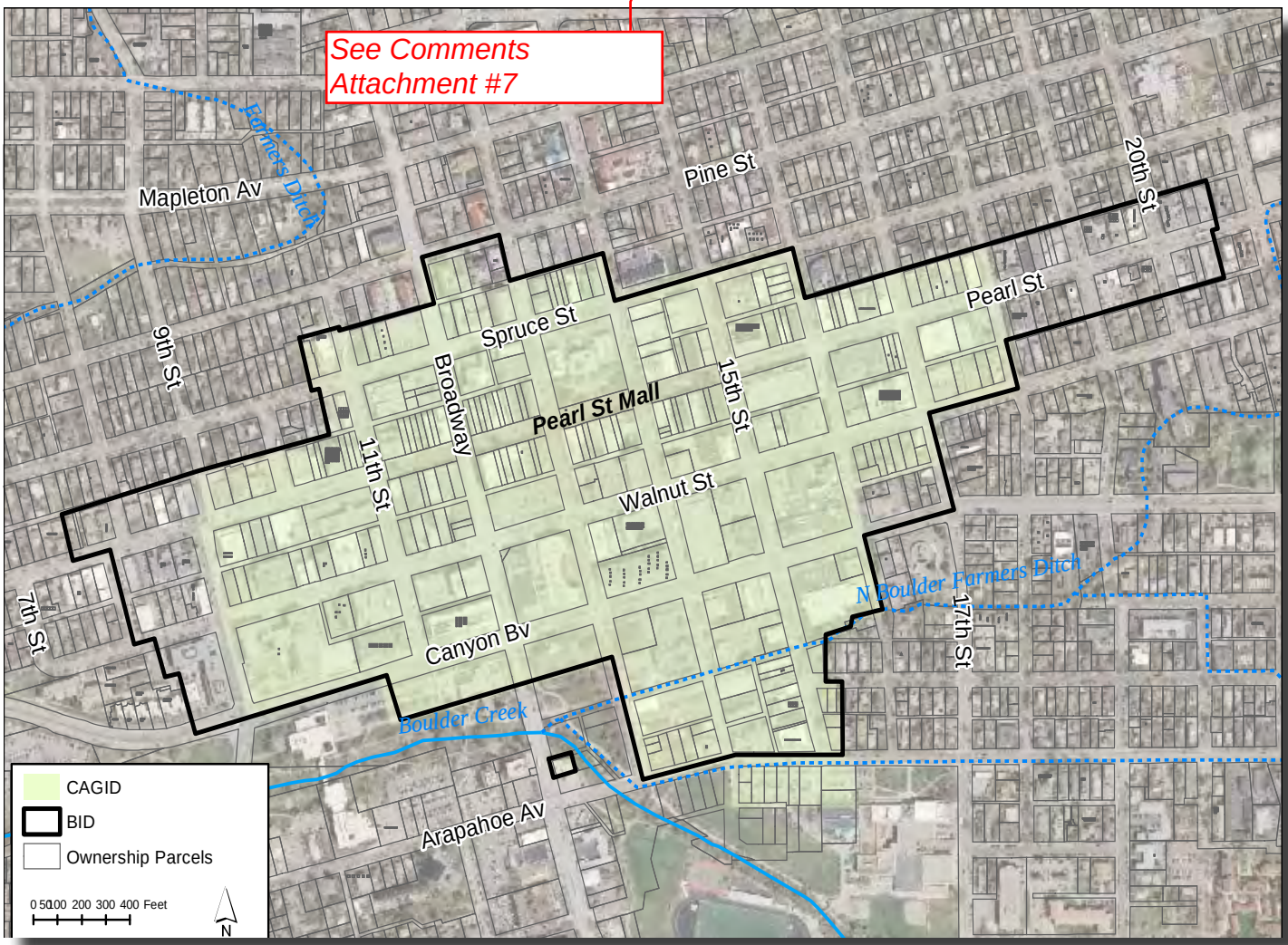
- **CAGID:** The Central Area General Improvement District encompasses all of the area covered by these guidelines. While there are no parking requirements for commercial properties in CAGID, there are parking requirements for residential uses.

- **BID:** The Downtown Boulder Improvement District provides services, facilities and improvements for owners of real and personal property in a 34 block area including CAGID plus contiguous blocks to the east and west; Spruce to Arapahoe and 8th to 21st

- **Views:** Downtown Boulder is blessed with exceptional mountain views and projects should be designed to take advantage of this extraordinary asset. The south and west edges of downtown offer the most spectacular views.

- **Sun and Shade:** In Boulder's climate, sun and shade are important factors. Concern for providing natural light in buildings, sunny sidewalks in the winter,

See Comments Attachment #7



Map of downtown CAGID and BID districts as well as ownership by parcel.

1. Extend map to 4th & Foothills Parkway.
2. Expand definition of "downtown" to follow Pearl Street spine through Boulder Junction. (Pearl Street spine should be the linear "heart" of Boulder.)
see plan notes at page "8".

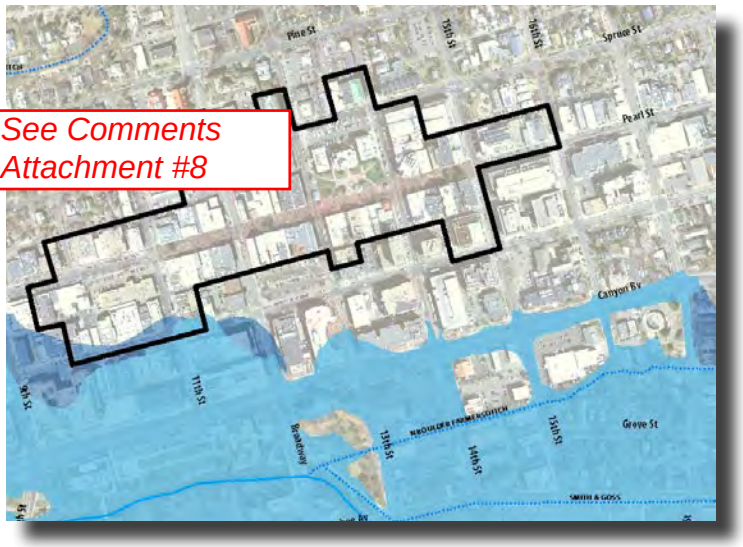
DRAFT

and shady areas in the summer is an important consideration in project design.

- **Flood zones:** Much of the downtown is affected by the Boulder Creek flood zones. Restrictions of various types apply and will limit what development that can occur.

- **Connections to other areas of town:** Boulder's central area includes three major activity centers: Downtown Boulder, the Boulder Valley Regional Center (BVRC), and the University Hill Area. Connecting these areas through a variety of alternative modes and urban design improvements are important factors in their future success.

See Comments Attachment #8



Map of 100 and 500 year floodplain.

How the Guidelines are Organized

The guidelines are organized into six sections. The first three sections address specific geographic areas of the downtown: The Downtown Historic District, the Non-historic Area, and the Neighborhood Interface Area. The last three sections address specific design topics: Parking Facilities, Downtown Signs, and The Streetscape.

Most sections are organized around several principle guidelines and a number of "follow-up" guidelines. (Appendix B offers a "check list" of the principle guidelines that can be used during a design review process).

The term **CODE** in bold letters introduces excerpts from the city's land use code to provide additional regulatory insight that is directly related to these design guidelines.

How the Guidelines are Revised

The *Guidelines* are part of a Downtown Area Plan and are adopted by Planning Board and City Council with advice from the Boulder Design Advisory Board (BDAB).

The Landmarks Board approves guidelines for the Downtown Historic District.

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See Comments Attachment #9

The Design Review Process

Three review bodies are primarily responsible for administering these guidelines: the Landmarks Board, the Boulder Design Advisory Board (BDAB), and the Downtown Management Commission (DMC).

Specifically, Landmarks Board reviews all projects located in the Downtown Historic District and landmarked properties located outside the District; BDAB reviews all projects with a construction value over $25,000 in the Non-historic Area. In addition, DMC reviews projects located on the Downtown Boulder mall.

Scheduling a Design Review Early Is Important:

Scheduling a design review with the appropriate review body is the responsibility of the property owner, developer or their representative such as an architect. In general a meeting should be scheduled before formal application is made to the city for a building permit or development review. Early project review often results in the resolution of design issues which can save valuable time once the project is submitted to the city.

NOTE: Many architects, developers, and owners find it useful to use the design review process as a sounding board to test ideas. For example, applicants may voluntarily return to discuss changes before making formal application for a building permit or development review to the city. For more information on how to proceed please contact the following :

For the BDAB call (303) 441-4464. For the DMC call (303) 413-7300. For exterior work in the Downtown Historic District or to landmarked properties in the Non-historic Area and the Neighborhood Interface areas, please visit the city's historic preservation website at: www.boulderhistoricpreservation.net, or call (303)441-1880.

The Landmark Alteration Certificate Review Process

- The city's historic preservation program is responsible for reviewing all exterior and site feature changes in the Downtown Historic District through the Landmark Alteration Certificate (LAC) review process.
- Project review and compliance with Landmarks Board decisions are mandatory for projects in the Downtown Historic District.
- In addition, the city's historic preservation program is responsible for reviewing exterior and site feature changes to landmarked buildings in the Non-historic Area and the Neighborhood Interface.
- The Landmarks Board reviews all demolition requests for buildings over 50 years of age.
- It is possible to schedule a "conceptual review" with the Landmarks design review committee (Ldrc) to discuss preliminary design concepts before complete plans are reviewed.

Ldrc meets weekly

Landmark alteration certificate requests are reviewed by the Ldrc, which consists of two members of the five member Board, and one Planning Department staff member. The Ldrc typically meets weekly at the Planning Department offices. The review is relatively informal in its proceedings.

Applications for landmark alteration certificate review are available online at: www.boulderhistoricpreservation.net or by call (303) 441-1880.

NOTE: Section 9-11-14 of the Boulder Revised Code (B.R.C.), 1981, establishes the time limit for processing a Landmark Alteration Certificate (within fourteen days after a complete application is filed). Other than routine maintenance and minor repairs which can be reviewed and approved by planning staff, an LAC cannot be granted unless 1) an application is considered complete with all of the necessary sketches, drawings, photographs or other relevant information and 2) the application is reviewed and officially approved by the Landmarks design review committee. An lac is granted on the affirmative vote of all three members of the Ldrc.

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If the Ldrc vote is split or if the project involves new freestanding construction of more than 340 sq. ft. or demolition, the application automatically must be reviewed by the full Landmarks Board at a public hearing. However, the applicant may choose to revise the application according to the Ldrc's suggestions, or withdraw the application. The applicant may also appeal any decision of the Ldrc to the full Landmarks Board for review in a public hearing.

When projects require Site Review, or other development review administered through the Planning Department, the Ldrc reviews the proposal and then provides a recommendation to the Planning Department which is incorporated in a staff memorandum. The final decision is made by the planning staff, the Planning Board, or the City Council. Following approval by the planning staff or Planning Board, an LAC must be received prior to the issuance of a building permit.

The Landmarks Board meets monthly
As described above, a split vote of the Ldrc requires review by the Landmarks Board at a public hearing unless the applicant chooses to revise the application or withdraw it for later resubmission. The applicant may also appeal any decision of the Ldrc to the full Landmarks Board for review.
All applications for demolition and free-standing new construction of more that 340 sq. ft. must be reviewed by the Landmarks Board in a public hearing. All Landmarks Board decisions are subject to call up by the City Council. The full Landmarks Board typically meets the first Wednesday of every month after 6:00 p.m. in City Council Chambers. The Board consists of five volunteer city residents, including design professionals, who are appointed by City Council.

NOTE: On occasion, the Landmarks Board or the Ldrc may invite a member of BDAB to act in an advisory capacity when addressing new construction or remodeling of non-contributing buildings in the Downtown Historic District. In such cases the BDAB participates as non-voting, ex-officio members.
The BDAB design review is a one-time review process. However, an applicant may return voluntarily for design critiques as often as necessary. BDAB reviews are generally scheduled for 4 pm, the second Wednesday of every month. Applications must be received no later than the last Wednesday of every month. A design review may be scheduled by the BDAB secretary by calling the Planning Department at (303) 441-1880.

The purpose of the BDAB is to encourage thoughtful, well-designed development projects that are sensitive to the exisiting character of an area or the character established by adopted design guidelines or plans for the area.

The Boulder Design Advisory Board Process

The BDAB is a City Council appointed board consisting of five Boulder citizens, several of whom have professional experience in the areas of architecture, landscape architecture, urban design and community development. The BDAB is responsible for reviewing downtown projects in the Non-historic Area and the Neighborhood Interface Area:

- Visible from the public realm and adjacent properties, or
- Projects in the Site Review process, or
- With a value of $25,000 or more.

Project review is mandatory while compliance with design recommendations that result from the BDAB review is voluntary.

Revise BDAB review scope to include: "and by request of the Planning Board, or City Council." *(and staff?)*

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The purpose of the BDAB is to encourage thoughtful, well-designed development projects that are sensitive to the exisiting character of an area or the character established by adopted design guidelines or plans for the area.

NOTE: The only exception to BDAB review of projects in the non-historic or interface areas is for properties that are locally designated landmarks. These are reviewed by the Landmarks Board or the Ldrc. In addition, the Landmarks Board may act in an advisory capacity to BDAB on issues related to projects that are of historic significance, but are not officially landmarked.

Upon completion of a BDAB review, staff notifies the Building Department that the applicant has fulfilled the mandatory design review. In the case of projects requiring a site review process, BDAB submits recommendations to the Planning Department that are incorporated in a staff memorandum for further decision and approval or denial by the planning staff, Planning Board, or City Council depending upon the nature of the application.

The Downtown Management Commission Process

The DMC reviews the design of projects that extend into the public-right-of-way on the downtown Boulder mall such as outdoor eating areas, signs, awnings and other elements.

The DMC should be contacted regarding construction projects that are on or extend into the downtown Boulder mall right-of-way, such as patio encroachments, awnings, and signs. For information on the downtown Boulder mall call the DMC at (303) 413-7300.

Other Boards, Commissions, and City Departments

In addition to the Landmarks Board, BDAB, and DMC, the following city boards, commissions, and city departments may need to be contacted, or may provide helpful information about a project.

Planning and Development Services.
City planning staff is responsible for receiving recommendations and findings from the Landmarks Board, BDAB, or DMC design review and incorporating them into the appropriate staff or Planning Board memos that are part of the city's development review process. A "pre-application meeting" to discuss development goals, uses, site design, or other relevant issues should be made with the Planning Department prior to entering into the site review process. It is intended to identify any problems or concerns that Planning staff may have prior to the applicant making a formal application.

The pre-application meeting with the Planning Department is *not a substitute for the design review* required by LB, BDAB, or DMC. Since it may help an applicant to identify issues that may need be addressed at the design review meeting, it may be preferable to schedule the pre-application meeting first. Pre-application meetings may be scheduled by calling the Planning Department at (303) 441-1880.

See Comments Attachment #10

Planning Board
The Planning Board is responsible for decisions related to the city's land use regulations and reviews projects that are subject to the city's site review process. Such projects are forwarded to the Planning Board, either by staff or through a call-up procedure. In either case, Planning Board will review projects for their design quality as well as their conformance to the city code and other relevant regulations. As such, recommendations and findings based on these guidelines play a key role in Planning Board deliberations.

Public Works Department: Revocable Right-of-Way Permit
In addition to review by the DMC, any element or improvement in the public right-of-way, such as a sidewalk cafe, potted plant, bench, awning or sign, must first be reviewed by the city of Boulder to determine if a **"revocable right-of-way permit"** is required. For information call the Community

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Planning and Sustainability Department at (303) 441-1880.

Board of Zoning Adjustment (BOZA)
Reviews specific requests for zoning variances and building appeals. For information call (303) 441-4464

City Forester
Information on specific details for street tree planting, plant materials, and maintenance can be obtained from the city Forester at (303) 441- 3406.

Boulder Transportation Division: Transportation Planning
Information on transit related issues such as transit rider activity and bus shelter design should be directed to the Transportation Planning Department at (303) 441-3266.

NOTE: The city has a fund for specific alley improvements. While certain conditions such as sharing trash storage or utility hook ups may apply to private property owners, the funds can be used for making property improvements. For information on the alley fund call the city of Boulder Transportation Department (303) 441-3266.

Public Service Company: Vehicular Street Lighting
Light poles are provided by the Public Service Company and maintained by the City of Boulder. Contact the city's Transportation Division for further assistance with the selection and provision of street lighting.

Arts Commission
The Arts Commission consists of five members appointed by C
term. The Com
programs in th
arts. For inform

Make more specific definition of "context." 1 block all around, three blocks all around? Massing? Character? Photographic?

Application Submission Requirements

Application requirements will vary depending upon the complexity and scale of the project to be reviewed, and the specific requirements of the reviewing body. In general, the applicant should provide the appropriate architectural drawings, sketches, and photographs of existing buildings and their sites to allow the reviewing body to fully understand the nature and scope of the exterior changes and any significant design issues.

Landmark Alteration Certificate Review Submission Requirements
An applicant is required to fill out a Landmark Alteration Certificate Application and provide the information identified on the application form including an initial scaled sketch plan and elevation, as well as photos of the existing building that will be kept on file. For the Ldrc's review, complete application must be received by a project specialist at Planning and Development Services by 4 p.m. the Friday before the next Wednesday meeting. Application deadlines also apply for Lac reviews by the full Landmarks Board. Please visit www.boulderhistoricpreservation.net, or call (303) 411-188 for more information about the landmark alteration certificate review process.

See Comments Attachment #11

BDAB Submission Requirements
For BDAB, eleven (11) copies of all relevant information listed below must be submitted to the Planning Department no later than close of business on the last Wednesday of the month. Applications should be well organized and contain sufficient information to allow reviewers to fully understand the proposed building design or alteration, including relevant urban design information such as how the project fits within its surrounding context, and how it relates to adjacent buildings and properties.

At a minimum, BDAB applications should include the following information:

- A map illustrating the location of the project within the context of the downtown as well as photographs of the project site and the surrounding area.
- A site plan in a clear graphic style should be presented in the context of the city blocks surrounding the project. Site boundaries

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and dimensions should be clearly marked and special issues such as flood plain, shadows, land restrictions and the existing site conditions need to be highlighted.

- • All relevant floor plans, building sections, and exterior elevations should be illustrated at a scale sufficient to fully understand the proposed design.
- Provide exterior wall elevations in color showing material and color selections.

Additional information that may be required for BDAB:
The following additional information may be required if the proposal modifies the permitted "by-right" building height, or if the project is of significant complexity that the two dimensional drawings described above do not fully illustrate the design issues:

- A simple mass model if the project is of significant size and complexity, showing the surrounding context.
- Color perspective sketches illustrating the proposed project and its surroundings, from street level, to present the project from the pedestrian's viewpoint.
- An analysis of the shadow impact of the proposed project is important, especially for projects on the south side of downtown streets.

DMC Submission Requirements
For the DMC, seven (7) copies of the following items are required for review:

- To-scale elevation drawings illustrating the requested improvement with exact dimensions along with existing signs, planters, windows, doors, stairs, patios, and awnings on the building and adjacent buildings.
- To-scale drawings of the proposed enhancement which identifies specific design elements such as colors, materials, and lettering.

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History

The Boulder Valley was first the home of Indians, primarily the Southern Arapaho tribe who maintained a village near Haystack Mountain. Ute, Cheyenne, Comanche, and Sioux were occasional visitors to the area. Gold seekers established the first non-native settlement in Boulder County on October 17, 1858 at Red Rocks near the entrance to Boulder Canyon. Less than a year later, on February 10, 1859, the Boulder city Town Company was organized by A.A. Brookfield, the first president, and 56 shareholders.

Boulder city developed as a supply base for miners going into the mountains in search of gold and silver. Boulder city residents provided these miners with equipment, agricultural products, housing and transport services, and gambling and drinking establishments. The downtown section of Boulder was the nucleus of the fledgling community, and its main thoroughfare, Pearl Street, led into Boulder Canyon and the mining camps. The business generated from the mining camps, together with Boulder's selection as the county seat in 1861 and the site for the state university in 1876, provided the foundation for steady growth and the erection of substantial business blocks in the commercial center of the town. Businesses were established along Pearl and adjoining streets to supply every need of the urban community, local farmers, and mining camps. The downtown experienced steady growth after the 1860s. By 1883, the commercial area included enterprises such as restaurants, groceries, saloons and liquor stores, lumber yards, drug stores, dry goods stores, hardware stores, feed and flour stores, barbers, paint shops, and tailors, in addition to fraternal lodges and the county courthouse.

At the close of the nineteenth century, the establishment of Chautauqua and the creation of the Boulder Sanitarium diversified the local economy and led to further downtown development. In 1900, a multitude of businesses flourished in downtown Boulder. Streetcar service enabled residents in new areas of the city to conveniently shop and conduct business downtown. In addition, the Denver & Interurban Railroad (an intercity connection with Denver) ran along Pearl Street from 1908-1917. During the 1920s, several new commercial buildings were erected, updating the appearance of the downtown with 20th Century influences. Although the economy slowed during the Great Depression, a few new buildings were added to the district, the most significant of which was the new Boulder County Courthouse, having replaced the original courthouse building that burned down in 1932.

Planning for the improvement of Boulder began as early as 1903, when the Boulder city Improvement Association was organized to pursue the "improvement of Boulder in health, growth, cleanliness, prosperity and attractiveness." The Association retained nationally renowned landscape architect Frederick Law Olmsted, Jr. to prepare a master plan in 1910 which has since guided Boulder's development. Saco DeBoer, who served as Denver's Landscape Architect, was hired to prepare a zoning proposal for Boulder. His 1928 plan created Boulder's first height restrictions, which limited downtown buildings to 75 feet and neighborhood shopping districts to 35 feet, as well as recommended seven zoning districts.

Following World War II, the increased population of the automobile led to the creation of new shopping areas further from the city center, including North Broadway, Arapahoe Village, and Basemar shopping centers in the 1950s. This competition led to the modernization of historic storefronts downtown, including the application of metal panels and precast screens to exterior facades. ~~In~~

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delete. typo. duplicated phrase

~~historic storefronts downtown, including the application of metal panels and precast screens to exterior facades~~. In 1963, Crossroads Shopping Center, a major commercial competitor with downtown was completed. However, with the purchase of thousands of acres of open space beginning in 1967, the adoption of the Boulder Valley Comprehensive Plan in 1970, passage of the building height restriction ordinance in 1972, and the residential growth management ordinance in 1977, Boulder began a period of infill and re-use of its past architectural development which continues to present. Redevelopment plans for the downtown were formulated by property owners and merchants to insure the area's continued viability. During the 1970s, buildings were restored, remodeled and adapted to new uses. The Pearl Street Mall was created from 1976-1977, prompting the return of many businesses and the restoration of historic buildings to the downtown.

Boulder's Historic Preservation Code was passed in September, 1974. The ordinance is instrumental in preserving significant portions of our past while encouraging the rehabilitation of historic buildings. Although the Downtown Boulder Historic District was listed in the National Register of Historic Places in 1980, it was not designated as a local historic district until 1999. Today's Downtown Historic District lies within the Boulder Original Townsite established by the Boulder city Town Company on February 10, 1859. Both the federal and local historic designations provide owners of contributing historic buildings the opportunity to apply for federal and state tax incentives for rehabilitation, as well as waivers from certain provisions of the Universal Building Code.

See Comments Attachment #12

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See Comments Attachment #13

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SECTION 1: THE DOWNTOWN HISTORIC DISTRICT

The boundaries of the Downtown Historic District, designated in 1999, generally conform to the boundaries of the Downtown Boulder National Register Historic District which was listed on the National Register of Historic Places in 1980.

The district contains the city's greatest concentration of historic commercial buildings, especially along Pearl Street which forms its central spine. These buildings not only serve as a link with our cultural heritage, they also establish a model for design quality. Such buildings are resources for education, recreation and human enjoyment. They provide the downtown with a rich character and a human scale that are unique assets for both residents and visitors to Boulder

Development in the Downtown Historic District must be especially sensitive to issues of compatibility. Indeed, the economic success of the downtown is in many ways dependent on maintaining the historic character and quality that sets the downtown apart from other shopping areas. For this reason, the preservation, restoration, and appropriate rehabilitation of older buildings in this district is of great importance.

The city's historic preservation program is responsible for reviewing *all exterior changes and site features* in preservation, restoration, remodel and new construction projects located in the Downtown Historic District. Any changes to a building or site require a Landmark Alteration Certificate prior to commencement.

The urban design objectives for the Downtown Historic District are to:

- Preserve and restore historic buildings.
- Preserve the integrity of the historic architectural features of individual buildings.
- Ensure that alterations and new construction strengthen and maintain the historic integrity of individual buildings and of the Historic Area at large.
- Encourage new development that will respect and enhance the ~~visual~~ character. of the district.
- ~~Enhance the retail focus of the area~~.
- ~~Preserve~~ the central area as a place for intense pedestrian activity. Enhance the central area as...

All buildings in the district have been evaluated for **historic significance** and are subject to Landmarks Board review when exterior work is involved.

See Comments Attachment #14

There are five categories of buildings:

1. **Local Landmark Buildings**
   These buildings are officially designated as city of Boulder local landmarks. They have a special character, historic, architectural, or aesthetic interest or value in Boulder's local history. The greatest care must be given to preserving, restoring, and designing additions to these buildings.

2. **Individually Significant Buildings**
   Individually significant buildings are those buildings that are considered individually eligible for the National Register of Historic Places or for local landmark designation. These buildings are typically fifty years of age or older, unless of a more recent architectural style or period. Care also must be taken in preserving and restoring them, as well as designing additions to these buildings.

3. **Contributing Buildings**
   Contributing buildings are those built during the district's period of significance (1858 through 1946), that exist in comparatively "original" condition, or that have been appropriately restored, and that clearly contribute to the historic significance or quality of the area. Such buildings may have additions that are compatible with the historic character of the original building. Rehabilitations and additions should be sensitive and appropriate to the historic building and historic district as a whole.

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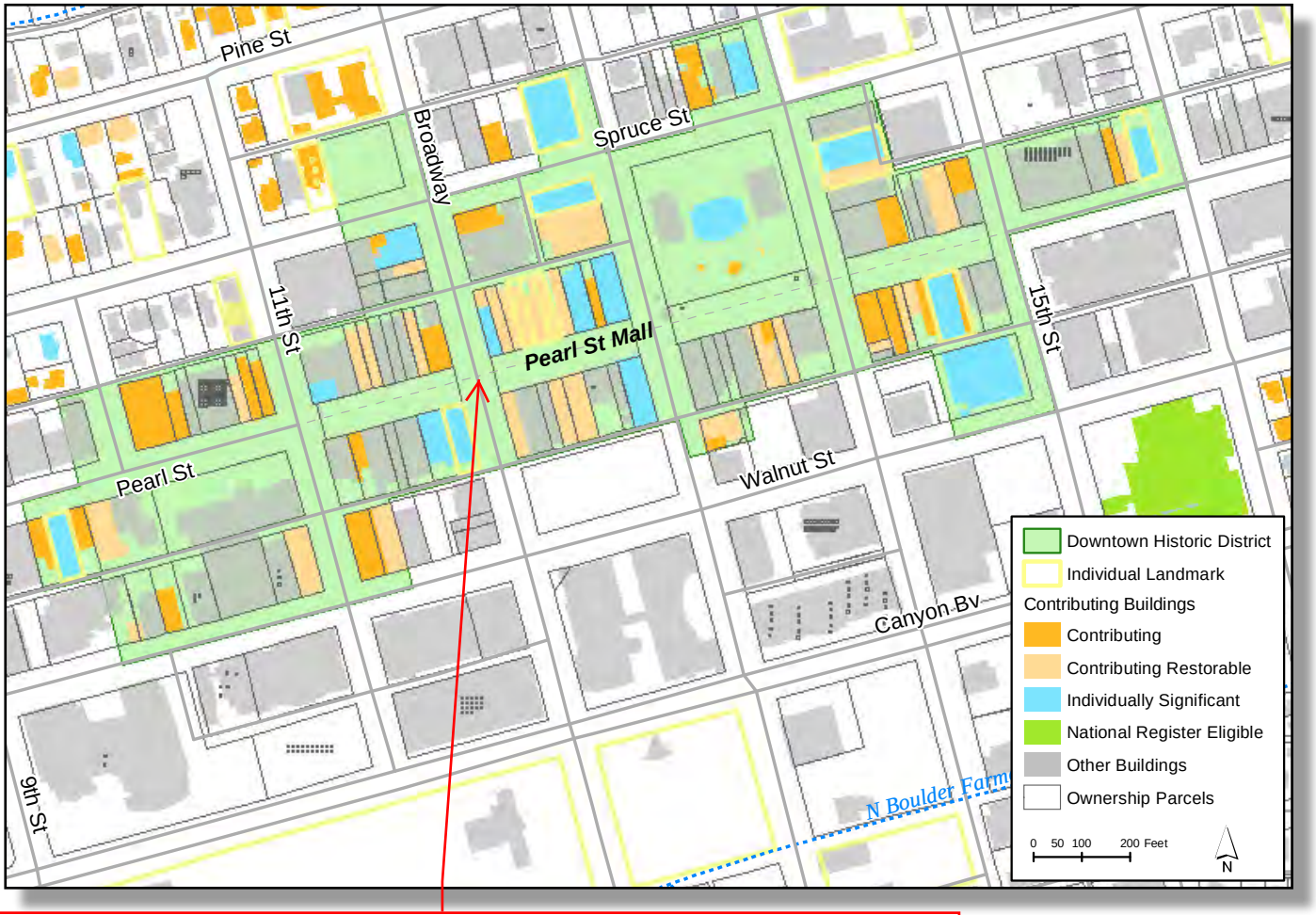
4. **Contributing Restorable Buildings**
Contributing restorable buildings are those built during the district's period of significance that have original material now covered, or buildings that have experienced some alteration, but still convey some sense of history. Restoration of these buildings would ensure their contribution to the historic quality of the area even though earlier additions may not be compatible. Restoration, rehabilitations, and additions should be sensitive and work to accurately recreate the appearance of the building based upon historic documentation.

5. **Non-Contributing Buildings**
There are two types of non-contributing buildings in the historic area: 1) buildings built during the district's period of significance that have been altered to such an extent that historic information is not interpretable and restoration is not possible. Such buildings should be evaluated on a case by case basis to determine if saving and restoring them is feasible or desirable; and, 2) buildings erected after 1946 which are not individually significant. For alterations to these buildings, the guidelines for new construction and remodel of non-contributing buildings apply, See Section 1.2.

NOTE: The city's planning department maintains a file of each building in the downtown area more than 50 years in age. The official Inventory/Survey forms on file indicate the level of significance of each building within the Downtown Historic District. For more information please visit www.boulderhistoricpreservation.net or call (303) 441-1800.



expand map scale a few blocks all around - 3/4 mile off Pearl Street, from 8th to Folsom, with 1/4 mile/5 minute walk radii.

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1.1 Guidelines for the preservation and rehabilitation of local landmarks, individually significant, contributing, and contributing restorable buildings

The city's historic preservation program reviews all exterior changes and site features, not building interiors.

While it is acknowledged that changes to structures in the Local Downtown Historic District will occur over time, it is also a concern that these changes do not damage the historic building fabric and character of downtown. Preservation of the exteriors and storefronts of these buildings will continue their contribution to the unique historic character of the downtown. Any building renovation or alteration, no matter the planned use, must retain the ove historic building by protecting the original features and materials and r design elements.

& patterns & evolution

Delete "simplified" & "contemporary." *It's enough to say "interpretations..." with the remaining qualifiers about scale and character listed here.*

1.1.1 Preserve original facades

Preservation of traditional facade elements found on existing buildings creates patterns along the face of the block that contribute to the overall historic character of the area. These elements include:

A. Kick plates ~~as base to building fronts~~ under shop windows
B. First floor display windows
C. Recessed ~~central~~ entrance areas ~~or angled entrances on corners~~ & display windows
D. Transoms above entrance doors
E. ~~Clerestory~~ Transom portions of display windows
F. Sign bands
G. Parapet walls with caps or cornices
H. ~~Vertical window patterns, shapes, window sills on 2nd floor~~
I. Pilasters and decorative brick or stone

H. Windows: Vertical window patterns (2:1 or greater), traditional solid to void ratios, lintels & sills, divided lites.
Note, upper story windows are simple, stable & more harmonious over time than shop fronts, which vary in trendy ways.

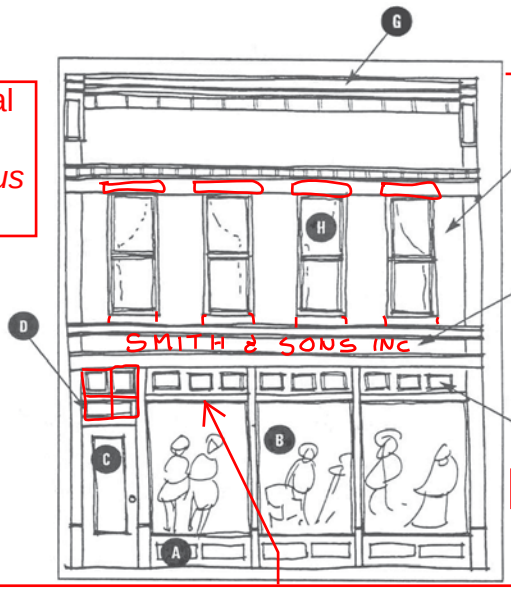
or interpret traditional facade elements

~~Do not apply theme designs that alter the original character such as coach lanterns, mansard designs, wood shakes, nonoperable shutters, and small-pane windows if they cannot be documented historically.~~

NOTE: It is not the intention of this guideline to recreate the past if the original building facade does not exist. However, if the original facade does not exist, but documentary evidence such as photographs of the original does exist, then one recommended alternative is to restore the facade. Where exact reconstruction is not practical, ~~new simplified contemporary~~ interpretations of the original details are possible as long as the scale and character of the original detail is retained.

See Comments Attachment #15

Preservation or restoration of ornamental cornices is particularly encouraged. Other important facade elements to be respected include belt courses, pilasters, window arches and frames. ~~Adding more elaborate ornamentation than was originally found on the building facade is inappropriate~~.



Stable

changing

these are transom windows, not clerestories.

See Comments Attachment #16

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1.1.2 Preserve facade materials

See Comments Attachment #17

Retain original materials wherever possible through repair and restoration. Avoid concealing original facade materials. If the original material has been covered, uncover it if feasible. If portions of the original material must be replaced, use a material similar to the original. Brick was the predominant building material used in the downtown. Avoid the use of materials that are not visually compatible with the original facade, such as shiny metals, mirror glass, plastic panels, and vinyl windows or doors.

~~1.1.3 Align architectural features and establish patterns with neighboring buildings~~

~~Restore or recreate the historic alignment of architectural features with other buildings on the block. These lines unify the street visually. The alignment of architectural features, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. On commercial buildings they create patterns along the face of the block that contribute to the overall character of the area. Some facade elements that typically align with adjoining buildings include:~~

- Building kickplate
- The top and bottom height of first floor display windows
- Transom over the entranceway
- Clerestory portion of display windows
- Horizontal and vertical proportions of the building
- Storefront and restaurant front windows
- Patio railings
- Window openings and styles, especially upper story windows
- Sign band above the street level
- Parapet and cornice line
- Window sills on upper floors
- Roof lines and proportions

Illustration of Architectural Feature Alignment on the Block Face

See Comments Attachment #18

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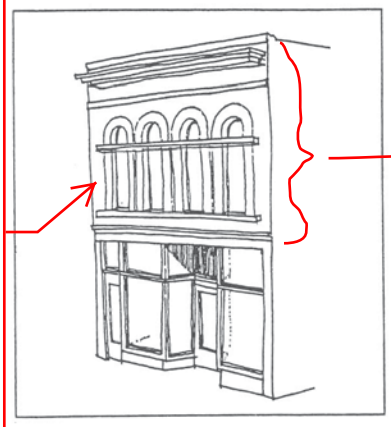
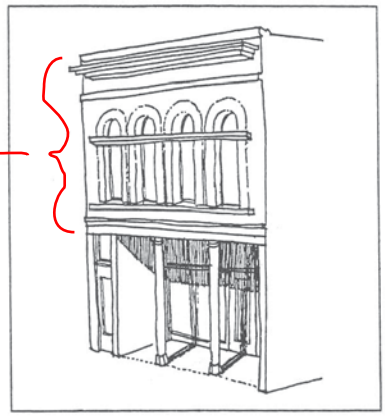
1.1.4 Maintain the original historic line of the building setback

Preserve storefront display windows at the sidewalk edge. Maintain historic recesses and entryways where they exist. Occasionally, the line at the sidewalk is retained by the use of other elements such as planters, columns or railings, and the storefront is recessed.

Emphasize this at the upper floors - they provide simplicity and stability over the shop fronts below, holding the urban room wall, and containing the space. Shops below often feature different kinds of recesses, as shown, designed to house entry door swings, provide weather protection, and shade display glass.



A typical recessed entryway



Recessed storefront with columns at sidewalk line

~~Where buildings are built to the alley edge, consider alley display windows and secondary customer entries if original materials and features are not damaged. For projections into the sidewalk such as outdoor dining areas, follow the guidelines for encroachments into the right-of-way~~, Section 6.5.

Delete. see later discussion of alleys. (Alleys should NOT be designed to compete with street frontage)

1.1.5 Maintain the original size, shape and proportion of storefront facades and openings to retain the historic scale and character

For most historic buildings, large panes of glass at the display window level with solid kickplates below are appropriate. ~~Multi-pane designs that divide the storefront window into small components should only be used if they restore proven historic elements and original openings.~~

See Comments Attachment #19

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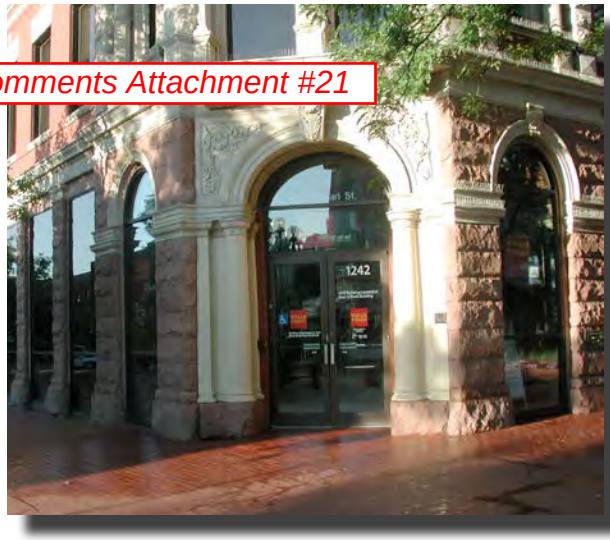
See Comments Attachment #20

1.1.6 Maintain traditional recessed entries where they exist

The rhythm of recessed entrances on the street contributes to visual continuity and historic character. Recessed entries identify the entrance and provide shelter, ~~while corner entries on buildings located on the intersections of key streets draw pedestrians in~~. ~~Use doors with a large area of glass above a solid panel at the base surrounded by a painted frame~~. Avoid ~~unfinished anodized metal, bright aluminum, or stainless steel frames~~. ~~Finished frames may be metal with black anodized or painted finish, however,~~ painted or varnished wood is preferable. Residential type doors are not acceptable. If documentation of the entries is available, the recommended alternative is to restore the entry.

See Comments Attachment #21



Recessed entries in mid-block and at a corner

1.1.7 Maintain the kick plate below the display window element

delete "simplified."

Preserve the original kickplate whenever possible. For buildings with historic significance (local landmarks, individually significant, contributing, and contributing restorable buildings), restore the original kickplate from documentary evidence. If original information is not available, develop a new ~~simplified~~ design that retains the original character and dimensions of a kickplate that would most likely have been on the bui

See Comments Attachment #22

For renovations where there is no documentary evidence, appropriate kickplate materials are: brick, painted wood panels, stone, and glazed tile or painted metal in muted tones. ~~Align the kickplate with those of other historic buildings in the block~~.

Examples of kickplates

See Comments Attachment #23

DRAFT

Needn't be clear. "Transom windows" are often etched with #'s or logos, or decoratively.

1.1.8 Preserve the transom and sign board features

See Comments Attachment #24

Transoms, not "clerestories"

The use of a ~~clear~~ glass transom over doors, or ~~clerestory feature~~ within the upper part of the display window area, is most historic. This area has been used for a sign or decorative element. Retain the original materials and proportions of the opening. If the framing that defines the transom has been removed, re-establish it in a new design.

If the interior ceiling is lower than the transom ~~or clerestory line~~ due to later renovation, raise the dropped ceiling up from the window to maintain its historical dimensions. ~~Align transom or clerestory window and framing with other adjacent buildings to maintain a clear line along the block face~~. Retain the original character and materials of the transom ~~and clerestory~~.

sign board/band

transom windows

Examples of historic transoms ~~and clerestories~~

proportions

1.1.9 Preserve the shape, materials and spacing of upper windows

Re-open/reveal upper story windows if they are presently blocked. If lowered ceilings are necessary, pull the dropped ceiling back from the window. If re-opening the window is not feasible, recreate the original windows from historical documents. If original to the building, shutters may be considered to define the original window proportions. *Maintain the original spacing patterns of the windows.*

See Comments Attachment #25

Preserve the window frame, sash, and surrounds. Repair rather than replace original windows; if repair is not feasible, replace with windows that match the existing windows as closely as possible. Size, frame and trim material, method of operation, size of sash members, window frame elements, and the pattern of divided lights are important features to replicate. A historic material such as wood is most appropriate. If molded plastic, vinyl or aluminum replacements must be used they should replicate original materials, finishes, and dimensions. ~~Anodized,~~ shiny, unfinished metals and altered dimensions are inappropriate.

Recessed entries in mid-block and at a corner

See Comments Attachment #26

DRAFT

See Comments Attachment #27

1.1.10 ~~Awnings may be used to provide visual depth and shade~~

Awnings should be designed to fit the storefront opening ~~to emphasize the building's proportions.~~ Awnings should not obscure or damage important architectural details. An eight foot clearance from the sidewalk to the awning is required. ~~Align awnings with others on the block. This applies particularly to the bottom line of the awning.~~ Mount the top edge to align with the top of the transom or with the framing that separates the ~~clere~~ transom ~~on~~ from the main display window. The valance may be used for a sign.

See Comments Attachment #28

Operable fabric awnings are encouraged. Metal awnings or canopies that are similar in form to fabric awnings may be appropriate ~~when designed as an integral part of the building facade, not appearing as tacked-on additions.~~ Awning color should be coordinated with the color scheme of the ~~entire buildin~~ shop front ~~Mechanized awnings and~~ awnings on the upper stories are discouraged.

Delete. (integration already described above.)

See Comments Attachment #30

See Comments Attachment #29

Typical awnings on historic buildings

DRAFT

See Comments Attachment #31

1.1.11 ~~Distinguish~~ additions to historic buildings

See Comments Attachment #32

Additions to historic buildings should be subtly distinguishable from the original while maintaining architectural ~~visual~~ continuity through the use of design elements such as proportion and scale, siting, facade set-back, and materials that are of a similar color and texture.

A new addition set back from the block face

When design elements contrast too strongly with the original structure, the addition will appear visually incompatible. Conversely, when the original design is replicated, the addition is indistinguishable and the historical evolution of the building becomes unrecognizable.

good

See Comments Attachment #34

A. For additions to the side of a historic building, retain the original proportions, scale, and character of the main facade.
Position the addition so it is set back from the main facade, and express the difference between the original facade and the addition with a subtle change in color, texture or materials.

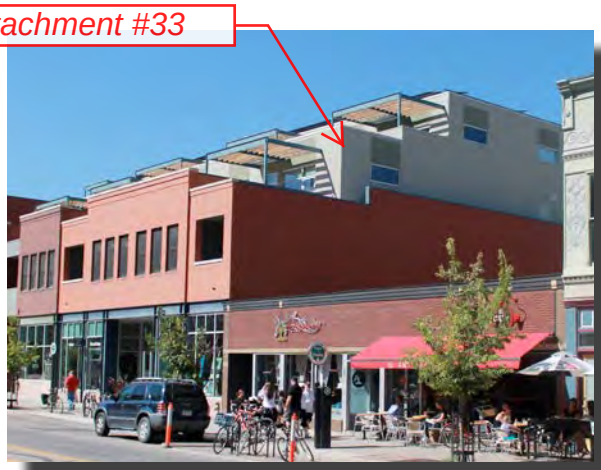
B. Maintain the proportions and the established pattern of upper story windows.
In additions, upper floors should incorporate traditional vertically proportioned window openings within a more solid facade treatment than the lower floors. Use windows similar in size and shape to those used historically to maintain the facade pattern of the block.

B. & C. Are excellent, and critically important.

C. Maintain the rhythm established by the repetition of the traditional 25 foot facade widths.
In additions, maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.

D. Set back additions to roofs of historic buildings, in order to maintain the height of the primary facade.
New floors should be substantially set back from the primary facade so that the original building height and facade are clearly distinguishable from the new upper floor as seen from the street.

See Comments Attachment #33



Upper stories set back from the block face

clarify and strength graphic, with color, linetypes & labels

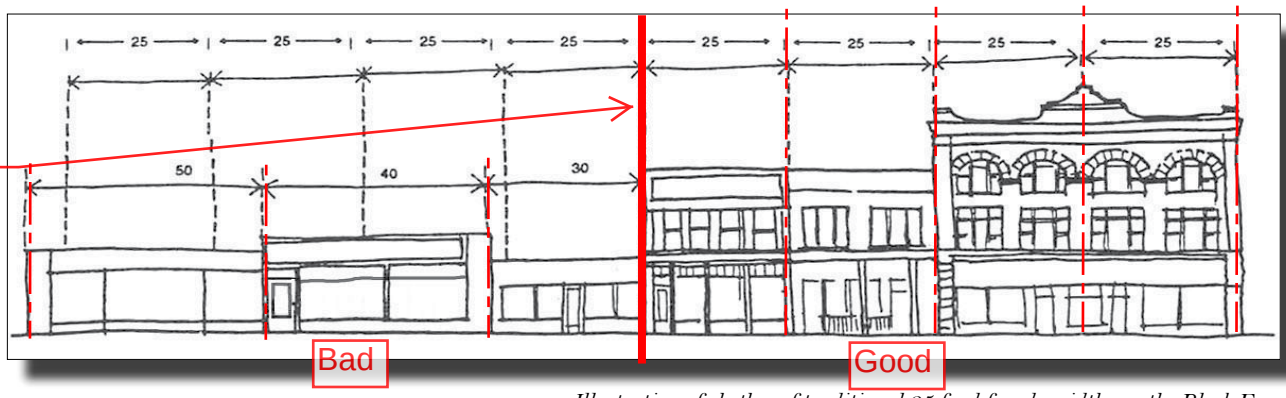


Illustration of rhythm of traditional 25 food facade widths on the Block Face

use red centerline linetype at prop lines, as shown

DRAFT

1.1.12 Select building colors appropriate to the area's historic character

In general, select a color scheme that will visually link the building to its past as well as to others in the area. Consider colors that are compatible with the building's predominant materials such as red brick or stone, or do an analysis of colors pre-existing on the building and use one of the colors found.

See Comments Attachment #35

A. Develop a comprehensive color scheme.
Consider the building as a whole as well as details that need emphasis. Softer muted colors establish a uniform background. In general, use one color on similar elements such as window frames to show that they are all part of the same facade. Reserve brighter colors for small special accents to emphasize entryways and to highlight special structural ornamentation.

B. It is not appropriate to paint unpainted brick.
If the brick is already painted, paint removal is preferred. Avoid paint removal procedures that damage the original brick finish such as sand blasting or caustic chemicals. Before removing paint conduct a test to determine detrimental effects. If the existing paint on the brick is in poor condition and paint removal will damage the underlying brick, the brick should be repainted.

1.1.13 Minimize the visibility of HVAC units and other mechanical, structural, or electrical appurtenances

Use low-profile mechanical units and elevator shafts on rooftops that are not visible from the street. If this is not possible, setback or screen rooftop equipment from view. Also be sensitive to views from the upper floors of neighboring buildings. Skylights or solar panels should have low profiles and not be visible from public right-of-ways. These features should be installed in a manner which minimizes damage to historic materials.

See Comments Attachment #36

1.2 Guidelines for new construction and remodeling non-contributing buildings in the downtown historic district

LB is responsible for reviewing all exterior changes and site features within the Downtown Historic District, not including building interiors.

The purpose of this section is to provide guidance for the design of new construction and the renovation of non-contributing buildings in the district, ~~in order to retain the historic context of the area while providing new opportunities~~.

Huh? Delete.

~~While~~ new building design is expected to ~~reflect the character of its own time, thereby making the downtown a living district, it is important that it also~~ respect the traditional qualities that makes the downtown unique such as massing, scale, uses of storefront detailing and choice of materials. Guidelines from Section 1.1 concerning awnings, paint color, lighting, and appurtances to buildings are also applicable to these buildings. ~~Furthermore, architectural styles that directly copy historic buildings, and theme designs, such as "wild west" are not appropriate~~.

See Comments Attachment #37

DRAFT

1.2.1 Incorporate traditional design elements in new designs

Respect for ~~Repetition of~~ traditional facade features ~~creates patterns and visual alignments that contribute~~ Enhances ~~to~~ the overall character of the district. While these features may be interpreted in new and contemporary ways, they generally include the following:

see notes @1.1.7

A. Kick plate as a base to the store front, ~~height aligned with others in the block~~

see 1.1.3

B. First floor display window ~~should be aligned with heights of others in the block when possible~~ w/transoms above

C. ~~Incorporate a clerestory form in the display window~~

D. ~~Transom, align with others when others are appropriately placed~~

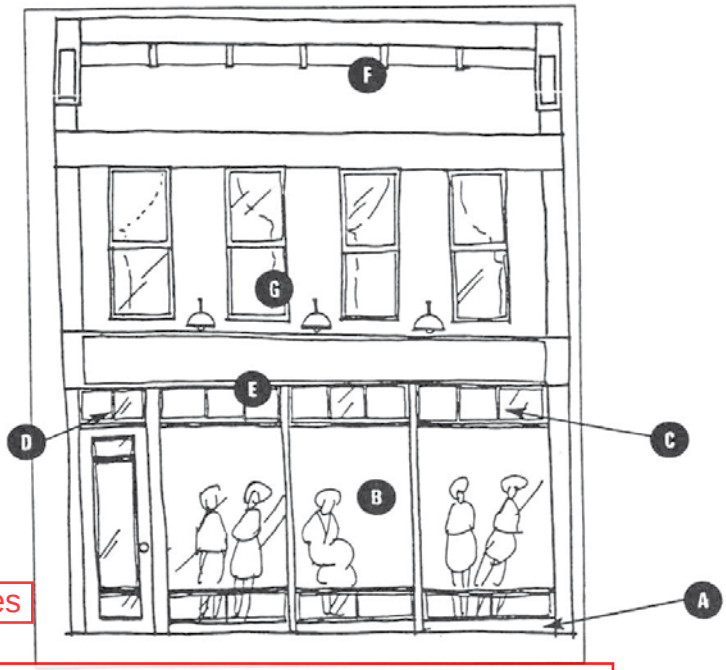
E. Sign band and

F. Parapet cap ~~or~~ cornices proportions

G. Vertical window ~~patterns and shapes,~~ window lintels and sills at upper stories

- ~~Angled entrances on corners~~
- Recessed ~~central~~ entrances

angled corner entrances are atypical, and shouldn't be listed here as typical. Delete



~~1.2.2 Align architectural features with the established patterns of neighboring buildings~~

see 1.1.3

The alignment of architectural features and elements, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. On commercial buildings, they create patterns along the face of the block that contribute to the overall character of the area. Building facades should be designed to reinforce these patterns and support the area's established visual character. Some facade elements that typically align with adjoining buildings include:

- Building kickplates
- The top and bottom heights of first floor display windows
- Transoms above entrance doors, and clerestory elements in display windows
- Horizontal and vertical proportions of the building
- Storefront windows, even for restaurant venues
- Patio railings
- Upper story window openings and styles
- Sign band above the street level
- Parapet and cornice line
- Window sills on upper floors
- Roof lines and proportions

Traditional elements aligned

See Comments Attachment #38

DRAFT

1.2.3 Maintain the line of storefronts at sidewalk edge and orient main entrances to open toward the street

See Comments Attachment #40

For commercial style buildings, if a portion of the building wall is proposed to be set back from the sidewalk, careful consideration should be given to maintaining the front line of the building at the sidewalk edge through the use of planters, railings, columns or similar features up to an overhanging second floor.

Maintain the original setback of historic buildings. In many cases, the building's placement on the site is an important defining characteristic. For instance, the County Courthouse and the Post Office have an ~~open area~~ between the building and the sidewalk, which is important to retain. For historic buildings not located at the zero setback line, place the addition behind the original setback.

"forecourt," plaza, what?

See Comments Attachment #39

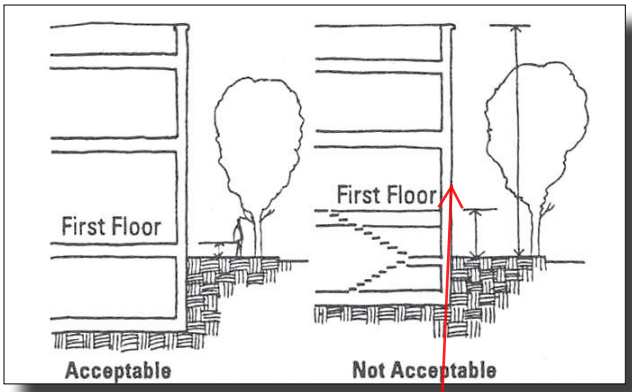
CODE: Minimum per [illegible] contain a building or buildings should not be less than 70% in the 1X DT-1, DT-2, DT-3, DT-4, and DT-5 zones.
CODE: Maximum front yard landscaped setback is 15 feet for buildings in the DT-1, DT-2, DT-3, and DT-5 zones. (BDH note: DT-4 now reflects a "NA" for a maximum setback)
CODE: Primary building entrance locations should face the street.

A. Plan view of a new building aligned with existing buildings

B. A portion of a new building setback with the building line of the block maintained with a row of columns to an upper floor

C. A new building, on the same lot of an historic building set back to reveal the historic building

1.2.4 Do not construct half-level or split-level first floors that extend both above and below grade



CODE: First floor levels should be no lower than grade level and no higher than 2 feet above grade. (Consideration of flood mitigation design should be taken into account for buildings located in flood plain areas).

See Comments Attachment #41

DRAFT

See Comments Attachment #42

1.2.5 Consider the height and mass of buildings

No, a variety of heights is typical

~~In general, buildings should appear similar in height, mass, and scale to other buildings in the historic area~~ to maintain the area's visual integrity and unique character~~. At the same time,~~ it is important to ~~maintain~~ allow a variety of heights ~~to create visual interest. While the actual heights of buildings are of concern, the perceived heights of buildings are equally important. One, two and three story buildings make up the primary architectural fabric of the downtown, with taller buildings located at key intersections~~.

See Comments Attachment #43

See Comments Attachment #44

A. ~~Strive for visual interest in building forms.~~

~~With new construction, create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.~~

See Comments Attachment #50

CODE: The allowable "by-right" height is up to 35 feet, with a maximum height of 55 feet through Site Review.

CODE: The maximum "by-right" number of stories is ~~two stories~~, except in DT-5 on corner lots, 3 stories are permitted.

CODE: In the DT-5 zone, principal building height for a building located on a corner lot that faces two public streets may be increased up to 10 feet in height and up to 3 stories if: the building contains no more than 3 stories above the finished grade; the horizontal dimensions of the third story are no greater than 50 feet along the front yard street frontage by 70 feet along the side yard street frontage; the vertical planes of the third story are located directly above the vertical planes of the stories below; the zoning districts on the other three corners of the intersection where the property is located are within the DT-5 or P zoning districts; and the building is not within a historic district created under the provisions of chapter 9-11, "Historic Preservation," B.R.C. 1981.

See Comments Attachment #45

See Comments Attachment #46

See Comments Attachment #49

~~B. Relate the height of buildings to neighboring structures at the sidewalk edge.~~

~~For new structures that are significantly taller than adjacent buildings, upper floors should be set-back a minimum of 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend forward to the front facade may add visual variety and interest to the set-back area~~.

C. ~~Consider the effect of building height on shading and views.~~

~~Building height can shade sidewalks during winter months leading to icy sidewalks and unappealing pedestrian areas. Wherever possible, new buildings should not shade the northern sidewalk area of east-west running streets at noon on December 21st, and should maintain view corridors.~~

See Comments Attachment #47

Examples of setbacks on upper floors that reduce perceived height, mass, and scale of buildings.

See Comments Attachment #48

DRAFT

1.2.6 Maintain a human ~~building~~ scale rather than a monolithic or monumental scale

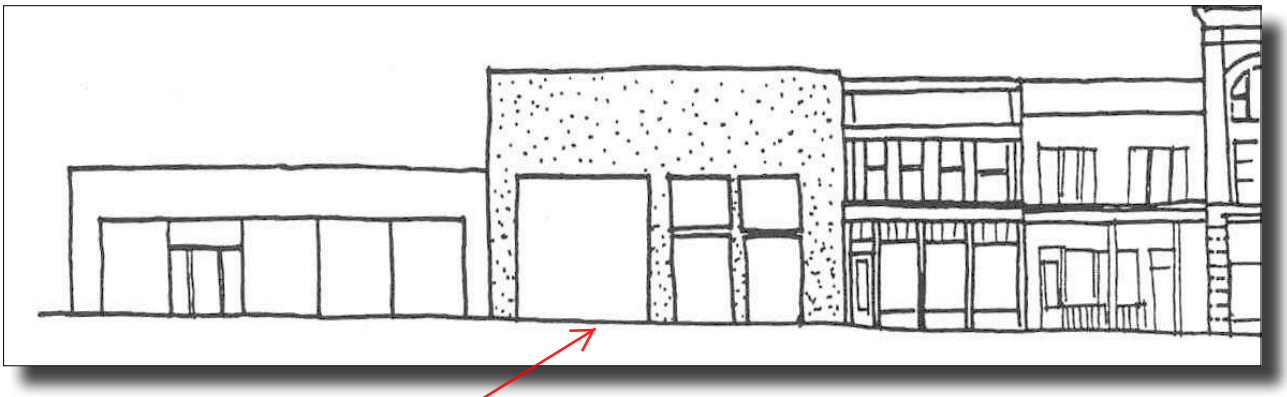
"standard" undefined. Window sizes and proportions discussed @ 1.2.1G & 1.1.9. delete here

~~Smaller scale buildings and the use of~~ traditionally-sized building components help to establish human scale and maintain the character of downtown.

Standard size brick, uniform building components, and ~~standard window sizes~~ are most appropriate.

Delete "building". The term is "human scale" not "human building scale," and it applies to architectural elements used to compose buildings of any scale. Revise as shown for clarification.

Typical downtown building facade that demonstrate a human scale at the sidewalk level



Typical downtown building facade that demonstrate a human scale at the sidewalk level

See Comments Attachment #51

DRAFT

1.2.7 Maintain the proportions of storefront windows and doors and established pattern of upper story windows

See Comments Attachment #52

CODE: For buildings located in the 1X DT-1, DT-2, DT-3, DT-4, and DT-5 zones, a minimum of 60% of a ground floor facade facing a public street shall be made of transparent materials, meaning glass or other similar materials that possess a minimum sixty percent transmittance factor and a reflectance factor of not greater than 0.25, or otherwise designed to allow pedestrians to view activities inside the buildings. This standard shall not apply to residential uses that may occur along the ground floor facade.
pg 35
CODE: Primary building entrance locations should face the street.
CODE: Minimum percentage of lot frontage that must contain a building or buildings should not be less than 70% in the DT-1, DT-2, DT-3, DT-4, and DT-5 zones. CODE: Maximum front yard landscaped setback is 15 feet for buildings in the DT-1, DT-2, DT-3, and DT-5
CODE: The allowable "by-right" height is up to 35 or 38 feet, with a maximum height of 55 feet through Site Review.

CODE: The maximum "by-right" number of stories is two stories.
NO LONGER A CODE REQUIREMENT
CODE: In the DT-5 zone, principal building height for a building located on a corner lot that faces two public streets may be increased up to 10 feet in height and up to 3 stories if: the building contains no more than 3 stories above the finished grade; the horizontal dimensions of the third story are no greater than 50 feet along the front yard street frontage by 70 feet along the side yard street frontage; the vertical planes of the third story are located directly above the vertical planes of the stories below; the zoning districts on the other three corners of the intersection where the property is located are within the DT-5 or P zoning districts; and the building is not within a historic district created under the provisions of chapter 9-11, "Historic Preservation," B.R.C. 1981.

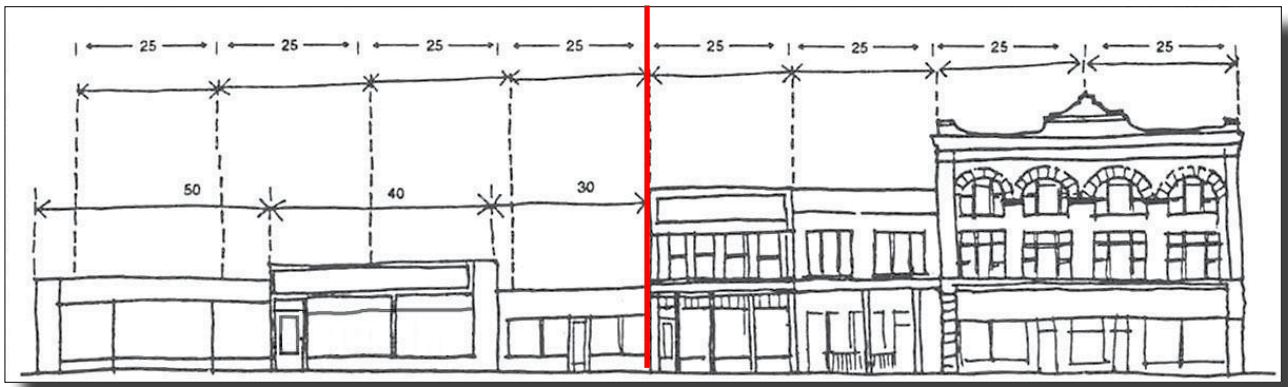
See Comments Attachment #53

The first floor of downtown commercial buildings should be primarly transparent, with a pedestrian orientation and storefront appearance. Upper floors should incorporate traditional vertically proportioned window openings within a more solid facade treatment, awnings are not typically found on upper story windows. Use windows similar in size and shape to those used historically to maintain the facade pattern of the block. This is especially important for projects facing key pedestrian streets such as Pearl, 13th and 14th Streets.

See Comments Attachment #54

1.2.8 Maintain the Rhythm Established by the Repetition of the Traditional 25 Foot Facade Widths

Maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.



An illustration of the 25 foot wide pattern of downtown facades

See Comments Attachment #55

DRAFT

1.2.9 Use building materials that have a texture, pattern and scale similar to those in the district

"Ornate" wrought iron grilles and rails are common on Boulder Historic Districts. Allow.

The use of brick as the primary building material is encouraged to reflect historic building patterns in the commercial downtown. Choose accent materials similar in texture and scale to others in the district. These include:

- Brick and stone masonry
- Wood ~~details such as around windows~~ millwork & trim
- Finished lumber to achieve traditional patterns e.g.: horizontal siding rather than diagonal
- Finished painted metal and sheet metal
- Clear or lightly tinted glass
- Ceramic tiles
- Brick, clay and ceramic pavers
- Slate, finished metal, glazed ceramic and tile roofs
- Concrete and stone as lintels and wood or concrete columns
- Embossed metal or ~~corrugated metal~~

LEED solar control spec update?

Most roofs are flat

clarify?

Corrugated metal is a rural barnyard material, not a downtown material. Note it appears in both columns [error]

The following materials are generally <u>inappropriate</u> :

- Coarsely finished, "rustic" materials, such as wood shakes, shingles, barn board or stained fir plywood.
- Poorly crafted or "rustic" woodworking and
- finishing techniques
- Indoor-outdoor carpeting or astro-turf
- Corrugated metal and fiberglass (unless used sparingly)
- Moss rock
- "Antique" or old brick with partial paint, mottled light variegated brick, oversized brick and white brick mortar
- ~~Ornate wrought-iron, "New Orleans" style grille and rail work~~
- Stucco surfaces that are highly textured such as those sometimes associated with a "hacienda" or "Mediterranean" style
- Expanded metal
- Silver or clear anodized aluminum sheets
- Silver or clear aluminum extrusions for windows and doorways
- Residential type sliding glass doors
- Imitation wood siding or stone
- Flat or molded plastic sheeting in quantities exceeding five square feet when used as primary facade materials
- Imitation metal "rock work"
- Plastic molded imitations of any conventional building material
- Mirror or metalized reflective glass
- Glass block

Prohibit sliding doors facing streets. Ok on alleys, above the ground floor.

some synthetic stone and cementitious siding is ok. Add option for special review, rather than blanket prohibition?

1.2.10 Improve rear or side alley elevations to enhance public access from parking lots and alleys

~~Where buildings are built to the alley edge, consider opportunities for alley display windows and secondary customer or employee entries, if original walls are not damaged~~.

Screening for service equipment, trash, or any other rear-of-building element that can be visually improved, should be designed as an integral part of the overall design. Where intact, historic alley facades should be preserved along with original features and materials. Alterations should be sensitive to and compatible with the historic scale and character of the building and area.

See Comments Attachment #56

Note: this Section 2 is based entirely on the previous section. Review and apply all previous redlines and discussions to every section.

DRAFT

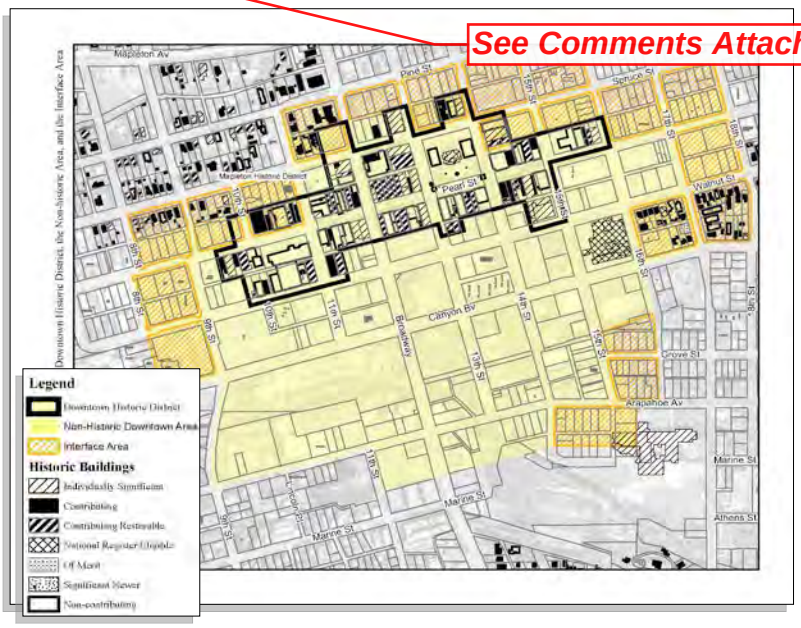
Section 2: The Non-Historic Area

Delete. Generic, and asking for variety for variety's sake is not helpful advice.

~~The Non-Historic Area offers unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.~~

~~Other~~ important design elements are 1) the Non-historic Area's relationship to its surroundings, including the Historic Area, the Civic Park area, and the neighborhood interface areas, 2) the pedestrian quality of the area including the downtown Boulder mall, east and west Pearl Street, Spruce and Walnut streets, Canyon Blvd. and the north-south streets that connect Civic Park to the mall area, and 3) that new building design can ~~reflect the character of its own time while~~ respect~~ing~~ the integrity, scale, and massing of historic buildings in the area.

See Comments Attachment #57



Map of the Downtown Historic District, the Non-Historic Area, and the Interface Area

See Comments Attachment #58

While creative interpretations of traditional design elements, ~~and designs that reflect the character of their time~~, are encouraged, they should be compatible with ~~but~~ the character of the ~~their historic neighbors~~ historic downtown. ~~that directly copy historic buildings and~~ theme designs, such as "wild west" or "neo-chalet" are inappropriate to the character of downtown Boulder. ~~These guidelines also discourage projects that create inhospitable pedestrian design, and buildings that are inappropriate in scale and massing to their surroundings.~~

- BDAB is responsible for reviewing all projects in the Non-historic Area and the Interface area which are:
- Visible from the public realm and adjacent properties, or
- In the Site Review process, or
- With a value of $25,000 or more.

The urban design objectives for the Non-Historic Area are to:

- Reinforce and enhance the character of downtown as a pedestrian place by encouraging architectural solutions that are visually interesting, stylistically appropriate ~~to their context,~~ and compatible in scale and character with ~~their street.~~ the overall downtown area. [Discuss]
- ~~Strengthen the identity of downtown as a place where people feel welcome and comfortable through the careful selection of building materials and human scale design.~~
- ~~Encourage development that complements pedestrian activity.~~

See Comments Attachment #59

See Comments Attachment #60

DRAFT

2.1 ~~Consider~~ incorporat~~ing~~ traditional facade elements in new designs

See Comments Attachment #61

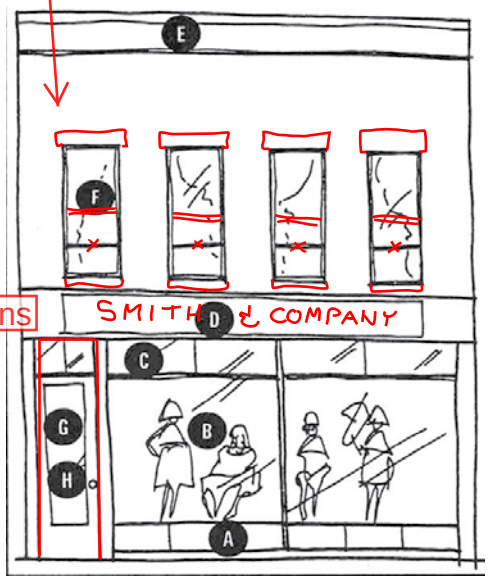
~~Repetition and use of~~ traditional facade elements creates patterns ~~and visual alignments~~ that contribute to the overall character of the historic commercial area. While these features may be interpreted in new ~~and contemporary~~ ways, they include:

delete "contemporary" it's misleading.

A. Kick plate as a base to the store front or restaurant front. ~~Align the height with others when possible~~.
B. First floor display window. ~~Align with height of others in the block when others are appropriately placed.~~
C. Transom. ~~Align with others when others are appropriately placed~~.
D. Sign band.
E. Parapet cap or cornices
F. Vertical window patterns and shapes, window sills.
~~G. Angled corner entrance~~.
H. Recessed ~~central~~ entrances

proportions

J. Awnings [?]



Typical facade elements

2.2 Consider the alignment of architectural features and established patterns with neighboring buildings

see 1.2.1, p.29 for previous notes on alignment.

The alignment of architectural features, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. While new building forms are expected, building facades should be designed to reinforce these patterns and support downtown's established visual character. Some horizontal elements that typically align with adjoining buildings include:

- Building kickplate
- The top and bottom height of first floor display windows
- Transom over the entranceway
- Horizontal and vertical proportions of the building
- Storefront windows
- Patio railings
- Window openings and styles, especially upper story windows
- Sign band above the street level
- Parapet and cornice line
- Window sills on upper floors
- Roof line and proportion

Illustration of Architectural Feature Alignment on the Block Face

See Comments Attachment #62

see earlier notes on these same code sections. It's weak code, and its repeated, instead of referenced once.

DRAFT

2.3 Maintain the line of building facades and storefronts at sidewalk edge in blocks

Buildings or other design features that are built up to the sidewalk maintain a line of visual continuity and provide visual interest for pedestrians. If a portion of the building facade is set back from the sidewalk, the sidewalk edge should be visually maintained through the use of a line of columns supporting upper floors or other features, such as a change in surface texture, a line of planters, portals, or railings.

Maintain the original setback of historic buildings. In many cases, the building's placement on the site is an important defining characteristic. For instance, the County Courthouse and the Post Office have an open area between the building and the sidewalk which is important to retain. For historic buildings that are not located at the zero setback line, place the addition behind the original setback.

CODE: Primary building entrance locations should face the street.
CODE: Minimum percentage of lot frontage that must contain a building or buildings should not be less than 70% in the DT-1, DT-2, DT-3, DT-4, and DT-5 zones.
CODE: Maximum front yard landscaped setback is 15 feet for buildings in the DT-1, DT-2, DT-3, and DT-5

See Comments Attachment #63

2.4 Consider the height, mass, and scale of buildings

~~Buildings that appear similar in mass and scale to other buildings in the area help to maintain the coherent visual image~~ of the downtown character. At the same time, it is important to maintain a variety of heights ~~to create visual interest.~~ While the actual heights of buildings are of concern, the perceived heights of buildings are equally important. ~~One, two and three story buildings make up the primary architectural fabric of the downtown, with taller buildings located at key intersections~~.

A. Maintain visual interest in building forms.
~~Create architectural variety by stepping back upper floors and~~

CODE: The allowable "by-right" height is up to 35 or 38 feet, with a maximum height of 55 feet through Site Review.
CODE: The maximum "by-right" number of stories is two stories.
CODE: In the DT-5 zone, principal building height for a building located on a corner lot that faces two public streets may be increased up to 10 feet in height and up to 3 stories if: the building contains no more than 3 stories above the finished grade; the horizontal dimensions of the third story are no greater than 50 feet along the front yard street frontage by 70 feet along the side yard street frontage; the vertical planes of the third story are located directly above the vertical planes of the stories below; the zoning districts on the other three corners of the intersection where the property is located are within the DT-5 or P zoning districts; and the building is not within a historic district created under the provisions of chapter 9-11, "Historic Preservation," B.R.C. 1981.

Illustration of Architectural Feature Alignment on the Block Face

See Comments Attachment #64

No. See previous notes about alignment and height, mass & scale - downtown full of abrupt height changes.

DRAFT

No. see 1.2.5.

varying building massing, especially on larger sites.

B. Relate the height of buildings to neighboring structures at the sidewalk edge. For new structures that are significantly taller than adjacent buildings, ~~upper floors should be set-back a minimum of 15 feet from the front facade to reduce the perceived height~~. However, slender forms such as towers and dormers that extend forward to the front facade may add visual variety and interest to the set-back area.

C. Maintain ~~a standard floor to floor height~~. Generally, for commercial and residential buildings DT-2, DT-3, DT-4, DT-5 the ground level floor to floor heights should be approximately 13 to 15 feet and up to 12 to 14 feet for the second floor. This is particularly important in the DT-5 zone along Walnut Street. It is also important guideline for commercial buildings, but not necessarily for residential buildings in the RB- 3X and RB-3E zones.

See Comments Attachment #65

D. ~~Consider the effect of building height on shading and views.~~
~~Building height can shade sidewalks during winter months leading to icy sidewalks which can discourage pedestrian activity. Wherever possible, new buildings should maintain view corridors and should not shade the northern sidewalk of east-west running streets at noon on December 21.~~

A new building with visual interest, standard floor to floor height, and traditional facade elements

"monolithic" is not a scale, it's a quality of uniformity, not size.

2.5 Maintain a human ~~building~~ scale, ~~rather than monolithic or monumental scale~~

see notes @ 1.2.6.

Downtown courthouses, libraries, and post offices are often "monumental" - and human scale. Delete these confusing words

Avoid large featureless facade surfaces. Facade elements that are familiar to the pedestrian help establish a sense of scale and create visual patterns that link buildings within a block, while allowing individual identity of each building. ~~Smaller scale buildings and~~ the use of traditionally-sized building components help to establish human scale and maintain the character of downtown. Standard size brick, uniform building components, and ~~standard~~ traditional window sizes are most appropriate.

This sketch is from 2.2, and should be deleted (in both places) It conflates alignment and scale, which are different issues.

Clarify "standard sized" bricks - bricks come in dozens of "standard" sizes - or replace with, "brick sizes found commonly throughout the downtown."

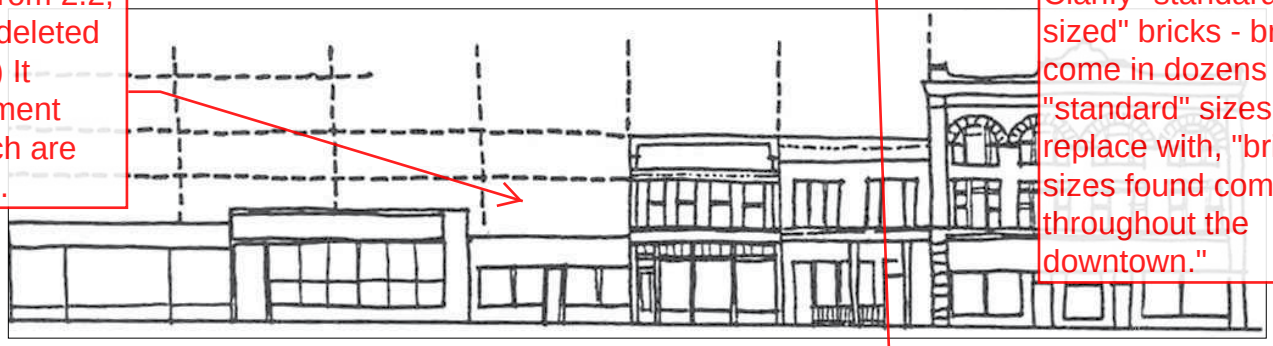


Illustration of Architectural Feature Alignment on the Block Face

See Comments Attachment #66

See Comments Attachment #67

DRAFT

2.6 Create ~~pedestrian interest~~ at the street level

A. Develop the first level of buildings to provide ~~visual~~ interest to pedestrians.
For a non-residential building, the first floor street walls should contain architectural elements that create ~~visual~~ interest and a pedestrian street environment ~~such~~ as display windows facing the sidewalk, outdoor dining areas, display cases, public art integrated with the building design, and architectural elements and details that create ~~visual~~ interest.

See Comments Attachment #68

B. Consider how the Texture and Pattern of Building Materials Will Be Perceived
Use building materials that are familiar in their dimensions and that can be repeated. To help establish a sense of human scale use familiar building components in traditional sizes. For example, standard size brick, uniform building components, and typical window sizes, help to establish human scale. ~~Combining building materials that can be visually contrasted also helps to achieve a sense of human scale.~~

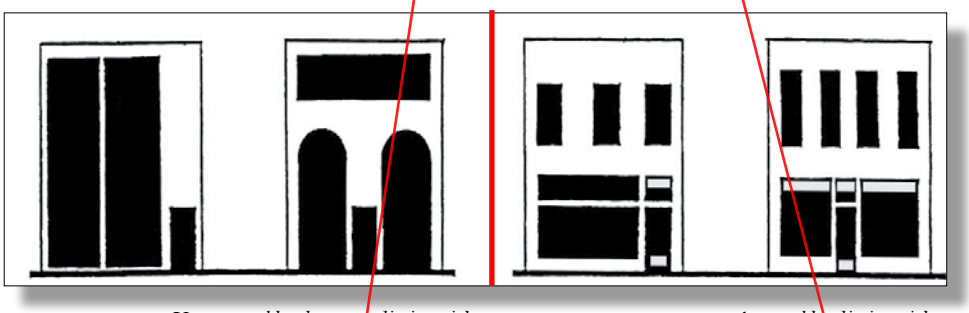
See Comments Attachment #69

C. Maintain The Design Distinction Between Upper And Lower Floors
~~Develop the first floor facade as primarily transparent, making it inviting to the public.~~ Consider using windows and other architectural features to create a pattern that will reinforce the traditional facade rhythm found on commercial buildings in the downtown area. Upper floors generally are differentiated through the use of more solid areas than voids and with smaller, vertically oriented windows in a regular pattern.

See Comments Attachment #70

CODE: For buildings located in the 1X DT-1, DT-2, DT-3, DT-4, and DT-5 zones, a minimum of 60% of a ground floor facade facing a public street shall be made of transparent materials, meaning glass or other similar materials that possess a minimum sixty percent transmittance factor and a reflectance factor of not greater than 0.25, or otherwise designed to allow pedestrians to view activities inside the buildings. This standard shall not apply to residential uses that may occur along the ground floor facade.

See Comments Attachment #71



Unacceptable: does not distinguish between upper and lower floors

Acceptable: distinguishes between upper and lower floors

See Comments Attachment #72

See Comments Attachment #73

DRAFT

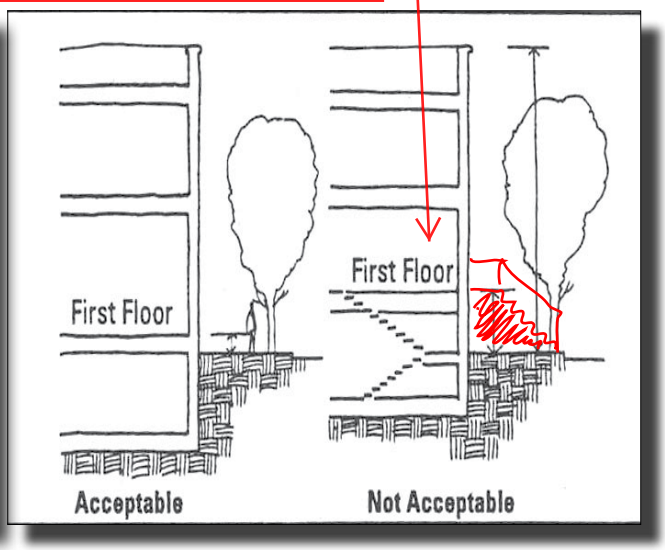
2.7 Avoid half-level, or partial-level basements that extend more than 2 feet above grade

See Comments Attachment #74

why is transparency code in split-level section? Delete.

CODE: For buildings located in the DT-1, DT-2, DT-3, DT-4, and DT-5 zones, a minimum of 60% of a ground floor facade facing a public street shall be made of transparent materials, meaning glass or other similar materials that possess a minimum sixty percent transmittance factor and a reflectance factor of not greater than 0.25, or otherwise designed to allow pedestrians to view activities inside the buildings. This standard shall not apply to residential uses that may occur along the ground floor facade.

NOTE: First floor levels should be no lower than grade level and no higher than 2 feet above grade. (Consideration of flood mitigation design should be taken into account for buildings located in flood plain areas.)



2.8 Shade storefront glass by appropriate means

To permit good visibility into storefront windows, and to create weather protection ~~pedestrian interest~~, use awnings or, for buildings with recessed first floors, consider arcades. Note: See Section 6: Encroachments into the public right-of-way discussion on revocable lease and allowable dimensions.

First floor awnings provide shade and visual interest

DRAFT

2.9 Maintain the rhythm established by the repetition of the traditional 25 foot facade widths

see notes at section 1.2.8

See Comments Attachment #75

ade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.

A single facade should not exceed a maximum of 75 linear feet (equivalent to three traditional lots). Traditional, established breaks between buildings, such as alley ways, should be maintained.

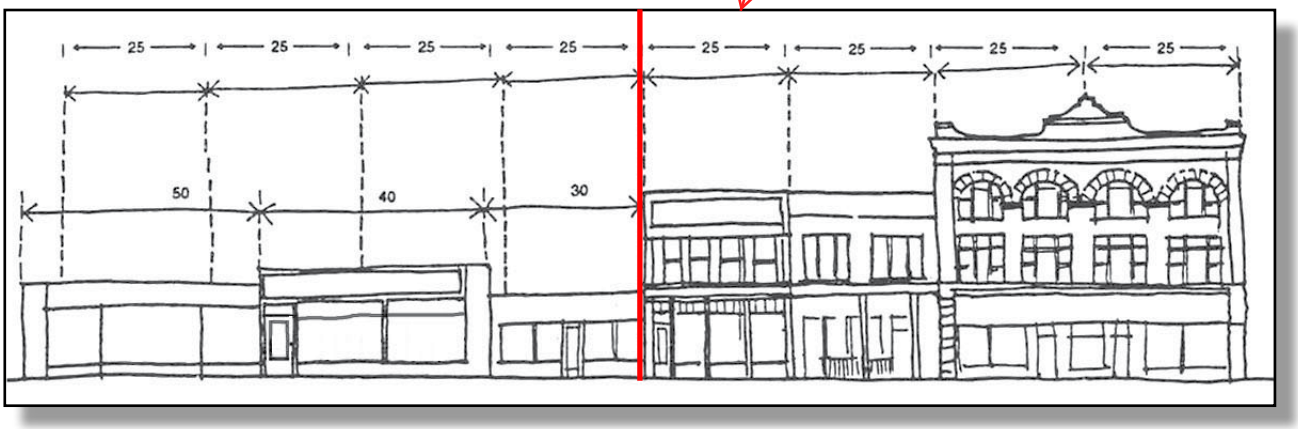


Illustration of the 25 foot wide pattern of downtown facades

2.10 Consider the scale, texture, and pattern of building materials

Use building materials that are familiar in their dimensions and that can be repeated. To help establish a sense of human scale, use familiar building components in traditional sizes. For example, standard size brick, uniform building components, and typical window sizes, help to establish human scale. ~~Combining building materials that can be visually contrasted also helps to achieve a sense of human scale~~.

See Comments Attachment #77

See Comments Attachment #76

See Comments Attachment #78

DRAFT

2.11 Consider the quality of ~~open~~ space ~~incorporated in new and re~~between buildings ~~s~~

These are better words. Add more.

"green areas" huh?

See Comments Attachment #79

A. Create comfortable, safe, accessible, and appropriately located open spaces to provide pedestrian interest and convenience.
Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces feel like outdoor rooms. Provide seating that is useable year-round. Plazas, courtyards, pocket parks, and terraces should be designed to be easily accessible and comfortable for a substantial part of the year. See Section 6.7.

huh?

B. Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.
Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes such as sidewalks and green areas. Connect shops or office entrances directly to places where people gather or walk. Where appropriate and allowable, the use of well designed and shielded rooftop decks for restaurants and access to views is encouraged.

See Comments Attachment #80

Attractive open spaces encourage people to gather downtown

not a design guideline

2.12 ~~E~~Establish ~~mpha~~ize the special character of the area south of Canyon Boulevard

See Comments Attachment #81

"building to"

Create a

on

A. ~~Emphasize the~~ "boulevard" character ~~of~~ Canyon by ~~maintaining~~ consistent building setbacks. (See section 6.10 for Canyon Boulevard landscaping)
Canyon Boulevard is one of the city's most prominent avenues with its center planting strip and wide building set backs. It has a unique character that divides the Civic Park area from the more urban Walnut, Pearl Street, and downtown Boulder mall areas.

See Comments Attachment #82

Depending on the block, Canyon Boulevard has an urban character on the north side and a park-like character on the south side. North side buildings, especially between 9th and 16th streets, should line up at the same set-back line and feature a deeper setback from Canyon Blvd. Features such as outdoor restaurants, pocket parks, pedestrian seating areas, and roof terraces and balconies on upper floors are encouraged along the south facing facade.

See Comments Attachment #84

B. ~~Ensure that new development or renovation is in compliance with the city's, and if required, national flood control standards.~~
The architecture and use of buildings in the area south of Canyon Boulevard differ from the urban character of buildings along Pearl and Walnut streets. This area is directly affected by the Boulder Creek floodway which can affect the location, siting, and building design of construction projects.

~~C. Building forms compatible with the scale and character of the area are strongly encouraged.~~
~~A variety of building heights and forms is encouraged with primary entrances to shops and offices facing the main street.~~

See Comments Attachment #83

DRAFT

See Comments Attachment #85

not just "facing" but built close to the sidewalk

100 and 500 year flood plains

Strong pedestrian connection across Broadway

D. Parking should be located to minimize visibility from the street, preferably at the rear of buildings not to the building side or front.
In this special area, focused on pedestrian ways, parks, and a unique mix of uses, keeping a downtown image of buildings facing onto the street is important.

E. Pedestrian and bicycle connections through the area that integrate park, creek, and sidewalk systems are strongly encouraged.
Bike and pedestrian pathways that connect the area internally and to surrounding areas, and that take advantage of the park and creek system that runs through the area, are desirable in maintaining the area's unique character. When feasible, encourage right-of-way access routes through properties that can link bike and pedestrian pathways.

F. When adapting residential structures to commercial use, respect the residential character of the building front.
Avoid altering facade elements such as porches, original windows, building forms, and materials on the facade when adapting residential structures to commercial uses. New additions should be set back from the primary facade or placed to the rear or the side of the property.

See Comments Attachment #86

DRAFT

Section 3: The Interface Area

See Comments Attachment #87

The Interface Area is composed of the blocks that link the core of the downtown to the surrounding residential neighborhoods. This area requires special design sensitivities that must be addressed when commercial buildings are located adjacent to residential areas.

See Comments Attachment #90

~~From the neighborhood perspective,~~ as well as for the health and appearance of the downtown commercial area, it is important that the residential blocks adjacent to the commercial area remain stable, quiet, secure, and orderly. For the most part, it is the impacts of the commercial area which can be most detrimental to the residential neighborhood, not the reverse. These impacts can be minimized through careful design that emphasizes the transition between commercial and residential areas, and respects the scale and quality of adjacent residential uses. It is expected that through the use of these guidelines, as well as appropriate land use and zoning restrictions, general neighborhood "livability" will be supported and enhanced.

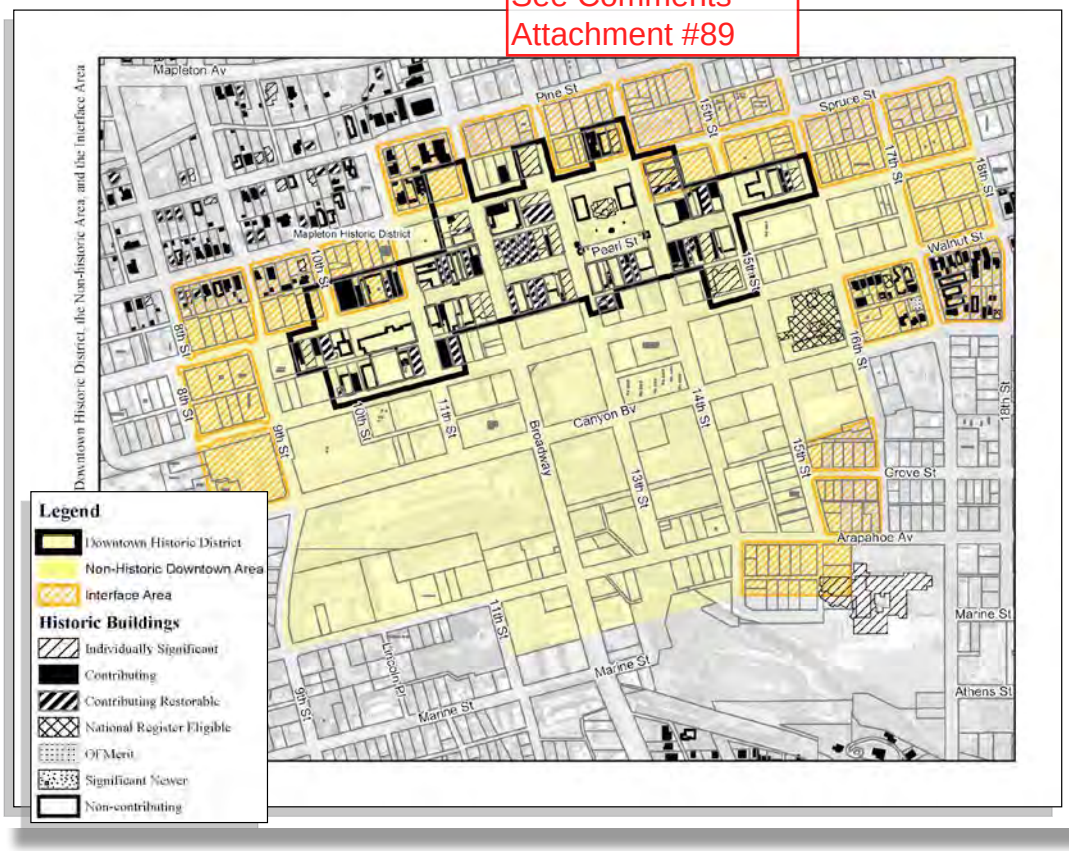
See Comments Attachment #88

~~Good Neighbor Policy~~

~~A good neighborhood policy has been implemented by downtown property and business owners and residents living in adjacent residential neighborhoods as a positive way to communicate about issues of "livability" in the interface area. Its purpose is to establish a standard of cooperation and a code of conduct not generally addressed by existing law. While compliance is voluntary, the policy asks that a "Good Neighbor Agreement" between commercial property or business owners and surrounding neighborhood residents be agreed to and~~

NOTE: BDAB is responsible for reviewing commercial projects within that portion of the Interface Area located in the Non-historic area. Landmarks Board is responsible for that portion of the Interface Area that falls within the Historic Area.

See Comments Attachment #89



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See Comments Attachment #91

~~signed. The policy asks owners to take action on a number of issues including: trash; litter; graffiti removal; the use of alternate transportation modes by employees; employee parking; noise, animal, pest, and weed control; deliveries; and employee/tenant education. For information on how businesses in the interface area can participate in the Good Neighbor Policy call the DMC at (303) 441-7300~~.

The urban design objectives for the Neighborhood Interface Areas are to:

- Encourage sensitive design along the edge where the downtown commercial area ~~abuts~~ and residential neighborhoods. intersect.
- Encourage sensitive site, building, and streetscape design ~~that emphasizes a clear distinction between both commercial and residential areas~~.
- Maintain the diversity in building type and size and respect the adjoining residential character that is important to the area. & vice versa
- ~~Discourage adverse impacts from noise, night lighting, poor building design, and commercial service areas on adjacent residential neighborhoods~~.

See Comments Attachment #92

3.1 Maintain the diverse residential architectural character of the interface area

A. Maintain historic residential buildings.
Although the rehabilitation of residential buildings for office use is possible to maintain the neighborhood's character and scale, conversion of historic residential buildings to commercial or mixed uses is appropriate *only* when the residential use is no longer feasible. Careful consideration must be given to the visual impacts a non-residential conversion may have on the surrounding residential area.

See Comments Attachment #93

B. In general, construct buildings of three stories or less.
Create a height transition by locating taller portions of buildings toward the downtown, or Pearl Street, and lower portions located toward surrounding residential areas.

C. Commercial construction on a primarily residential block should be designed to reflect a residential character.
For example, a front yard setback for a commercial building in a residential block may be desirable. Careful consideration must be given to adjacent properties, the overall urban design quality of the block and the character of the surrounding area.

The residential character of this historic home is maintained even though used commercially

See Comments Attachment #94

DRAFT

3.2 Create attractive rear alley facades on buildings facing toward residential areas

The design quality of the rear facades of commercial and mixed use buildings that face residential zones is of great concern to the residential property owners. Consideration must be given to creating a pleasant building design at the rear of the building. Include such features as well designed building entrances, windows, balconies, the use of high quality materials, plaza areas and planting areas.

3.3 Design alleys to serve as attractive alternative routes for pedestrians, as well as efficient service access for vehicles

Consider what residents of adjacent residential neighborhoods will look at from their rear yards and porches. Well designed rear building entrances, windows, balconies plaza areas and planting areas are encouraged.

A. Elements such as trash collection areas should be screened, designed as an integral part of the overall building design, and present an attractive feature when viewed from adjacent residential areas.

These trash receptacles are screened.

B. Provide adequate lighting for pedestrians in all interface area alley ways for security and convenience.

C. Shield security lighting from adjacent residential uses so that it does not shine in adjacent residential windows. (Refer to the city Light Code).

D. Where parking in alleys places cars next to a public sidewalk, provide a minimum eight foot landscaped strip between the parking area and the sidewalk.

E. Corner buildings located at the corner of alleyways and public streets may provide a visual buffer to hide alley parking and trash storage from pedestrian view.

CODE: requires a 15 foot sight triangle where alleys intersect with streets.

See Comments Attachment #95

See Comments Attachment #96

DRAFT

3.4 Where the zoning line runs along a street or lot line, commercial development should respect the existing building scale and character of the adjacent residential area

See Comments Attachment #97

and vice versa (w/urban housing types.)

Commercial construction on a primarily residential block should be designed to reflect a residential character. A front yard setback for commercial uses at some interface locations is desirable. Create a height transition by locating taller portions toward the downtown and lower portions toward residential areas.

height transitions: See notes at Sec. 1.2.5 & 2.3 & 2.4

3.5 Design streets in the neighborhood interface area to reflect adjacent residential land uses

Consider the scale and character of the public right-of -way between residential areas and commercial areas.

A. Create a strong residential quality in the design of street improvements at the interface of commercial and residential areas. Traffic circles, landscaped medians, neck-downs and pocket parks are appropriate right-of-way treatments

See Comments Attachment #98

B. Maintain the traditional curb zone between the curb and the sidewalk of no less than eight feet.
Street trees, planted at 20 to 30 feet apart, average 25 foot on center, are recommended. (See Section 6, Streetscape Improvements).

See Comments Attachment #99

Plant street trees within an irrigated understory planting such as perennials, grasses or groundcover in the curb zone for the half block that extends between residential areas and the commercial alley ways. Rocks, gravel, or other rock-like material *are not allowed* in the curb zone area.

A traditional curb zone with street trees and grass

DRAFT

See Comments Attachment #100

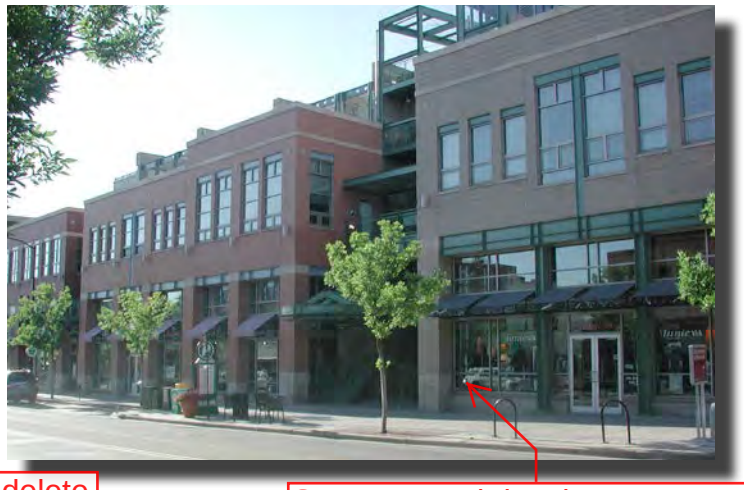
Section 4: Parking Facilities

The most critical elements to consider in evaluating the design of parking facilities are traffic impacts on adjacent streets, building massing, urban design relationships to adjacent buildings, the location of the facility within the downtown, its security, landscaping, and lighting.

The urban design objectives for the design of parking facilities are to:

- Produce attractive parking facilities that are compatible additions to downtown and add to, rather than detract from, the area's historic character and function.
- Enhance pedestrian activity at the sidewalk level through the use of retail wrap on structured parking and landscape areas around surface parking.
- Ensure that the design of the facility is of the highest quality.

vague. Add facade specifics, or delete



Spruce & 11th is a better example. (This one has a weird 3/2 scale.)

4.1 Locate surface parking on appropriate sites

A. Locate parking facilities on blocks and streets in which they best serve their function without jeopardizing the pedestrian quality of the downtown.
Locations such as the area around Canyon Boulevard or adjacent to the "mall loop" are preferred. These will promote continuity of the pedestrian environment and a compact retail core. The mall loop is defined by 11th St, Walnut St, 15th St and Spruce.

B. Locate surface parking lots at the interior of the block not at corner locations.
In a downtown setting corner locations are important as building sites for prominent buildings. Parking lots on corners in the downtown area give the suburban appearance of cars parked in front of buildings.

C. Surface parking lots that share a site with a building and that are to be located under a building but at grade should be placed at the building rear.
Parking lots under buildings should not extend to the street front. Rather, they should be shielded from the street by the front of the building. In this way the architectural continuity of the street can be preserved. Parking behind a building accessed from an alley is preferred in order to minimize the number of curb cuts, reduce turns, and minimize pedestrian conflicts.

See Comments Attachment #101

DRAFT

4.2 Reduce visual impact of surface parking lots

A. Subdivide surface parking lots into smaller areas though the use of landscaping or other visual elements.

Planting islands for perennials, ground cover, or shrubs should be used at entrances, exits, internal turns, and to separate double rows of cars. Planting islands should be large enough to sustain proposed plant materials. Such islands should be designed to break up the expanse of pavement and help establish the desired direction of circulation. Planting should be attractive, low maintenance, and hardy — able to survive soot and gas fumes. Landscaped areas should be protected with appropriate curbs, edging, bollards, railings, low walls, or similar elements.

Trees are the most essential form of greenery since they screen cars, provide shade, and frame views. Avoid trees with low-growing branches or that excrete resin or moisture.

Use parking lot signs compatible with those in general use in the downtown area.

CODE: The city code requires landscaping on the interior and the perimeter of parking lots. Section 9-9-14 describes standards for screening parking lots from the street, screening parking lots at property edges, and interior parking lot landscaping. For example, lots with fewer than 15 spaces (300 gross square feet per space) require no interior landscaping. Lots with 16 to 160 spaces require that at least five percent of the interior parking lot contain landscaping. Lots with more than 160 spaces and more than one double loaded row of parking require that at least ten percent of the interior parking lot contain landscaping.

See Comments Attachment #102

Planting islands help direct pedestrian traffic

DRAFT

B. Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

There are several ways in which this may be accomplished:

- The buffer may be a landscaped berm and/or planting strip, a minimum of 6 feet in width between the sidewalk and the parking lot, or the width equal to the setback of an adjacent building if wider than 6 feet.
- The buffer area may be designed in conjunction with a low wall of a material similar to adjacent buildings. Ideal materials for downtown fences and walls include brick, stone, or metal. Do not use unfinished wood fences.
- The buffer area should provide a 42 inch high screen. Screen planting should not mature beyond 48 inches to reduce maintenance needs. Trees.may be selected from the small, medium or large maturing categories dependent on the site. Decorative plantings and bermed areas are encouraged to highlight entrance ways. Care should be given to protecting sight lines for both pedestrians and vehicles.

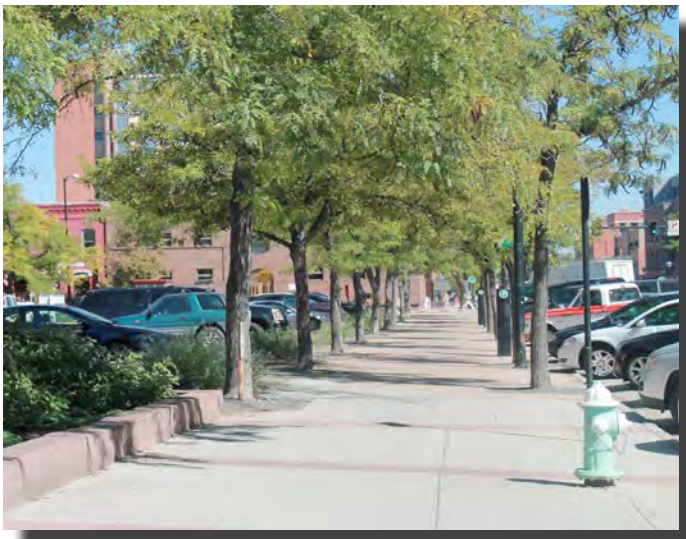
Materials and architectural detailing selected for buffers should be complementary to the character and materials of adjacent buildings. Low walls should be no larger than 48".

See Comments Attachment #103

CODE: The city code requires landscaping on the interior and the perimeter of parking lots. Section 9-9-14 describes standards for screening parking lots from the street, screening parking lots at property edges, and interior parking lot landscaping. For example, with regard to the issue minimum height and opacity: Parking lot screening may include landscape features such as planter boxes, walls, or hedges in combination with trees and plantings, but must provide a screen a minimum of 42 inches in height along the full length of the parking lot adjacent to the street. Planted materials must provide a significant screen when fully grown that is at least 42 inches in height as measured from the base of the sidewalk adjacent to the street, unless the parking lot is higher than the sidewalk, in which case it should be measured from the base of the parking lot adjacent to the street. Fences shall be no taller than 48 inches in height.

In the DT, BMS, IMS and MU-3 zones, the parking lot screening requirement can be met by any one of the following:

- A planting area with a minimum of a six foot width between the sidewalk and the parking lot, planted with shrubs having a mature height no lower than 42 inches;
- A fence, hedge, or wall meeting the requirements of section 9-9-15, "Fences& Walls," B.R.C. 1981, and of a height no lower than 42 inches and fences and walls shall be no taller than 48 inches as measured from the base of the parking lot adjacent to the street; and
- Another method, if approved by the city manager, that forms a significant screen between 42 inches in height and maximum of 48 inches in height for the length of the parking lot adjacent to the street.



Example of trees creating a visual screen between sidewalk and surface parking

DRAFT

4.3 Reduce the visual impact of structured parking

A. Design parking structures so that they create a visually attractive and active pedestrian environment through the use of a retail/ commercial wrap.
All above grade parking structures, in which parking is the principle use, should be wrapped with a two story retail/commercial use to shield the facility from the street and to make the entire building visually pleasing.

See Comments Attachment #104

B. For a parking garage created as a principal use on a lot that is over 20,000 square feet in an DT-1, DT-2, DT-3, or DT-5 zone, the following criteria apply:

C. The garage wrap should be compatible with surrounding buildings.
In general, the retail/commercial wrap should conform to the guidelines in Section 2: Non-Historic Area. Facade design should be considerate of both vertical and horizontal architectural proportions, window patterns, and architectural elements of buildings in the area.

Design with traditional commercial features, this parking facility has retail/commercials spaces along the street

CODE: For automobile parking garages as a principal use on a lot that is over 20,000 square feet in a DT-1, DT-2, DT-3, or DT-5 zone:the building shall be set back fifteen feet from any property line adjacent to a public street, but not an alley, for any portions of the building between 35 feet and 45 feet in height. The facade of the building shall be set back 35 feet from any property line adjacent to a public street, but not an alley, for any portions of the building between 45 feet and 55 feet in height. All portions of a building above the permitted height shall also be required to meet the requirements set forth in Section 9-2-14, "Site Review."

See Comments Attachment #105

CODE: The requirements for the maximum number of stories set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C., 1981, shall not be applied to parking areas within auto parking garages.
CODE: A first floor retail wrap is required (floor area that is used for non-parking purposes). The depth of the wrap is a minimum of 25 feet and a maximum of 30 feet; The wrap faces on all streets, except alleys, for the entire length of the building except for those places necessary to provide ingress and egress into the parking areas. And, the space is used for retail, restaurant and other pedestrian oriented uses otherwise permitted or approved in the zoning district.
CODE: A second floor wrap is required. The depth of the second floor wrap is a minimum of 15 feet and a maximum of 30 feet. The second floor wrap shall face on all streets, except alleys, for the entire length of the building. And, the space is for any use permitted or approved for the zoning district.
CODE: The maximum floor area ratio for non-parking uses shall be 0.7:1. Uninhabitable space shall not be included in the floor area ratio calculation for non-parking uses. The floor area ratios set forth in the floor area ratio requirements applying to the Downtown (DT) zones as shown in section 9-8-1, "Schedule of Intensity Standards"B.R.C. 1981, shall not be applied to a parking garage.

4.4 Security and pedestrian circulation should be priorities

Pedestrian routes in structures and lots should be easily identifiable and accessed. Clear visual connections between a garage, or surface parking lot, and adjacent sidewalks and buildings are desirable. Interior and exterior lighting should be designed for safety as well as night-time appearance.

See Comments Attachment #106

DRAFT

Section 5: Commercial Signs

Should this partial sign code be removed and the whole sign code (published elsewhere) referred to from here? As we suggested with several other code references.

Commercial signs should function to identify and locate businesses, promote merchandise or service within, attract customers, provide direction and information, and in some cases create visual delight and architectural interest.

The urban design objectives of the Commercial Sign Guidelines are to:

- Encourage design and sign placement that promotes downtown businesses while complementing downtown's character and scale.
- Promote signs that are designed as an integral yet noticeable part of a building's overall design.
- Promote the design of signs that are good neighbors within their block.
- Create an overall image in which a building and its signs relate to each other in helping to draw customers.

NOTE: The following is meant as a supplement to the city's Sign Code. Sign permits, obtained through the Planning Department, are required. Revocable permits for signs that encroach into the downtown Boulder mall public-right-of-way will also require review by the Downtown Management Commission. For further information call the DMC (303) 441-7300 and the Planning Department (303) 441-1800. Signs on historic buildings or in historic districts must also comply with "Historic Preservation" provisions, Chapter 9-11 of the Boulder Revised Code. Call the Planning Dept. (303) 441-1880.

5.1 Signs should be designed as an integral part of the overall building

See Comments Attachment #110

Design

In general, signs should not obscure important architectural details. ~~They should align with others signs on the block to maintain the existing pattern of horizontal and vertical facade features~~. They should be positioned to emphasize special shapes or details of the facade, to draw attention to the shop entrance, or to emphasize a display window. When several businesses share a building, signs should be ~~aligned or~~ organized in a directory. ~~Non-permanent freestanding "A-frame" or "sandwich board" signs are not permitted in the public right-of-way.~~

See Comments Attachment #107

See Comments Attachment #108

Following are principle sign types that are applicable in the downtown:

A. Wall Signs:

Wall signs are limited in size and defined as "projecting" if they extend more than 15 inches from the building face. Wall signs should be positioned within architectural features such as the panels above storefronts, on the transom, or flanking doorways. ~~Wall mounted signs should align with others on a block to maintain established patterns~~.

See Comments Attachment #109

CODE: The total area of all wall signs on a face of a building may not exceed fifteen percent of the area of that portion of the building face between ground level and the roof line or a line twenty-five feet above grade level, whichever is less.

CODE: The total area of all wall signs on an architecturally distinct wall, where two or more such walls form a face of a building, shall not exceed twenty-five percent of such wall.

CODE: No part of a wall sign may be located more than twenty-five feet above grade level.

CODE: No wall sign may be attached to or displayed against any parapet wall that does not extend around the entire perimeter of the roof enclosed by the parapet. No sign on such a parapet wall may extend more than 24 inches above the roof elevation immediately behind the sign, unless approved as part of a site review under section 9-2-14, "Site Review," B.R.C. 1981.

CODE: No wall sign may extend above the roof line of a building except as permitted on a parapet wall. No wall sign may be displayed on the wall of a mechanical room or penthouse or other such enclosed space which is not habitable to the occupants of the building.

CODE: The length of a wall sign shall not exceed seventy percent of the length of the wall or the width of the leased space of

See Comments Attachment #111

CODE: The sign height for wall signs located within the B.V.R.C. and the BMS, MU-3, DT, and BT-2 zoning districts shall not exceed 24 inches for single lines of copy and a total of 32 inches for multiple lines of copy, and any graphic symbol may not exceed 30 inches.

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B. Projecting Signs:

Projecting sign means a sign attached to a building and extending in whole or in part 15 inches or more horizontally beyond the surface of the building to which it is attached. Projecting signs should be positioned along the first floor level of the facade. An eight foot clearance from the sidewalk to the bottom of the projecting sign is required. Projecting signs may take on their own special shape, or create their own symbol within the overall facade design.

C. Awning Signs:

Awnings should be used to add visual interest to a building, provide shade, and add variety to the streetscape. They should be positioned to emphasize special shapes or details of the facade, to draw attention to the shop entrances or to emphasize a display window. Awning signs may be illustrated with letters or symbols. In most cases, only one awning sign is allowed per building. Awning signs positioned along the first floor level of the facade shall have a clearance of no less than 8 feet from the sidewalk to the bottom of the sign. Awning signs in the downtown can be attached to flexible material awnings or fixed marquees or canopies that project from the building. Consult the city Sign Code.

Wall Sign positioned above storefront

A projecting sign with an original shape.

An appropriate awning sign

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CODE: Signs projecting over public property may not project more than thirty-six inches from a wall of a building; the maximum permissible total area for such a sign is the lesser of:

- 1 square foot of sign area for each linear foot of frontage of the building upon which such sign is displayed; or
- 18 square feet per sign, with no face of the sign exceeding 9 square feet.

CODE: Signs projecting over private property may not project more than six feet from a wall of a building nor beyond the minimum required building setback line and may not exceed twenty-four square feet in total area, and no face of a sign shall exceed twelve square feet.

CODE: Projecting signs must have a minimum clearance above the sidewalk of eight feet and may not extend twelve feet or more above the sidewalk nor above the roof line.

CODE: Any end panel on a projecting sign is considered a face of the sign and included in the area of that sign if the end panel is twelve inches or more in width.

CODE: No more than one projecting sign may be maintained per tenant space frontage at the ground level of a building. The minimum horizontal distance between projecting signs on a building shall be 25 feet.

(Is this note in the published version?) Proofread. See sections 1.1.10, 2.8, and 5.1C, and this gray code box (after this

(**NOTE:** There is currently no mention of awning signs included in the design guidelines. I am not sure if this is intentional, but having had several experiences with applicants who are confused about awning requirements it seems to me that it would be helpful to include at least some of the applicable code section.)**CODE:** The total area of an awning sign may not exceed the lesser of one hundred fifty square feet or one square foot of sign area for every linear foot of awning length. Awning length is that portion of the awning that is parallel to the building wall on which it is located.CODE: No awning sign may project above, below, or beyond the face of the architectural projection on which it is located, except for an awning sign that meets the following standards:

- An awning sign may project horizontally beyond the face of a marquee or canopy no more than twelve inches, measured from the bottom of the sign, if necessary to accommodate the letter thickness and required electrical equipment;
- An awning sign composed entirely of individual opaque alphanumeric characters twelve inches or less in height may project above the point at which they are attached to the marquee or canopy by no more than the height of the character plus two inches;
- The canopy or marquee to which the awning sign is attached must be located over an entry to the building; and
- The awning sign shall be substantially parallel with the building wall to which the canopy or marquee is attached.

CODE: Awning signs that extend fifteen inches or less from a wall of a building shall be considered to be wall signs, subject to the requirements of paragraph (d)(14) of this section.

CODE: Permission to construct, install, and maintain an awning sign over the public right-of-way must be obtained from the city manager pursuant to section 4-18-3, "Sidewalk Banner or Awning Permit Required," B.R.C. 1981, prior to the issuance of the sign permit.

CODE: For purposes of determining projection, clearance, height, and materials, an awning sign shall be considered a part of and shall meet the requirements for a marquee, canopy, or awning, as specified in the city building code, chapter 10-5, "Building Code," B.R.C. 1981.

CODE: If an awning sign is located on a marquee, canopy, or awning and is internally illuminated through translucent material, the entire illuminated area of the awning or awning sign shall be included in the calculation of the area of the sign.

(**NOTE:** There is also no mention of Historic District or Building- I have added this section as well, as it seems to be relevant. Again, if the omission of this section was intentional then perhaps it warrants further discussion)

CODE: In addition to satisfying the provisions of section 9-9-21, signs installed or maintained on a historic building or in a historic district must comply with the provisions of chapter 9-11, "Historic Preservation," B.R.C. 1981.

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5.2 Use ~~simple~~ signs to clearly convey a message. symbols are easily read and enhance pedestrian quality

A. Sign Materials:

Sign materials should be durable and easy to maintain. Appropriate sign materials include painted or carved wood; carved wooden letters; epoxy letters; galvanized sheet metal; slate, marble, or sandstone; gold leaf; gilt, painted, stained, or sandblasted glass; clear and colored acrylic; neon; or stained glass.

B. Illumination:

Lighting external to the sign surface with illumination directed toward the sign is preferred. External lighting may also highlight architectural features. Internally lit signs are generally discouraged because they can form masses of light which, when viewed in groups, can be unpleasant.

By coordinating the lighting intensity, color, sign placement and display window design, the entire storefront can become an effective sign. The light level should not overpower the facade or other signs on the street. The light source should be shielded from pedestrian view. The lighting of symbol signs is encouraged. Internal lighting may be appropriate where only letters are illuminated or neon is used.
Neon is acceptable, though restricted in size, if it does not obscure architectural detail or overly illuminate display windows. All sign lighting must comply with the city Lighting Code.

C. Sign Shapes:

Signs should ~~be designed in simple, straight-forward, shapes that~~ convey their message clearly. Symbols are easily read and enhance the pedestrian quality of the downtown.

D. Graphics:

Lettering styles should be proportioned, simple, and easy to read. ~~In most instances, a simple typeface is preferred over a faddish or overly ornate type style. The number of type styles should be limited to two per sign.~~ As a general rule, the letter forms should occupy not more than 75% of the total sign panel.

See Comments Attachment #112

See Comments Attachment #113

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Section 6: Streetscape Improvements

The term "streetscape" refers to the entire system of streets, sidewalks, landscaping, ~~and open spaces~~, by which people circulate through and experience the downtown. Our image of downtown Boulder, and the ease and safety with which we move through it, is determined by the quality of the streetscape.

The urban design objectives of the Streetscape Improvement Guideline are to:

- Unify the visual image of downtown by creating a series of public sitting areas, completing the rhythm of street trees and street lighting, and providing landscaping with seasonal color or other qualities of visual interest.
- Create a pedestrian oriented environment that is safe, accessible, visually pleasing, and comfortable.
- Strengthen downtown's visual connections. Visually and functionally connect the downtown Boulder mall and Civic Park, or east and west Pearl Street to the mall.
- Maintain the visual unity and historic character of the downtown Boulder mall through the use of traditional materials.
- Encourage and accommodate the use of alternative modes of transportation to get to and from the downtown.
- Maintain and preserve historic features of the streetscape such as flagstone and brick.
- Respect and ~~preserve adjacent~~ enhance residential neighborhoods through the use of sensitive streetscape design.

Seating area that exemplifies the visual image of the downtown.

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See Comments Attachment #114

6.1 Use ~~the existing~~ street hierarchy as a basis for designing the streetscape

The concept of a street hierarchy is based on understanding how various downtown streets function. For example, Canyon Boulevard and Broadway are major vehicular streets, thus street improvements should provide for large volumes of traffic while buffering pedestrians from traffic impacts.

Four types of streets have been identified:

A. The downtown Boulder mall (a vehicle-free pedestrian street):
The downtown Boulder mall, which encompasses Pearl Street from 11th to 15th Streets, is the most intensely used pedestrian zone in the downtown. As a shopping, festival, and public gathering place it will remain a vehicle free area with a unified brick paving design throughout. Intense landscape treatments, including seasonally-varied plantings and coordinated street furniture, add to the pedestrian ambiance.

See Comments Attachment #116

See Comments Attachment #117

B. Canyon Boulevard and Broadway (major vehicular through streets):
Canyon Boulevard and Broadway accommodate large volumes of traffic moving through the downtown. Streetscape features should be designed to buffer pedestrians from traffic impacts, provide greater building setbacks and detached sidewalks with planting strips between the sidewalk and curb. The exception is the section of Broadway between Canyon Boulevard and Spruce Street in which attached sidewalks are needed to accommodate more intense pedestrian use.

See Comments Attachment #119

See Comments Attachment #115

In areas with detached sidewalks, well designed landscaping and street trees should be provided. On Canyon Boulevard, the use of landscaped median strips and pedestrian safe zones should be designed to minimize pedestrian/vehicular conflicts.

C. 9th, 10th, 11th, 13th, and 14th Streets (north/south pedestrian connectors).
These five north/south streets provide the main pedestrian connections between the downtown Boulder mall and the Civic Park. Where these streets cross Canyon Boulevard, which is wide, crosswalk designs that visually link the north and south sides of the boulevard are important. The use of similar materials, intersection gateway features, landscaping, and street furniture will help to visually weave the areas together and promote pedestrian access between these two important downtown public gathering places.

See Comments Attachment #121

See Comments Attachment # 118

D. All other streets in the downtown (general pedestrian oriented streets).
In order to create a unified downtown image, all streets should share common features. At minimum, these should include similar sidewalk scoring patterns, similar paving materials, similar street trees and tree grates, coordinated street furniture, the inclusion of sidewalk neck downs and pedestrian safe zones, removal of pedestrian obstructions, consolidation of streetscape elements such as newspaper vending boxes, similar traffic and other directional signage, and pedestrian scale street lighting.

See Comments Attachment #120

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6.2 Use a basic sidewalk design to unify the visual image of downtown

15ft wide in "most locations"? Verify.

In most locations throughout the downtown, sidewalks average 15 feet wide from curb to property line. At minimum, every street in the downtown should incorporate the following basic sidewalk elements:

A. Curb Zone

The curb zone should consist of a 4 foot wide area measured perpendicular from the inside of the curb that may include the following:

- Brushed natural color gray concrete tooled in a 2' x 2' square pattern parallel to the street (not diagonal), possibly with brick accents
- Street trees in the largest possible grates, preferably a standard 4' x 10' (see Section 6.8)
- Street elements which do not interfere with people accessing cars parked at the curb, mail boxes, trash receptacles, bus stops, bollards, and news racks.

See Comments Attachment #123

Basic sidewalk design illustrating the curb zone, the pedestrian zone, and the corner zone. Note also the basic intersection design showing the crosswalks and the intersection paving squares

vague. delete

Variations

In general, the predominate material in the downtown is brick. The use of brick to highlight the curb zone is especially appropriate in the blocks adjacent to the mall. Other appropriate materials may be used to highlight the curb zone include sandstone ~~if properly set,~~ or the use of art work which is stenciled or sandblasted into the concrete surface. However, colored concrete scored to imitate brick is inappropriate.

See Comments Attachment #124

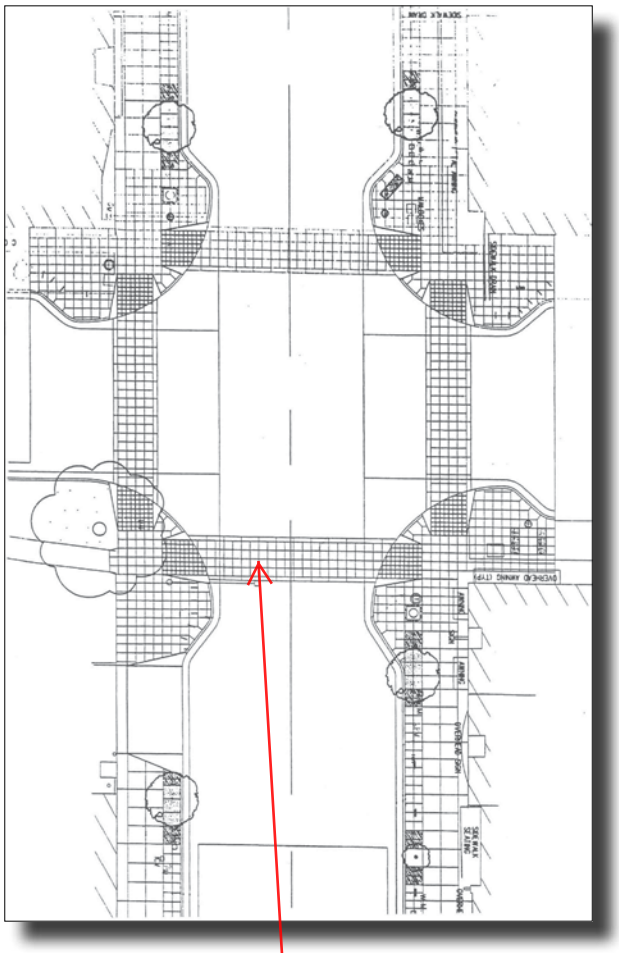
On the Neighborhood Interface blocks that create a transition between commercial and residential areas, use landscape materials in the curb zone rather than hard surface concrete. Materials such as perennials, ~~grasses~~, or live ground cover will highlight the transition quality of the half block between the downtown and the interface areas. Rocks, gravel or other rock-like materials are not allowed in the curb zone.

See Comments Attachment #122

B. Pedestrian Zone

The sidewalk pedestrian zone is the area that must be kept clear for pedestrian movement, and free of all obstacles. The pedestrian zone should comprise the following:

- An unobstructed pedestrian area of no less than 7 feet is required between vertical elements such as trees, poles or bike racks and buildings along streets located outside the downtown Boulder mall. An unobstructed pedestrian area of no less than 8 feet to 9 foot 6 inches is required on



Basic sidewalk design illustrating the curb zone, the pedestrian zone and the corner zone. Note also the basic intersection design showing the crosswalks and the intersection paving squares.

See Comments Attachment #125

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the downtown Boulder mall (See section 6.4).

- Brushed natural color gray concrete tooled in a maximum 4' x 4' square pattern parallel to the street with brick accents. The location of tree grates or other elements may regulate the exact dimensions of the scoring pattern.

See Comments Attachment #126

Variations

See Comments Attachment #127

In certain cases, a different concrete scoring pattern or surface material such as brick may be used to run perpendicular to the sidewalk pedestrian zone or extend out vertically from the building or property line. Such variations can serve to highlight the location of a special architectural feature such as an outdoor seating area, plaza, or recessed building entranceway. Brick may also be used to highlight special use areas. Colored concrete scored to imitate brick is inappropriate. Brick paving may be used to highlight entrances.

Brick paving used to highlight entrances

C. Corner Zone

At minimum, the basic corner zone should include the following elements:

See Comments Attachment #129

- A pedestrian area or clear zone that is free of obstacles and lined up with the sidewalk pedestrian zone. This area should be made of brushed natural gray concrete scored in a 2' x 2' square pattern parallel to the street (not diagonal). The smaller scoring pattern is meant to distinguish the corner zone from the rest of the sidewalk. Only essential "regulatory" elements such as signal posts are allowed, all other elements such as benches, bike racks, newspaper racks, are prohibited.
- Corner "amenity areas" are located at either side of the clear pedestrian area. The amenity areas may incorporate benches, bike racks, news racks, and similar elements. Their shape and size may vary depending upon the use of a corner neck-down. Elements such as benches and bike racks should be carefully arranged in an attractive and accessible design. Benches should be arranged to facilitate social interaction. The amenity areas should be made of brushed natural gray concrete scored in a 4' x 4' square pattern parallel to the street (not diagonal), and may have brick detailing.

See Comments Attachment #128

Variations

Shift the orientation of the concrete scoring pattern to a 45 degree angle to the street in a 2' x 2' pattern. Other variations may include edging the corner amenity and clear zones with brick paver bands using a dark, terra cotta red to compliment the color and quality of the mall brick. In certain areas, special materials such as brick or sandstone may be incorporated to clearly define an area. Depending on the location, amenity areas may also be used for public art features.

NOTE: Variations from the basic materials and patterns must be based on a streetscape plan that illustrates how the variation adds to the visual unity of the downtown streetscape, adjacent properties, and the overall image of the block.

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6.3 Use a basic intersection design to unify the visual image of downtown

See Comments Attachment #130

Street intersections in the downtown should incorporate two basic elements:

A. Crosswalks

Pedestrian crosswalks should be a minimum of 10 feet wide, constructed of brushed natural gray concrete scored in a 2 foot x 2 foot square pattern parallel to the street. 12 inch wide concrete strips occur at either side of the 10 foot wide walkway scored in a 12 inch square pattern. ADA ramps should connect the pedestrian crosswalk to the corner.

B. Intersection squares

In general, the center area of intersections should be made of the same material as the surrounding street surfaces.

Variations

Special paving may be used in intersection designs to highlight an important street or pedestrian connection. For example, crosswalks and intersection squares located between Civic Park and the downtown Boulder mall may incorporate special materials such as brick. Public art may be incorporated in the surface design. Special emphasis should be placed on the intersections along Canyon Boulevard from 9th to 14th Streets.

Other ideas ~~that add to the visual interest~~ include the following:

- The use of brick or interlocking concrete pavers within the 10' wide crosswalk
- A special border on either side of the 10' crosswalk consistent with adjacent sidewalk features.
- A concrete center area scored in a square grid pattern.
- A unique paving pattern or design within the center area to highlight an intersection.

coordinate 6.4 with explicit restrictions in section 6.2 B.

6.4 Design encroachments in the public right-of-way that are visually and functionally appropriate to their street

delete quotes

vague. clarify or delete.

Encroachments into the public right-of-way, such as a sidewalk restaurant, public sitting area, or awnings over store windows can ~~add visual interest and~~ encourage public activities that enhance the quality of life in downtown. They promote outdoor leisure use, provide opportunities for "people watching", and create a varied streetscape ~~setting~~. Such encroachments are appropriate on the first story if ~~the visual quality of the street is not weakened and if~~ building facades of historic significance are not substantially altered or obscured by the encroachment. Upper story encroachments are generally not appropriate except when restoring a missing historic feature or when incorporating a traditional design element into a new building. The best ecroachments are characterized by design that is sensitive to the buildings, and that employ quality materials.

NOTE: When an encroachment onto a street, sidewalk, alley or other public property is desired, an application for a *revocable permit* should be made. A revocable permit is an agreement for the use of public land. Depending on the nature and permanency of the improvement, a lease and lease payment may be required. There are two general categories of right-of-way encroachments: Encroachments allowed on the downtown Boulder mall, and encroachments allowed outside of the mall. For information call the Department of Community Planning & Sustainability at 303 441-1880.

A. Downtown Boulder mall right-of-way encroachments only

The boundaries of the downtown Boulder mall conform to the pedestrian area of Pearl

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See Comments Attachment #131

Street which extends from 11th to 15th Streets. Permanent modifications such as building additions which include bay windows and similar enclosures that extend into the mall right-of-way are strongly discouraged and not generally allowable. In addition, nonpermanent freestanding "A-frame" or "sandwich board" signs are not allowed.

The following criteria apply to encroachments allowed on the mall:

- Encroachments allowed along the mall are limited on each block so that the expanse of buildings is not visually altered. No more than 125 feet per block face may be used for this purpose.
- Maximum is a 10 foot encroachment, measured at ground level perpendicular to the building.
- The most critical dimension in measuring the width of an encroachment is the area for pedestrians. A range of between 8 feet and 9 feet - 6 inches is required between the edge of an encroachment and any other vertical obstruction such as trees or poles.
- If food or alcohol service is offered within an encroachment area, a semi-permanent railing no less than 30 inches tall is required to define the edge of the encroachment and a revocable lease is required. (See section 6.5) Unenclosed, public café seating areas with no food or alcohol service may not require a railing or a revocable lease. For information call the Downtown Management Commission at 303-413-7300.
- The front and sides of encroachments shall be permanently unenclosed.
- No kitchen equipment shall be installed within the encroachment, although a service station may be, for example, joined to an outdoor restaurant.
- All tables and chairs must be movable.
- Second floor encroachments into the mall are inappropriate, especially attached to historic or historically significant buildings except where historic evidence documents its accuracy.
- New basement level encroachments are not permitted.
- Greenhouse enclosures are prohibited on the public right-of-way.
- The eating area may be no more than the width of the cafe in front of which it is located.
- Display windows that extend into the right-of-way are not allowed.
- Nonpermanent freestanding "A-frame" or "sandwich board" signs are not allowed

B. Right-of-way encroachments allowed along streets in areas outside of the downtown Boulder mall:

In general, encroachments off the mall are more limited in area than those on the mall due to sidewalk width and the need for an unobstructed pedestrian area.

The following is a list of criteria for off-mall encroachments:

- **Encroachment**s into the public right-of-way can be up to 6 feet, measured perpendicular to the building or property line, as long as it is defined by a semi-permanent railing no less than 30" tall (See section 6.5).
- The most critical dimension in measuring the width of an encroachment is the area for pedestrians. No less than 7 feet is allowed between the edge of the encroachment and any other vertical obstruction such as trees, poles or bike racks. If necessary, the encroachment should be reduced to fit the 7 foot pedestrian requirement.
- Greenhouse enclosures are prohibited on the public right-of-way.
- The front and sides of encroachments into the public right-of-way shall be permanently unenclosed.
- No kitchen equipment shall be installed within the encroachment, although a service station may be, for example, joined to an outdoor restaurant.
- All tables and chairs must be movable.
- The eating area may be no more than the width of the cafe in front of which it is located.

See Comments Attachment #132

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reconcile these two permissions.

- Display windows that extend into the right-of-way are strongly discouraged
- Nonpermanent freestanding "A-frame" or "sandwich board" signs are not allowed.

C. Encroachments into the public right-of-way related to historic buildings

When designing encroachments for historically significant buildings, the encroachment should be distinguishable as new. It should not suggest that it is an original historic element. It should, however, be visually compatible with the original building and not damage the original structure. Accurate reconstruction of historic encroachments into the right-of-way are appropriate options where documented.

6.5 Use innovative railing designs to define outdoor spaces, such as cafes, from pedestrian movement areas

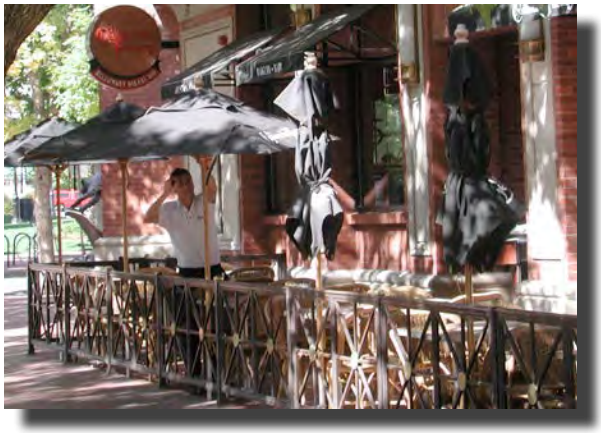
See Comments Attachment #133

A. Railings define the boundary between public and private areas and create safety barriers for pedestrians.

Semi-permanent railings that can be fixed to the sidewalk are preferred. Site-specific designs are encouraged that reflect Boulder's history, the environment, or public art. No signage, advertising, goods or merchandise may be placed on the railing. Railing designs should reflect an open, transparent feeling. Visually closed-in railings that "box-in" the **encroachment** are not appropriate.

B. Materials such as metal rails and posts, stone or brick piers, and wood may be used when properly finished.

Decorative elements incorporated into the railing design are encouraged. In general,



The downtown mall contains several different railing designs.

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metal surfaces should have a black enamel finish although colors that are incorporated as part of a coordinated color plan for the building, or that are considered in the context of a work of public art, may be considered.

Light weight or movable handrails that may be hazardous during times of intense pedestrian crowding should be avoided. Chains, ropes and unsupported railings are unacceptable materials.

6.6 Create comfortable and attractive seating

~~Areas, And~~ Plazas, and Small Open Spaces
Seating areas, plazas, and small open spaces should be located throughout the downtown. They should be easily accessible and comfortable for as much of the year as possible. The use of ~~ground level plant materials and~~ trees to provide shade and pedestrian scale is strongly encouraged. All elements including walls, trees, paving, seating, pedestrian scale lighting, and water features should be designed as an integral part of the overall site design concept.

See Comments Attachment #134

A. Orient seating to take advantage of views, sunshine in the winter, and shade in the summer.
Arrange benches and other street furniture in a coherent design that, in effect, creates small outdoor rooms. For example, at bus stops and sidewalk seating areas arrange benches, art work, landscaping, and other elements into pleasant and comfortable pedestrian environments.

See Comments Attachment #135

B. Locate sitting areas, plazas, and small open spaces where they will get the most use.
Locate areas where downtown shoppers and workers congregate — adjacent to a building lobby, heavily traveled sidewalks, or an outdoor restaurant. When located on private property, but serving as public amenities, plazas and courtyards should be directly connected to and accessible from the public sidewalk. If needed, security gates should be either an integral part of the design or completely hidden from view when not in use.

Example of downtown seating area

See Comments Attachment #136

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typo "Trees"

6.7 Select street rrees that are appropriate to their intended location and function

A. Approved tree list for commercial sites — For trees in grates and planting pits. All of the trees in the following chart should do well in a downtown environment. Unless stated otherwise, they will tolerate full sun, drought, varying soil pH and will have a relatively compact crown. Keep in mind that the conditions of various planting sites in the downtown will vary and may need to meet individual landscape objectives. The purpose of this list is to help in choosing a tree according to the size of the planting site. However, each site should be looked at individually by a professional. Refer to the Design and Construction Standards for a complete list of approved street trees. In all cases the largest possible grate size shall be used, preferably a standard 4' x 10' four piece grate.

Chart of approved tree list for commercial sites — For trees in grates

Small Maturing Trees (Under 25' Mature Height) **Spacing Between Trees** 10' Minimum, 15' Recommended **Caliper Size** 11/2" measured 6" above grade	**Medium Maturing Trees** (30'–45' Mature Height) **Spacing Between Trees** 15' Minimum, 20' Recommended **Caliper Size** 2" measured 6" above grade	**Large Maturing Trees** (Over 45' Mature Height) **Spacing Between Trees** 20' Minimum, 25' Recommended **Caliper Size** 2" measured 6" above grade
Cherry, Flowering-*Prunus padus* ('Mayday')	Hackberry*-*Celtus occidentalis* ('Prairie Pride')	Ash, Green*-*Fraxinus pennsylvanica* ('Marshall's seedless,' 'Newport,' 'Patmore,')
Crabapple-*Malus spp.* (Fireblight resistant varieties and upright forms, 'Spring Snow').	Honeylocust*-*Gleditsia tricanthos inermis* ('Skyline')	Coffeetree, Kentucky*-*Gymnocladus dioicus*
Goldenrain*-*Koelreuteria paniculata*	Hornbean, European Pyramidal - *Carpinus betulus* fastigiata	Hackberry, Common* -*Celtisoccidentalis*
Hawthorn-*Crataegus spp.* Crusgalli inermis (thornless, 'Ohio Pioneer', 'Cockspur')	Pear-*Pyrus calleryana spp.* ('Chanticleer'), pyrus ussuriensis, avoid 'Bradford' variety	Honeylocust*-*Gleditsia triacanthos inermis* ('Shademaster,' 'Majestic')
Serviceberry-*Amelanchier spp.*	Linden, Littleleaf - *Tilia cordata* ('Greenspire', 'Glenleen')	Linden, American-*Tilia americana* ('Redmond', 'Legend')
	Turkish Filbert-*Corylus colurna*	Maple, Red - *Acer rubrum* ('Northwood')
		Oak, Bur*, English, Shumard, Red, Swamp White* - Quercus: macrocarpa, robur, shumardii, rubra, bicolor

** Indicates drought-tolerant species.*

See Comments Attachment #137

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The tree list is designed for commercial sites where trees are to be placed in paved areas using tree grates and planting pits. Due to hardscape limitations (i.e. parking meters), spacing design may be modified based upon review by the appropriate design review board.

NOTE: In general, these guidelines adhere the city's Design Construction Standards, but wherever a discrepancy may arise, the higher standard shall be used.

B. Descriptions of Approved Trees for Commercial Sites

Small trees (Under 25' Mature height)

Cherry, Flowering - example, 'Mayday' Tree; 20'-25' height, 20'-30' spread; moderately pyramidal shape; full sun or partial shade; adaptable water requirements.

Crabapple - example, 'Spring snow'; 20'-25' height, 20' spread; minimally fruiting; moderately Oval shape; tolerates drought; full sun; adapts to growing conditions.

Goldenrain* - 20'-25' height, 15'-20' spread; broadly globe shape; grows well in a wide range of soil types; tolerates drought; adaptable to alkaline soil and salt conditions; full sun or partial shade.

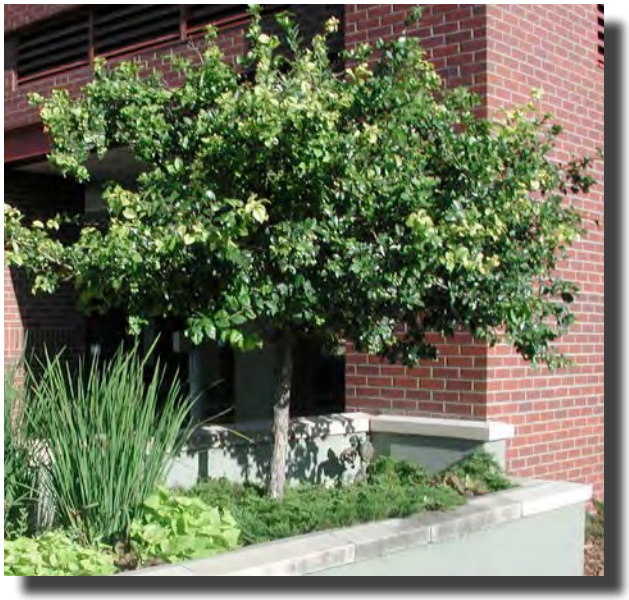
Hawthorn - example, 'Ohio Pioneer', Thornless 'Cockspur'; 15'-25' height, 15'-20' spread; broadly globe shape; tolerates drought; tolerates high pH and salt; does best in full sun

Serviceberry - 25' height, 10'-20' spread; moderately ovate shape; tolerates drought; tolerates pH up to 7.0; sun or shade

Medium trees (30' - 45' Mature Height)

Hackberry* - example, 'Prairie Pride'; 45' height, 30'-40' spread; moderately pyramidal shape; tolerates wide range of soil conditions; tolerates drought.

Honeylocust* - example, 'Skyline'; 45' height, 30'-35' spread; moderately globe shape; tolerates wide range of soil types; tolerates high pH and salt; transplants easily.



Hornbeam, European Pyramidal, - example, 'European Pyramidal'; 30'-45' height, 10'-15' spread; narrowly pyramidal; tolerates drought once established; grows in clay soils; sensitive to salt; adaptable to wide soil pH

Pear - example, 'Chanticleer'; 30'-40' height, 25'-35' spread; moderately columnar shape; tolerates drought and salt; adaptable to wide soil pH; hardiest of all the pears.

Linden, Littleleaf - example, 'Greenspire', 'Glenleven'; 45' height, 25'-35' spread; broadly to moderately pyramidal shape; has poor salt tolerance; adaptable to wide soil pH; withstands compaction.

Turkish Filbert; 45' height, 25'-30' spread; moderately pyramidal shape; drought tolerant; adaptable to varying soil pH; full sun.

Large trees (Over 45' Mature Height)

Coffeetree, Kentucky* - 70' height, 40'-50' spread; moderately globe shape; tolerates alkaline soil; tolerates drought; pest-free; full sun.

Hackberry, Common - 50'-60' height, 40'-50' spread; moderately globe shape; useful in difficult planting sites; prefers full sun; drought tolerant; adapted to alkaline soil; salt sensitive.

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Honeylocust* - example, 'Shademaster', 'Majestic'; 50'-60' height, 30'-40' spread; moderately globe shape; adaptable watering requirements once established; prefers full sun; tolerates alkaline soils; tolerates drought.

Linden, American - example, 'Redmond', 'Legend'; 50'-60' height, 30'-40' spread; moderately pyramidal shape; adaptable watering requirements once established; full sun or partial shade.

Oak, Bur*, English, Shumard, Red, Swamp White* - 50'-80' height, 50'-80' spread; broadly ovate to broadly globe shape; adaptable watering requirements once established; prefers full sun; adaptable to soil conditions, however some species can become chlorotic in alkaline soils; tolerates drought.

C. Unsuitable Street Trees:

Tree species that are *not* to be placed in public rights-of-way include: Box Elder, Cottonwood, Chinese and Siberian Elm, Poplar, Russian Olive, Silver Maple, Tree of Heaven, Willow, evergreens that create sight obstructions, and clump forms or multi-stem trees.

D. Appropriate tree locations and Tree Grates

Tree species should be selected for their suitability to the specific street where they are to be planted.

The following guidelines should be followed:

- Large trees should ~~be~~ located along Canyon Boulevard, wide right-of-way streets, and principal access streets such as Pearl and Walnut Streets. Large trees should also be used ~~to highlight corners,~~ to provide cover for large plazas, ~~or as accents against the skyline.~~
- Medium or large scale trees may be located on all other downtown streets.
- Medium trees, with narrow spread canopies, should be located in narrow streets, to fill in mid-block areas, provide visual relief and scale definition to large walls, provide shade and canopies for sidewalks and plaza areas, and establish large areas of color above eye level.
- Small trees should be used to provide seasonal color and a visual focal point for special locations such as a building entrance, corner area, sitting area, or other significant area or view corridor.
- Trees in rights-of-way should be maintained with a minimum head height of 8' over sidewalks and 14' over the vehicular streets. Many small trees are inappropriate street trees for this reason.
- Low maintenance trees are desirable which have low water requirements and can adapt to the downtown environment.
- Install street trees in tree grates except at locations where they occur in special raised planters in the curb zone, in large planted areas that are integrated with a sidewalk area, and in locations where existing trees located in the curb zones have a root system that has pushed up above grade where the use of a grate will injure the tree.
- Maintain at least a 10 foot distance between tree trunk and building line to provide adequate air volume for future growth. This refers to the distance between a tree and building, not the distance necessary to maintain an unobstructed pedestrian area between a tree, as a vertical element, and a railing that encloses a sidewalk restaurant.
- Maintain at least a 10 foot distance between the center of the tree or tree trunk and all underground structures, in particular parking garages, to provide adequate soil volume.
- Tree grates should be aligned with paving pattern score lines and be placed with careful consideration of sidewalk use, such as a sidewalk cafe or curb cuts.
- Do not locate trees that will obstruct building entrances, corner visibility, or within any sidewalk pedestrian zones that must remain unobstructed.

NOTE: Tree clustering for well designed planting

In general, trees on a particular street should be of the same species to create as much visual

See Comments Attachment #138

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continuity as possible while, at the same time, providing different trees on other streets to avoid a monoculture within the downtown. However, specific locations, such as plaza fronts and significant building entrance ways may use a different species to distinguish them from the standard street tree located in the curb zone.

E. Tree and landscape maintenance

For commercially zoned properties, the maintenance of trees, tree grates, and surrounding hard and soft landscaping located in the public right-of-way is the responsibility of the adjacent private property owner. This includes all maintenance and repair of landscaping and trees including watering, spraying, fertilizing, replacing plant materials/ tree grates.

The city provides the following maintenance services:

Pruning and removal of street trees in the public right-of-way, and safety inspections and consultation on street trees that may impose a health or safety concern.

NOTE: Authorization by the city Forester is needed before planting, pruning, spraying or removing any trees in the public right-of-way. This process enables the Forestry Division to keep an up-to-date tree inventory, and ensures proper tree selection, placement, and care of new and existing trees. Reference "Protection of Trees and Plants", Chapter 6-6, B.R.C. 1981.

Examples of tree grate aligned with paving

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6.8 Select ground level plants that suit their location and function

Use landscaping, including shrubs and ground cover to accent areas. Below eye-level plant materials add seasonal color to the downtown. They can block views to unsightly areas and fill empty areas with visual interest. However, do not use such plant material in corner locations and other areas that block the visibility, or block access to storefront windows or streetscape elements such as newspaper stands, parking meters, or mail boxes. Do not use gravel or rough stone in the curb zone in place of ground cover. The following are plant materials and details:

Perennials and ornamental grasses
Whenever feasible, flowers and ornamental grasses should be used in combination to accent gateway locations and special sites. Maintenance must be considered in the placement and design of these features. ~~Plantings are preferred in at-grade planting beds rather than planter pots or other containers.~~

Plant containers and potted plants
Although plant containers and potted plants can add color and plant variety to the streetscape, consider their use judiciously since they are fragile, difficult to maintain, ~~and appear temporary~~. Planters may be located preferably adjacent to building entrances or as part of patio encroachments. Typical planter materials are finished wood, precast concrete, and terra cotta. A maintenance-free finish is preferred as are stability, sturdiness, and sufficient weight to avoid tipping over. Planters must be temporary and moveable, not attached to the sidewalk and may require a revocable permit.

Typical ground covers in downtown

See Comments Attachment #139

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move all of this out of title, and into a labeled street section. These are design details.

"Establish and enhance"...

6.9 ~~Maintain the 'boulevard' character of Canyon — double row of street trees where possible on either side of the street, the building set back line, and the center planting strip~~

See Comments Attachment #140

See Comments Attachment #141

See Comments Attachment #142

Canyon Boulevard is one of the city's most prominent avenues with its center planting strip and deep building set backs. It is one of the downtown's major access routes as well as a link between the Civic Park area and the downtown Boulder mall. The tree rows and center planting strip emphasize the park like character of a "boulevard" and create a unique sense of entry to the downtown. Consider the following plant materials, details:

Tree Rows

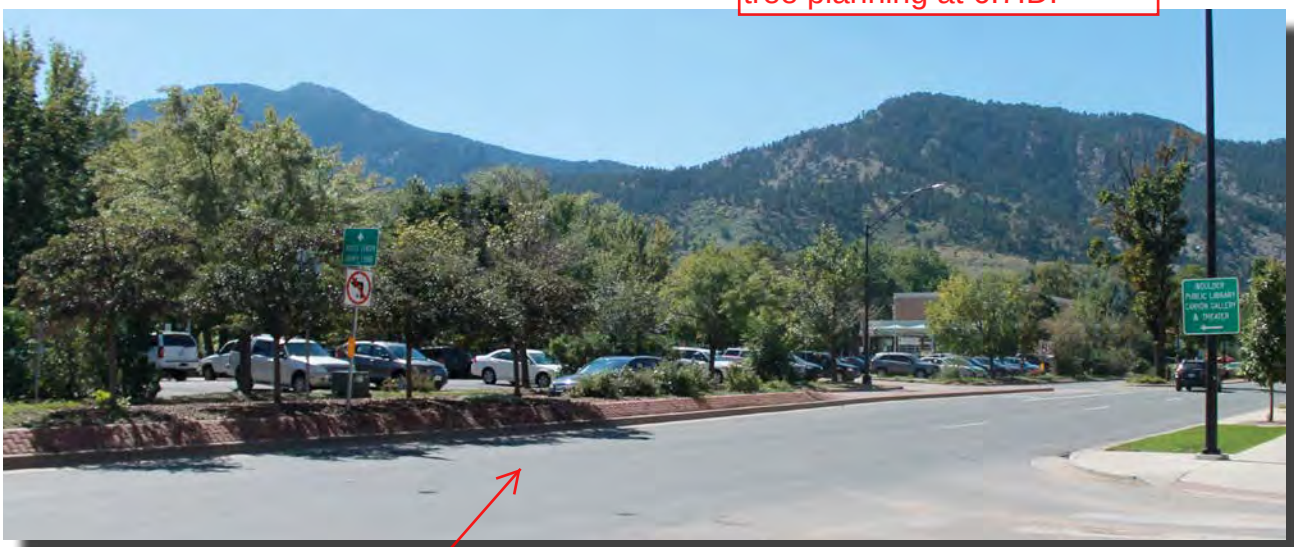
Trees along Canyon do not need to be planted with tree grates, although areas that accent building entrance ways or other features such as pedestrian sitting areas may incorporate tree grates in the overall design. In general, trees and other plant material should be arranged in an urban linear pattern that parallels the street rather than a less formal random arrangement. ~~To create visual interest,~~ incorporate ~~grass areas,~~ paved areas or ground covers within the overall design of tree rows.

Ground cover

Use annual and perennial flower arrangements, or arrangements mixed with ornamental grasses, especially at street corners, for visual accent and color. Maintain view requirements to avoid blocking sight lines.

The Canyon median should be planted to enhance the "boulevard" quality of the corridor. Shrubs should not exceed 24" in height to avoid creating barriers to site lines especially at intersections.

see previous notes on street tree planning at 6.7.D.



Canyon Boulevard looking west

See Comments Attachment #143

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See Comments Attachment #144

6.10 Create gateway elements at important downtown entrance ways

See Comments Attachment #145

Gateway elements can create the appearance of symbolic entrance ways. Gateway treatments are of particular importance at key intersections such as the 9th, 10th, and 11th Street, Broadway, and the 13th, and 14th Street intersections along Canyon. They may also provide entrance ways to the downtown located along east and west Pearl Street, and at either end of the downtown section of Broadway. Such gateways may be created by a change in the scale of nearby buildings; a sense of enclosure due to building setbacks, street trees and landscaping; a monument, streetlight, or the acknowledgment of a special vista or topographic feature.

In general, gateways should be visually creative and include an element of sufficient height and mass so as to be visible by motorists, lighted so as to be visible at night, and constructed of high quality materials such as brick, marble, granite, terrazzo, concrete, stainless or painted steel, copper, brass or glass.

Gateways associated with a particular sub-area of Boulder should be of consistent design. For example, gateways to downtown may be unique to that area while gateways at Crossroads should reflect features of that mall.

6.11 Establish pedestrian scale street lights along street frontages when feasible

Pedestrian street lighting should illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity. Spacing should be standard but may vary to accommodate existing vehicular street lights or street trees.

For pedestrian scale lighting located in the curb zone, fixtures should be the same 12' high as those used in other areas of the downtown. When arranged in a linear pattern they should be spaced approximately 50 to 75 foot apart. On major streets such as Broadway and Canyon, larger 15 foot high fixtures may be used. A custom streetlight fixture that combines both pedestrian and vehicular lighting could be considered on such major streets.

Pedestrian scale lighting may also be accomplished with fixtures that are mounted on buildings or located to accent architectural or landscape features. Such fixtures should be designed to enhance the overall architecture of the building, provide lighting for pedestrians and not damage historic materials.

update utility name

NOTE: Light poles are provided by Public Services Company and maintained by the city of Boulder. Coordination with Public Service is an absolute requirement.

vfy spacing. (Many dimmer, better than fewer brighter.)
Fixture specs - can vary by district and street type.

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6.12 Handicapped access should be appropriately designed, clearly visible from the main entranceway and, in general, use the same access routes as those used by non-handicapped users where possible

A goal of the city is to make the downtown as accessible as possible. All sidewalks, public-use buildings, and public open spaces should be in compliance with American Disabilities Act (ADA) standards. All accessible design elements must conform to all applicable Federal, State and Local laws and codes.

Ramps and related elements should be modest in their design and be visually integrated with the overall building design and site plan. They should not appear as an unintegrated add-on to a building facade.

In most cases the principal public entrance to a building should also be the principal entrance for handicapped accessibility. In existing buildings, where only one route is determined to be accessible, other than the principal public entrance, a rear or side service entrance route may be considered.

6.13 Street furnishings create a unified visual appearance in downtown

A unified streetscape image adds to the overall visual quality of the downtown. Traditionally, black metal and wood have been the materials used for street furnishing in the downtown mall. In general, install standard benches, trash receptacles, and bike stands will unify the visual quality of the downtown through the use of a common colors, materials, and patterns. However on occasion, based upon a design review by the appropriate group, street furniture might be designed to create a unique street feature, a visual statement, or even a public work of art. The following standard street elements should be considered for the downtown:

Benches

The standard downtown bench is made of black metal with woven horizontal and vertical strapping. Variations may include benches ~~with or without backs and~~ with single or multiple seats. Contact the Downtown Management Commission at (303) 441-7300. Varnished wood benched are characteristic mall features as well.

See Comments Attachment #147

Trash receptacles

Three standard trash receptacles are available for use in the downtown: a large capacity black metal slat design, a small slat design that are attached to a utility pole, and a free standing ash tray and disposal can. All receptacles are made of black finished metal.

See Comments Attachment #148

Examples of trash receptacles

Locate receptacles at street corners in high pedestrian activity areas. One trash receptacle should be provided for each 1,000 square feet of sidewalk space with a minimum capacity of one cubic foot. High use areas such as eating spots should double the capacity. The use of a multiple receptacle system promotes recycling of glass, paper, or metal product.

See Comments Attachment #146

Bicycle stand

The city of Boulder standard bike rack for low volume areas is a black metal pipe, inverted "U" design. For high volume areas the Cora, or coat-

Appropriate bike racks

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See Comments Attachment #149

hanger design in black metal, is preferred. Bike racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. Locate bike parking in high demand locations especially inside the mall Loop, at bus stops, or along bike lanes. Use the *1995 Downtown Bike Plan* as a guide for locating likely parking areas.

The Downtown Management Commission's travel demand management program provides for bicycle parking in the public right-of-way and uses the Downtown Bike Parking Plan as the guide for placement. To contact the DMC, call (303) 413-7300.

Bollards

Simple black metal, sandstone and concrete bollards have been the standard which may be used in a variety of ways. They can separate pedestrian and vehicular traffic, define property lines, protect a work of public art, or identify different use areas. In pedestrian areas bollards should be 24-30 inches high, in vehicular areas 36 to 42 inches high. Bollards should be between 8 and 16 inches wide. When feasible, lighting can be incorporated in the bollard to highlight special features or for pedestrian safety.

See Comments Attachment #150

Examples of bollards

Newspaper boxes

As a general guideline, encourage the use of newspaper boxes that are metal black enamel finish with white graphics. Boxes should grouped together in a pedestal design, stacked a maximum of two high with a maximum length of 8 foot. Locate boxes at nodes of pedestrian activity such as bus stops and street corners. Boxes should not reduce pedestrian or automobile sight lines. In general, provide 5 foot clearance to gain access to the boxes, and no less than 2 feet between the boxes and the curb.

Newspaper boxes on the mall

Banners and flags

Banners and flags should be located in a manner that enhances the visual quality of downtown streets. Dimensions may vary with pedestrian and vehicular clearance issues taken into consideration. They cannot be attached to existing streetscape elements such as utility poles or located in the public right-of-way. Sign code issues may need to be addressed if the banner or flag represents advertising. Before constructing any banner or flag, contact the Planning Dept. for sign code issues at 303- 441-1880 and the DMC, at 303-413-7300, for banner and flag approval.

remove quotes

Kiosks, Information Directors, and "Way Finding" Signs.

The users of public places such as downtown Boulder need appropriate, correct and timely information to help them find their way and direct them to their destinations. Locate information elements at key intersections to convey public information; it may display a variety of different types of information such as leaflets, posters, and brochures. In general, they should be designed as an integrated part of the overall streetscape but should not interfere with pedestrian traffic flow. They should be permanently fixed in place and made of sturdy materials that are resistant to vandalism and wear and tear.

NOTE: A revocable right-or-way permit is required to any permanent installation in the public right-of-way from the Department of Community Planning & Sustainability at 303 441-1880.

See Comments Attachment #151

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6.14 Create attractive, safe and comfortable bus stops

See Comments Attachment #152

Street side bus stops should be designed as mini-centers that include all of the necessary furniture, amenities, and shelter to make bus use pleasant. Bus shelters may incorporate transit maps, benches, news racks, bike storage, surface paving, trees, landscaping, and other amenities. Bus shelter design should be consistent throughout the downtown to create a transit identity and visual unity. Bus shelters should be visible to pedestrians, incorporate clear signage, and be well lighted. They should be made of finished, durable materials with unbreakable transparent side walls.

NOTE: The Boulder Transportation Division, Transportation Planning should be contacted regarding the design and location of bus stops.

See Comments Attachment #153

6.15 When feasible, create through-block pedestrian corridors between buildings, especially in a north-south direction

Through-block connections, such as the Portal Building and Daily Camera walkway should be encouraged in large projects to promote pedestrian circulation throughout the downtown. Design such connections to be interesting places, not merely hallways to parking lots or alley service loading areas. They should be handicap accessible, well lighted, appropriately landscaped, and paved in materials compatible with their locations and surrounding context. Opportunities for artwork or other visual innovations are encouraged.

Through block connection between Portal Building and Daily Camera

6.16 Preserve historic features of the streetscape

Whenever possible, preserve, restore, and reuse historic fixtures of the streetscape, such as a flagstone sidewalk, globe light fixture, or any other existing historic feature located in the public right-of-way. Such elements offer a sense of historic continuity with Boulder's past. Repairs to these historic streetscape elements should ensure that construction materials and details are consistent with their historic character.

See Comments Attachment # 154

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see notes at Sec. 1.2.10, & 6.15

6.17 Upgrade downtown alleys as pedestrian access routes and efficient commercial service access

Downtown alleys ~~can create secondary pedestrian systems to navigate the downtown and may also~~ provide an alternate means of access to shops, restaurants and other commercial uses. Care must be given to not impede the alley's primary service function. Further, any improvement using lighting should be designed to not cast glare onto adjacent residential properties, especially in the Interface Area.

~~In order to make alleys visually interesting, safe, and accessible to pedestrians:~~

- ~~Use decorative paving to identify alleyway building entrances by creating a 1 foot wide brick edging as a decorative element to define the width of alleys and the importance of certain alley pedestrian routes, and connect alleys to sidewalks.~~
- ~~Incorporate pedestrian scale street lighting and accent lighting to highlight building and alleyway entrances.~~
- ~~Use covered entrance ways and decorative signs to define alley entrances.~~
- ~~Incorporate bollards, planters, or similar elements to identify pedestrian areas from service or vehicle areas; consolidate service areas to hide unsightly trash and recycling bins in attractive containment designs.~~
- ~~Place utilities underground.~~

See Comments Attachment #155

Improved alleyways which include brick paving, landscaping, and seating.

6.18 Enrich the downtown with public art

Public art can enrich the downtown experience, enhance its public image, and add beauty. But, while public art can beautify, it can also inspire intense public interest.

Public art may be representational or abstract. It may be uni- or multi-dimensional, humorous or sad, understandable or pose questions. It may be actively engaging or a passive backdrop to public events. Choosing, purchasing, installing, maintaining, and removing public art when necessary, requires careful deliberation and planning. Streetscape design incorporates public art to create visually interesting and informative environments. As long as the artistic intention is understood, public art may be many things.

See Comments Attachment #156

The Arts Commission, the Downtown Management Commission, the DDAB, and the Landmarks Board are among the groups involved in making public art decisions in the downtown. Decisions may address the following, among others:

- The relationship of public art to its proposed site and its visual impact.

See Comments Attachment #157

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See Comments Attachment #158

- The ability of public art to enhance the downtown experience such as bringing people together, inviting public interaction, creating moments of visual or intellectual interest, and enhancing the area's beauty.
- The durability of materials, maintenance and upkeep in public settings.
- The placement of public art to terminate a vista or serve as the focal point.
- The human or monumental scale of artwork located along public streets.
- The context and character of the area surrounding the art site
- The artwork's symbolic and aesthetic qualities.
- Criteria for removing artwork.

Criteria for review of artwork in the Downtown Historic District by the Landmarks Board:

- When related to a specific landmark building, the artwork should be subordinate to the overall building.
- The artwork should not obscure building elements or details. For example, a mural should not cover windows.
- The artwork should not physically damage the building or site, such as paint on unpainted masonry.
- ~~The artwork should be relevant to the location and not confuse the public with artwork that represents a false sense of history that can overshadow or detract from the period of significance of the building or district. For example, a mural of a New Orleans Street scene on a Victorian building.~~
- Historic signs, such as those painted on side walls, should be preserved.

See Comments Attachment #159

Examples of public art in the downtown.

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Appendix

Appendix A: Zoning District Definitions

Zoning districts are classified according to the predominant character of development and current or intended use in the area. Following are the ten zoning districts located within the Downtown Urban Design Guidelines Boundary:

DT-5: The regional business redeveloping area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown core.

DT-2: Business areas providing a mid-level transition area between the higher intensity downtown commercial area and surrounding neighborhood commercial streets and lower intensity residential areas. Retail uses are typically found on the ground floor level with residential or office uses located above the ground floor level.

DT-1 A lower-intensity transition area between the downtown and the surrounding residential areas where a wide range of retail, office, residential, and public uses are permitted. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

DT-1 Business areas providing a transition area between a higher intensity regional business area and a lower intensity residential area. Retail uses are typically found on the ground floor level with residential or office uses located above the ground floor.

DT-4: The regional business area of the Boulder Valley known as the Central Business District, when a wide range of retail, office, residential, and public uses are permitted and in which many structures may be renovated or rehabilitated. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

See Comments Attachment #160

DT-3: A higher-intensity transition area between the downtown and the surrounding residential areas where a wide range of retail, office, residential, and public uses are permitted. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

BMS: Business areas generally anchored around a main street that are intended to serve the surrounding residential neighborhoods. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street; retail uses on the first floor; residential and office uses above the first floor; and where complementary uses may be allowed.

RH-1: High density residential redeveloping areas in the process of changing from a historically predominantly single-family character and redeveloping to a primary use of attached apartment-type development and where complementary uses may be allowed.

MXR-E: RMX-1 Mixed density residential areas with a variety of single-family, detached, duplexes and multi-family units that will be maintained; existing structures may be renovated or rehabilitated.

BT-2: Transitional Business areas primarily used for commercial and complementary residential uses, including, without limitation, temporary lodging and office uses.

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Appendix B: Design Review Check List

This checklist will change to accord with adopted Guideline revisions.

Section 1: The Downtown Historic District

Section 1.1 Guidelines For The Preservation And Renovation of Local Landmarks, Individually Significant, Contributing, And Contributing Restorable Buildings

1.1.1. preserve original facades
1.1.2 preserve facade materials
1.1.3 align architectural features and establish patterns with neighboring buildings
1.1.4 maintain the original historic line of the building setback
1.1.5 maintain the original size, shape and proportion of storefront facades and openings to retain the historic scale and character
1.1.6 maintain traditional recessed entries where they exist
1.1.7 maintain the kick plate below display windows
1.1.8 preserve the transom and clerestory if it exists
1.1.9 preserve the shape, materials and spacing of upper story windows
1.1.10 awnings may be used to provide visual depth to the facade and shade
1.1.11 distinguish additions to historic buildings
1.1.12 select building colors appropriate to the historic character of the building and area
1.1.13. Minimize the visibility of HVAC units and other mechanical, structural, or electrical appurtenances

Section 1.2 Guidelines For New Construction And Remodeling Non-contributing Buildings in The Local Downtown Historic District

1.2.1 incorporate traditional design elements in new designs
1.2.2 align architectural features and established with the patterns of neighboring buildings
1.2.3 maintain the line of storefronts at the sidewalk edge and orient main entrances to open toward the street
1.2.4 do not construct half-level or split-level first floors that extend both above and below grade
1.2.5 consider the height, mass, and scale of buildings
1.2.6 maintain a human building scale rather than a monolithic or monumental scale
1.2.7 maintain the proportions of storefront windows, doors and the established pattern of upper story windows.
1.2.8 maintain the rhythm established by the repetition of the traditional 25 foot facade widths.
1.2.9 use building materials that have a texture, pattern and scale similar to those in the district
1.2.10 improve rear or side alley elevations to enhance public access from parking lots and alleys

Section 2: The Non-Historic Area

2.1 consider incorporating traditional facade elements in new designs
2.2 consider the alignment of architectural features and established patterns with neighboring buildings
2.3 maintain the line of building facades and storefronts at the sidewalk edge
2.4 consider the height, mass and scale of buildings
2.5 maintain a human building scale, rather than a monolithic or monumental scale
2.6 create pedestrian interest at the street level
2.7 avoid half level, or partial level basements that extend more than 2 feet above grade
2.8 shade storefront glass by appropriate means
2.9 maintain the rhythm established by the repetition of the traditional 25 foot facade widths.
2.10 consider the quality of open space incorporated in new and renovated buildings
2.11 consider the special character of the area south of canyon boulevard

Section 3: The Interface Area

3.1 maintain the diverse residential architectural character of the interface area
3.2 create attractive rear alley facades on buildings facing toward residential areas
3.3 design alleys to serve as attractive routes for pedestrians, as well as efficeint service access for vehicles
3.4 where the zoning line runs along a street or along a lot line, commercial development should respect the existing building scale and character of the adjacent residential area.
3.5 design streets in the neighborhood interface area to reflect adjacent residential land uses.

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Section 4: Parking Facilities

4.1 locate surface parking on appropriate sites
4.2 reduce the visual impact of surface parking lots
4.3 reduce the visual impact of structured parking facilities
4.4 security and pedestrian circulation should be priorities

Section 5: Commercial Signs

5.1 signs should be designed as an integral part of the overall building design
5.2 use simple signs to clearly convey a message. Symbols as signs are easily read and enhance pedestrian quality

Section 6: Streetscape Improvements

6.1 use the existing street hierarchy as a basis for designing the streetscape
6.2 use a basic sidewalk design to unify the visual image of downtown
6.3 use a basic intersection design to unify the visual image of downtown
6.4 design **encroachment**s into the public right-of-way that are visually and functionally appropriate to their street
6.5 use innovative railing designs to define outdoor spaces, such as cafes, from pedestrian movement areas
6.6 create comfortable and attractive sitting areas, plazas and small open spaces with a focus on views and sunshine
6.7 select street trees that are appropriate to their location and function
6.8 select ground level plants that suit their location and function
6.9 maintain the "boulevard" character of Canyon Boulevard — a single row of street trees on either side of the street, the building set-back line, and the center planting strip which defines the boulevard character
6.10 create gateway elements at important downtown entrance ways
6.11 establish pedestrian scale street lights along street frontages when feasible
6.12 handicapped access should be appropriately designed, visible from the main entranceway, and in general, use the same access routes as those used by non-handicapped users where possible
6.13 install street furnishings that create a unified visual appearance in downtown
6.14 create attractive, safe and comfortable bus stops
6.15 when feasible, create through-block pedestrian corridors between buildings, especially in a north-south direction
6.16 preserve historic features of the streetscape
6.17 upgrade downtown alleys as pedestrian access routes and efficient commercial service access
6.18 enrich the downtown with public art

Downtown Urban Design Guidelines

City of Boulder, Colorado

BDAB Comment Document - DRAFT
Revision #1a, December 09, 2014
Rev 2: March 27th, 2014
Fenno Hoffman, Chair, BDAB

Revised October 2013

DRAFT

Summary of Comments on Downtown Design Guidelines

How to use this document:

Page: X

This refers to the page in the Downtown Urban Design Guidelines_Redlines FINAL document where the comment is originally from.

X)

This number coresponds to the references "*See Comments Attachment #X*" in the Downtown Urban Design Guidelines_Redlines FINAL document.

Page: 2

1) Downtown investments, infrastructure, and activities are funded citywide, by people living in every neighborhood. When only adjacent neighborhoods are engaged in the planning, it creates a representation equity problem, by privileging some neighborhoods, yet taxing everyone. Privileging nearby neighbors also tends to overweight NIMBY sentiments, which cripple the needs of the greater city. Representation should be equalized across the entire city, so the thinking is broad and inclusive. Citywide investments of time, money and energy should benefit everyone who engages downtown, not just the adjacent neighborhoods.

2) "Maintain" This language suggests that downtown development threatens nearby neighborhoods, framing the document to be prejudiced against improvement, when development can also vastly improve the quality of life, as it did when earlier shacks were replaced by more durable dwellings, and when the dirt streets were paved.

This comment is a subtle thing, about language, but it's important to sow the seeds of optimism and hope into planning documents, to encourage vision, instead of fear and reactionary behaviors. Planning isn't just preventative, it's also forward looking. Perhaps the mission statement described here should be refined to include "maintain and enhance" to accord with similar language adopted into the Comprehensive Plan?

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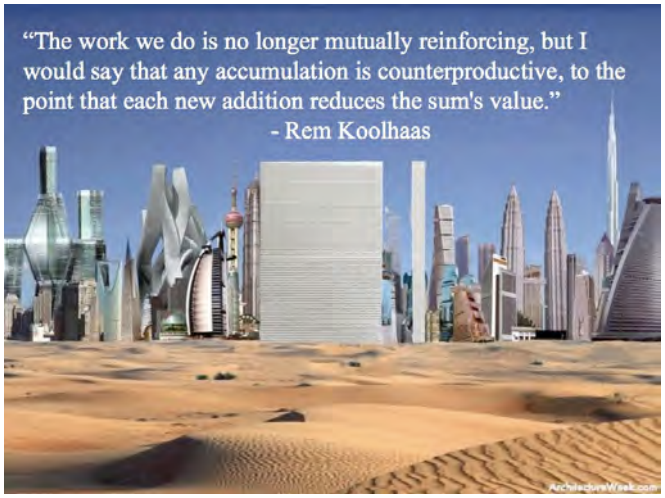
Why Design Guidelines?

Much contemporary design seems aimless, placeless, and without architectural logic - resulting in generic and meaningless places. Some design guidance can help make a coherent city, with contemporary buildings that appear to belong here, and that respond to the buildings and places around them, working together to form a coherent sense of place.

With more design coherence, instead of citizens experiencing shock & awe with each new project, people can anticipate the evolution of their city and expect each new project to be a familiar piece of a larger puzzle, rather than an accidental and random addition. Design coherence demonstrates respect for what the public already knows and loves.



Without some guidance, many designers struggle to find an aesthetic direction. Some direction would reduce this kind of struggle.

"Violet Crossing"
North Broadway
(4 iterations in 8 years)

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3) What is this? Does it need updating? In over 7 years, BDAB has never seen this plan, or referred to it. Should LPAB, BDAB, PB & TAB (the four design boards) periodically benchmark against this plan? If not, then stop referencing it.

4) Note the legacy walking standard here is "less than 10 minutes,"not the 15 or 20 minutes we're (wrongly) talking about today. The planning goal should be FIVE minute walks, to drive planning and zoning hard enough to get measurable increases in walking. 15 and 20 minute walks between origins and destinations are too long, and won't drive the planning changes enough to overcome auto-dependancy. (See the walking distance charts following, on pdf p.11)

5) note: this crossing is NOT improved much by the brick paving. What makes this crossing superior is the relatively narrow width of Broadway, combined with tall buildings, sheer (not stepped back) building facades with rich architectural details and zero setbacks that together create a strong sense of spatial enclosure and "visual friction" to slow traffic. It's these architectural conditions, (some now illegal) that create a safer crossing here, not paving patterns. These should be precedents, not exceptions.)

Page: 7

6) Housing policy note, (for discussion with CC, PB, LPAB, BDAB & TAB)

Downtown housing improves everything: public safety, transit viability, energy consumption, our sense of community, efficient capitalization of public and private infrastructure investments and tax revenues, regardless of its price.Therefore, we should encourage more residential, in and around downtown, whatever the price, because the benefits are so substantial.

Affordable housing is more easily accomplished near downtown than in the fanciest locations. Goss Grove, Whittier & Lower Flatirons have downtown benefits, without the premium costs, by being a few steps away. (Location, location, location) This i6s the normal market pattern. It's counterproductive to downzone these nearby walkable neighborhoods, where the greatest opportunities for more affordable housing exist today, while also downzoning premium downtown sites because they are too expensive. Pinching the balloon at both ends results in little new housing for anyone, where it makes the most sense to build it.

With so many benefits at stake, we should be building all the housing the market can provide, whatever it costs, wherever we can, in and near downtown. Instead, we have downzoned wherever we can, (citing too much luxury downtown and defending neighborhood character nearby) and this cripples efforts to get more people living downtown. These are policy mistakes. Building more housing in and near downtown is the most sustainable thing we can do for the city, region and planet, and it needs to ne the top priority. It makes everything else work.

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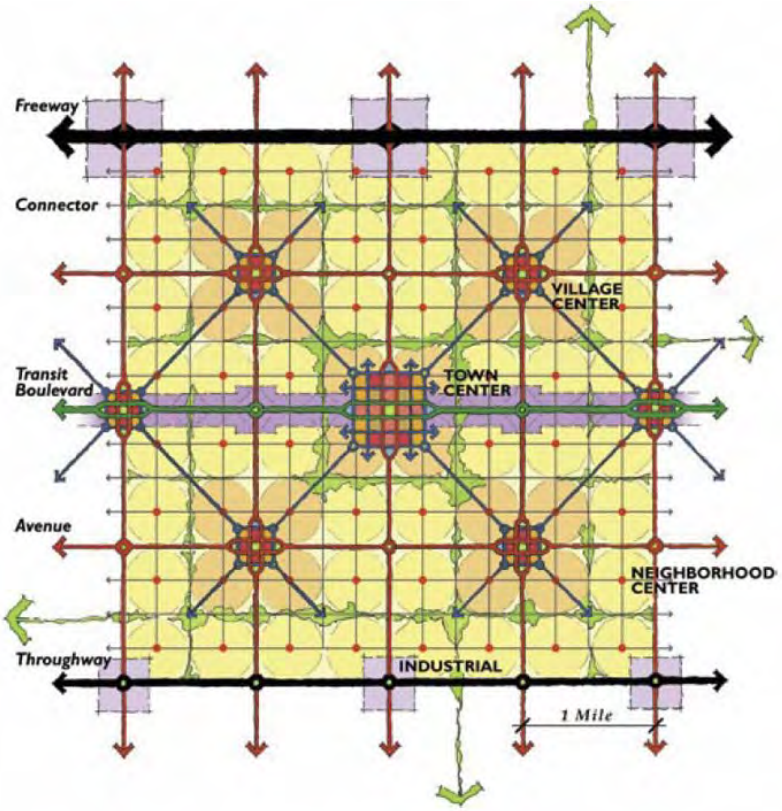
Generic, Macro & Micro Plans. Each project fits the puzzle.

1.) GENERIC: 1/4 mile System (Calthorpe):
- a.) street/path hierarchy
- b.) center & sub-centers
- c.) 1/4 mile (5min) walk radius



2.) MACRO: density patterns & gradients - fit each district into larger pattern (DPZ)

THE METROPOLIS OF
CORE CITY, INNER SUBURBS, OUTER SUBURBS,
NEW EDGES, & RURAL EXPANSION

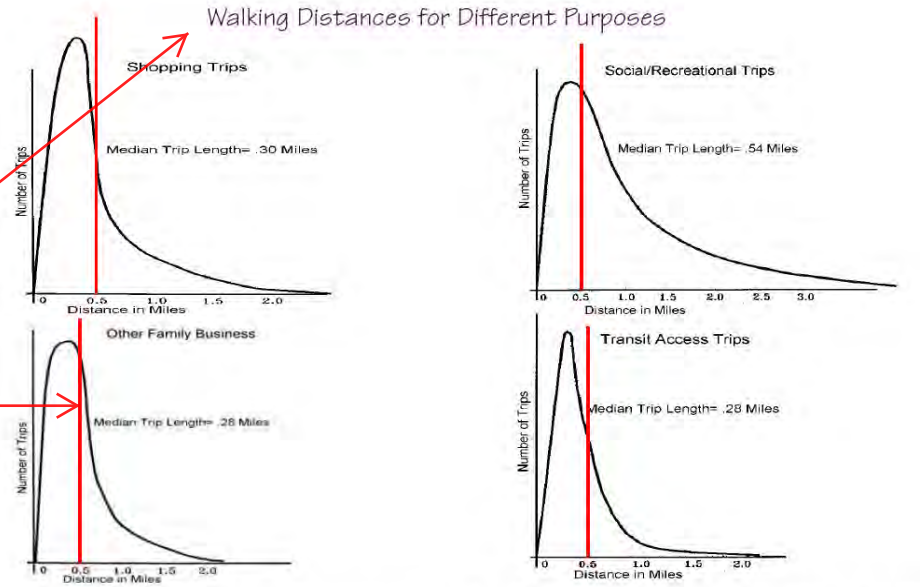
3.) MICRO - 1/4 mile radius - APPLIED over activity/density heat maps - existing and future (sample)

This new page can be generic, as shown, or calibrated specifically to Boulder. These are basic urban planning diagrams and principles that illustrate the patterns of traditional neighborhood and city development (before sprawl planning). These patterns are necessary to achieve walkable places, and a coherent local and regional network served by mass transit. These diagrams challenge conventional, object-oriented, design and planning, which considers each project in isolation, rather than as part of a larger puzzle. As Boulder's Land Use Code evolves, and these kinds of land use patterns are sought and emerge, it will become easier to calibrate generic diagrams to specific local circumstances. For now, generic diagrams will have to suffice. Diagrams like these help set the tone for all discussions of individual projects, by all the review boards involved, and keep the big picture in clearer focus.

"Walkable?"

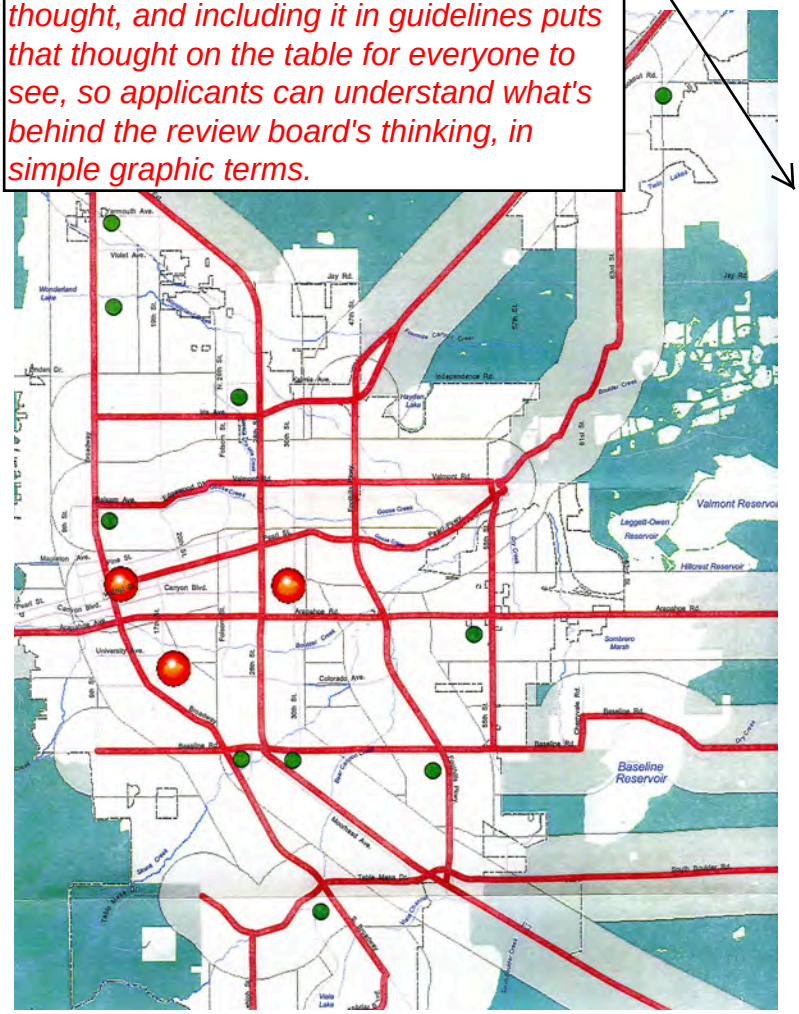
Critical information necessary for designing walkable neighborhoods. Talk is cheap. This is the real math, included to inform everyone involved, and put walkability front and center.

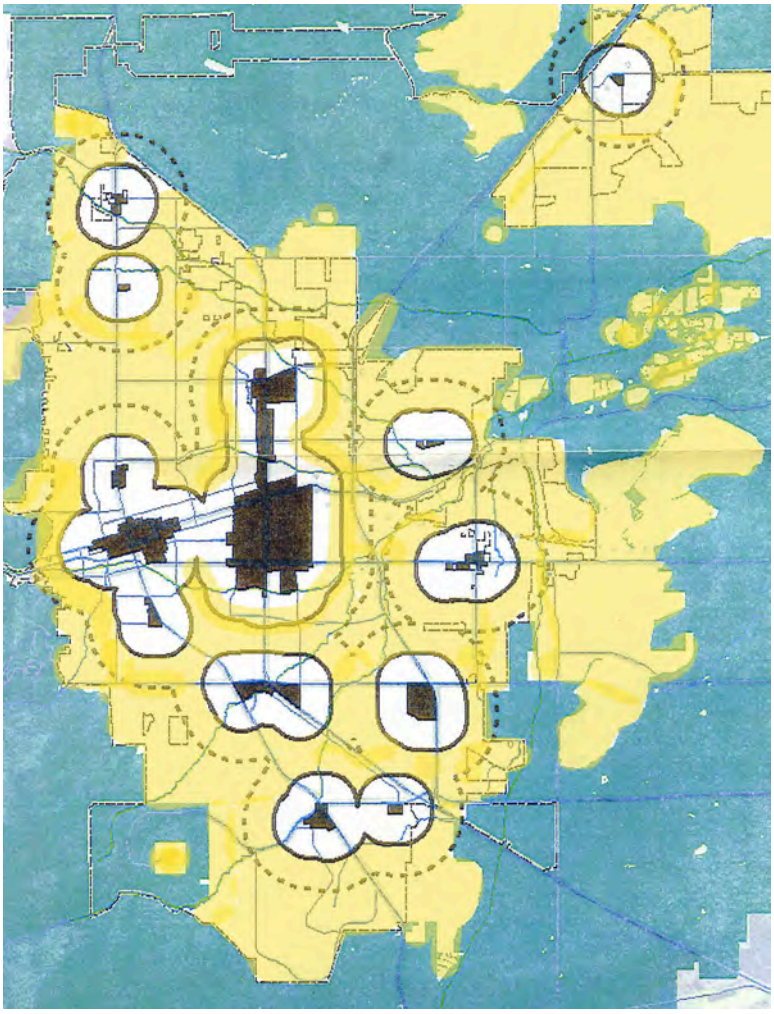
red line = 1/2 mile/10 min. walk.
This chart shows that most people walk 5-7 minutes, or 1/4 mile, max, for most reasons.



Source: Tabulations from the 1990 Nationwide Personal Tranportation Survey (NPTS). Walking distances were estimated from reported travel times. Curves were smoothed to account for people's tendency to round off travel times.
Graph Source: Ewing, Reid. "Best Development Practices: A Primer for Smart Growth" p. 9

These maps shows citywide problems and opportunities that each new project can address in its own way. This big picture stuff should be driving planning board thought, and including it in guidelines puts that thought on the table for everyone to see, so applicants can understand what's behind the review board's thinking, in simple graphic terms.





Current Boulder Diagram,
- "Activity Centers" (as scaleless symbols)
- no walking radii shown.
- no human scale
- no problems/opportunities revealed.
- not a helpful map.

Better Diagram
- Shopping Centers drawn to scale
- 1/4 mile walking radii shown
- human scale revealed
- problems & opportunities revealed:
- yellow areas are auto-dependent, and need suburban repair and retrofit to be walkable.

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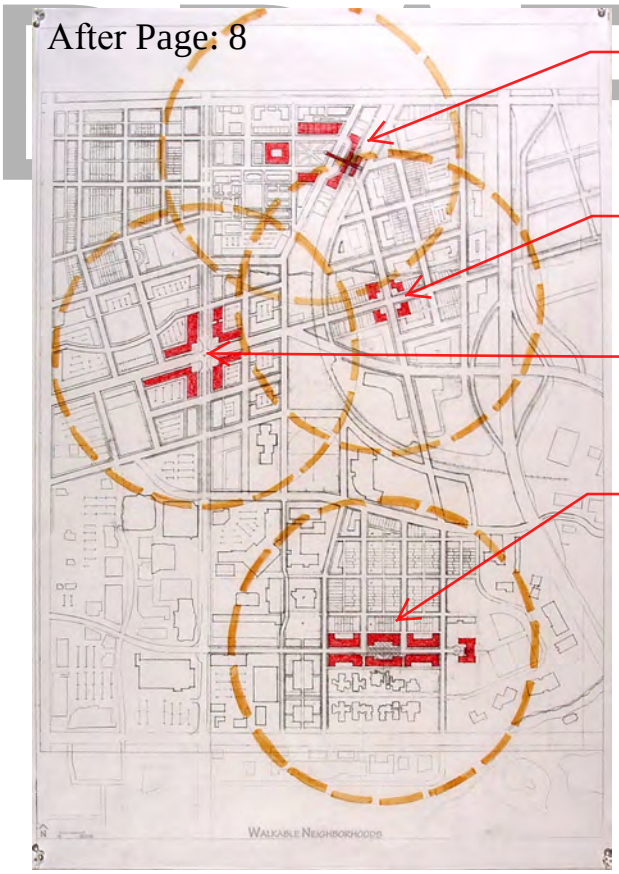

Valmont Square (train w/bus under)

38th & Pearl, 6-12 story MU, wrapped by multi-modal.

30th & Pearl

Canyon Terminus School & neighborhood, behind Peleton, near East CU

Shown for reference, tis is an example of large scale analysis of a sub-area - with walking radii and four neighborhood centers. (These are from Fenno's CU studies of the Original Boulder Junction/Transit Village) Each Design Guideline should eventually include a similar form based guiding plan, organized around 1/4 mile radius neighborhood centers that repair and retrofit the underlying sprawl patterns.)

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7) Delete - misleading & vague. Urbanism is the primary quality unique to downtown, not mountain views, which are much better elsewhere. These paragraphs introduce design objectives that conflict with the primary qualities that establish the character of downtown. Mountain views are not "basic urban design considerations" critical to sustaining the existing character and primary purpose of downtown.

The concept of mountain views is seductive, but in reality, downtown only provides occasional glimpses of the mountains. People go downtown to see people, do business, and enjoy the urban spaces and urban scene in the outdoor rooms created by the spaces between the buildings. Mountain views are actually blocked from these character defining places, and most sidewalks are shaded, on the south side, most of the year.It's important to understand the primary purpose and actual character of different parts of the city, and then let each district develop it's strengths and the actual character that make it special. Not every space in Boulder is like every other. Downtown is the city district. It's less about sun and views than other places around the city, and that difference is an important reason it has the character is does. Our character defining considerations need to be accurately calibrated to each place, despite our personal feelings about what should be, in order to sustain and enhance the true character that's there. This is a lengthy and cautionary comment because we often misread the actual character of places, and those misreads then lead to the homogenization of different parts of the city, as each is forced to fit one set of ideals, rather than each district being allowed to have different qualities.

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8) Delete. These areas are very different, and don't fit under one name. "Activity center" is generic and unhelpful. Good complex connections are better described in the planning diagrams already mentioned in prior comments,

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9) BDAB never meets with Landmarks or DMC to discuss the overlapping guidelines we co-administer. We should meet regularly to share knowledge and for general TQM of process and policy.

Page: 13

10) Round-Table Concept Review: should we introduce create a round table conceptual review, very early on, with representatives from PB, LPAB, BDAB, TAB, and staff, (everyone with review responsibility) as a simple heads up, to reduce future confusion and mixed-messages, and promote cross-talk before any large investments are made in the design work?

Page: 14

11) This is a pretty elaborate set of documents. The more elaborate, the harder it becomes to make changes, and the more defensive the applicants become to hearing advice.

We need a workaround to this problem. Perhaps a simpler, more sketchy set of documents for early conceptual review, followed by these kinds of documents later, for a design development review?

Page: 17

12) Conceptual critique & comments on these guidelines: So, over the last 150 years Boulder has evolved from Native American Tee Pees, to Mining shacks, to Mining suppliers, to a University town, to one of Denver's post-war suburban bedroom communities and a home for Federal labs, to an entrepreneurial incubator, to a regional employment center with 75% of its workforce living in new bedroom suburbs scattered around the

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region. Yet the history told above ends in 1974, 40 years ago, when the Historic Preservation Code was enacted. We should update this story and add the last 40 years, because history never stops.

Starting in 1974, the Historic Preservation Ordinance began marshalling architectural and functional changes to make them fit into the existing character of downtown, as much as it's possible to reasonably do that. This policy, let's call it "change control," was established partly in response to a slew of new buildings designed in ways that threatened qualities & character that the community valued. Boulder didn't want to turn it's downtown into a placeless collection of modern junk buildings, or have it become a shopping center like Crossroads Mall, or have it die a slow death, like so many neglected American Main Streets have, when they are ringed with strip malls that suck the life out of them. Boulder loved the character of it's "Main Street" and chose to preserve it, not wreck it, or ignore it. The last 40 years have shown this to be a good investment. However, the nearby development, in the so called "interface area," has been less popular. Since 1974, while change has been strictly controlled in the historic district, the interface area has seen it's character defined differently, becoming more of a hodge podge of architectures, each trying to be less like Pearl Street, and more "of our time," but with no coherent sense of what that means. The idea that new buildings are "of our time" and distinctively not historic, is problematic on many levels, and currently under challenge. (It comes from the 1964 Venice Charter, when modern architects chose to make a false distinction between historic and "contemporary" design, which unraveled the gradual evolution of design, in exchange for serially abrupt and defiant changes. There's a discussion happening about this problem internationally. I'll try to paint the thinking below)

Since the beginning, the character and history of Boulder's downtown (that these guidelines were written and enacted to preserve and enhance) is a history of gradual evolution - the story of a place that's been steadily adapting itself in response to the activities in and around it. This ongoing change is, itself, part of the character and history of Boulder; if it weren't, we'd still be living in tee pees or mining shacks and Pearl street would be a dirt path. Boulder's historical character is all about this gradual adaptation...

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13) ...What's missing in these design guidelines, is language and policy that describes the whole character and history of downtown, and not just it's visual qualities circa 1874, or 1974, or in any moment in time. What's missing is the conceptual understanding that Boulder's history is not about "Boulder Then & Now." It's about a history of weaving new ideas into existing ones. These Guidelines can regulate this weaving to make sure that Boulder's historical pattern of gradual evolution is sustained so Boulder stays vital.

Drawing such sharp distinctions between "historic" and "contemporary" character results in beautiful old downtowns, with character derived from a rich history of gradual evolution, surrounded by "contemporary" buildings, each trying to be "of it's time," and therefore not like anything else - especially not like the "historic" downtown. This is a fundamentally uncivilized way to make buildings and cities - which historically are all about weaving together community, culture and character to make collectively powerful places. The most radical and progressive policy Boulder could enact today would be to abandon this false distinction between "then & now" and replace it with the (authentically historic) theory and practice of weaving old and new together into the whole cloth of great and timeless urbanism. That means that instead of sustaining this dated binary frame that separates and fetishizes both old and new, and relegates both to static dust bins, we should treat architecture and urban design like weaving, not sculpture. This intention to weave time, place and culture together brings timeless vitality to both old and new, sustaining history, and the making of history, under a common rubric.

This weaving of character can be directed strictly, or casually. Today's guidelines define a stricter historic core, and a looser interface area, but the distinction is too narrow and too visual. We need to redefine our "historic" character to include not just the visual properties but the intentions and reasoning behind these materials, shapes, and patterns. Then the architecture in the interface areas can employ the intelligence and wisdom that underlies many older buildings, in newer architecture as well. The point of weaving isn't to use all the same threads by copying the look of old buildings. The point is to weave together new threads in ways that make the whole cloth stronger. That's why we need to describe the reasoning behind, say,

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kickplates, and recessed entrances, or vertical masonry openings, or human scale building components - so that newer buildings in the interface areas can be as complex, detailed, meaningful, and useful, as buildings that have been standing for a hundred years.

Some of the comments below begin to describe the reasoning of the historic architecture so their design logic can be woven into the interface area buildings, without requiring visual mimicry.

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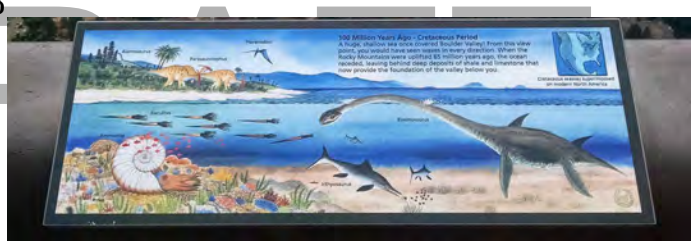
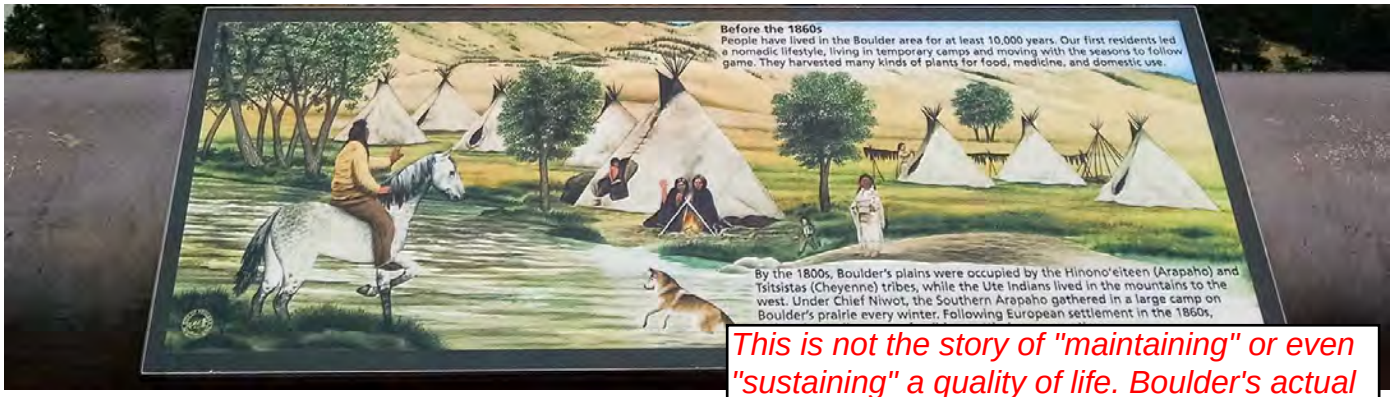
History & evolution, from Flagstaff Overlook



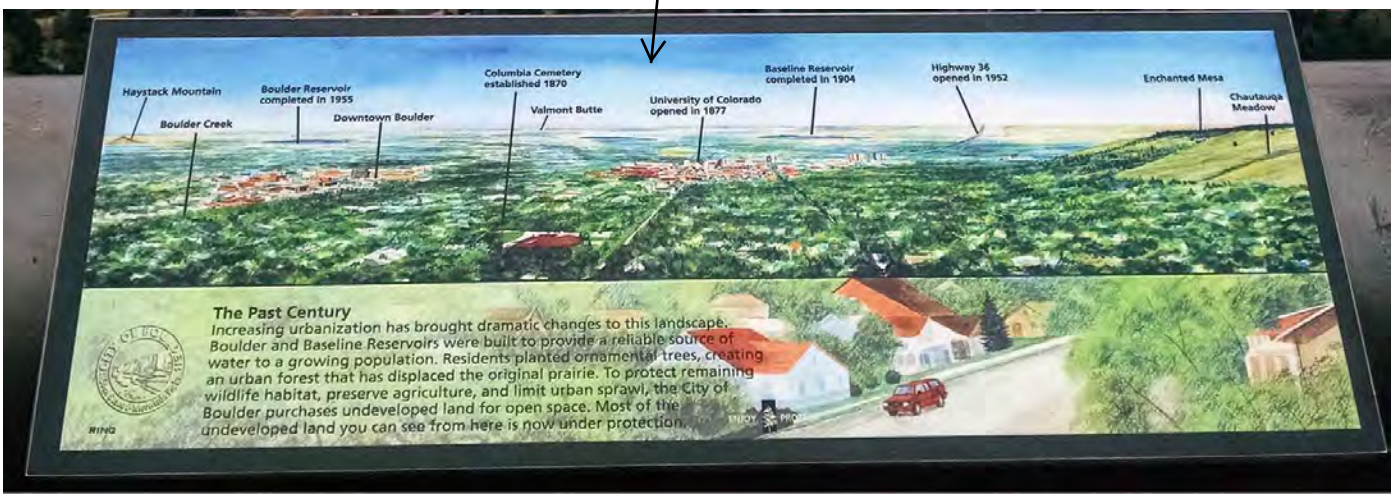
1760



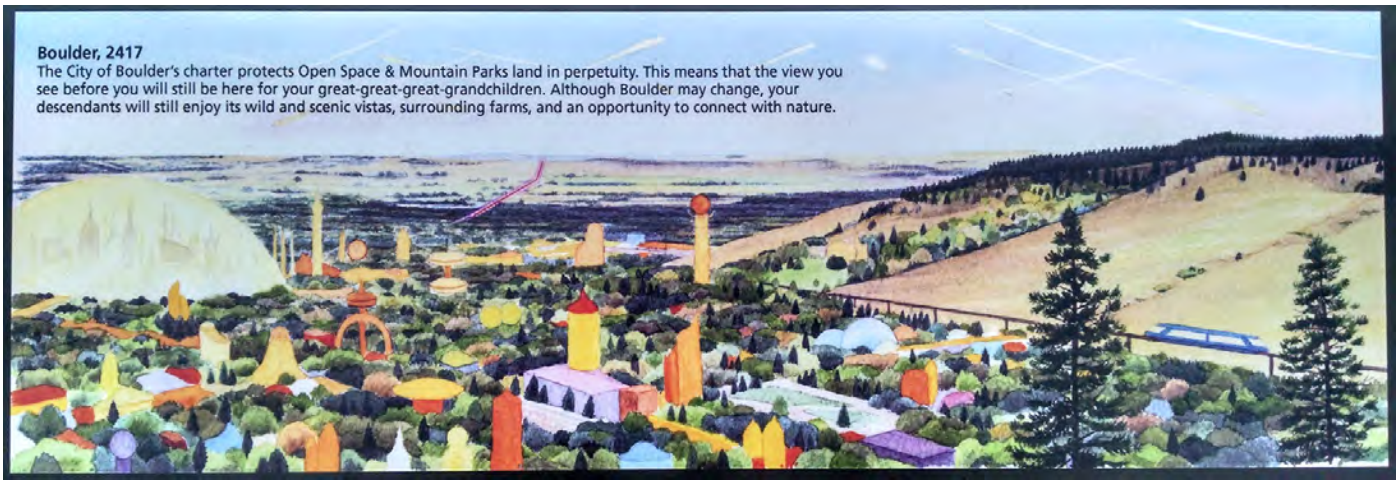
This is not the story of "maintaining" or even "sustaining" a quality of life. Boulder's actual history is a story of the people here making ongoing efforts to enhance and improve their quality of life. That's the spirit of this place.

1860

1980



"2417"



History - Pearl Street's gradually evolving character is part of it's character.

"The Rocky Mountains." This sketch is very much as Boulder must have appeared before the coming of the pioneers. Viewed to the northwest and Mount Long, from Broadway bridge. (Library of Congress, Washington, D.C.)

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14) Delete "retail focus," design should enhance character, not specific uses. Uses are a zoning issue.

Page: 21

15) This prejudice against complexity, and for simplification, is inappropriate. This is modernist baggage from the Venice Charter. The historic pattern includes embellishment and gentrification over time, with facades growing fancier and more elaborate, not less, especially in downtowns - as seen on Pearl St.

16) If these elements are typical in this district, they can be appropriate design elements commonly used to enhance historic facades over time, as is the historic pattern. Consider relaxing this standard to recreate the past, to allow historic kinds of small improvements.

Page: 22

17) note we specifically "avoid" these incompatible materials here, yet later in the guidelines we ask for material variety. If harmony between the various districts is the point, we should avoid this kind of stuff everywhere, including the interface zones. (see similar conditions in the interface zone section)

18) This analysis of "alignment" is incorrect. Horizontal alignment is a defining feature of suburban strip malls, but not historic Western streets. Photographs of downtown facades (see 's photo studies) reveal more misalignment than alignment. It's actually the LACK of horizontal alignment, combined with the 25 ft and 50ft lot widths, that establishes the specific character of downtown block faces, which feature a strong vertical 25ft platting rhythm, and then horizontal variation within each building facade. This vertical rhythm and horizontal variation is the pattern typically found throughout the American West, and commonly throughout urban architecture worldwide.

Replace section 1.1.3. with a section describing the 25 ft vertical module and horizontal variation. These are the defining characteristic of downtown blocks. See also the diagram proposing that building heights be regulated by number of stories, instead of by number of feet above ground. Measuring that way allows the kind of horizontal variation described above, to occur in rooflines, as well, following the historic pattern, rather than creating the suffocatingly dull uniform alignments of the suburban strip mall.

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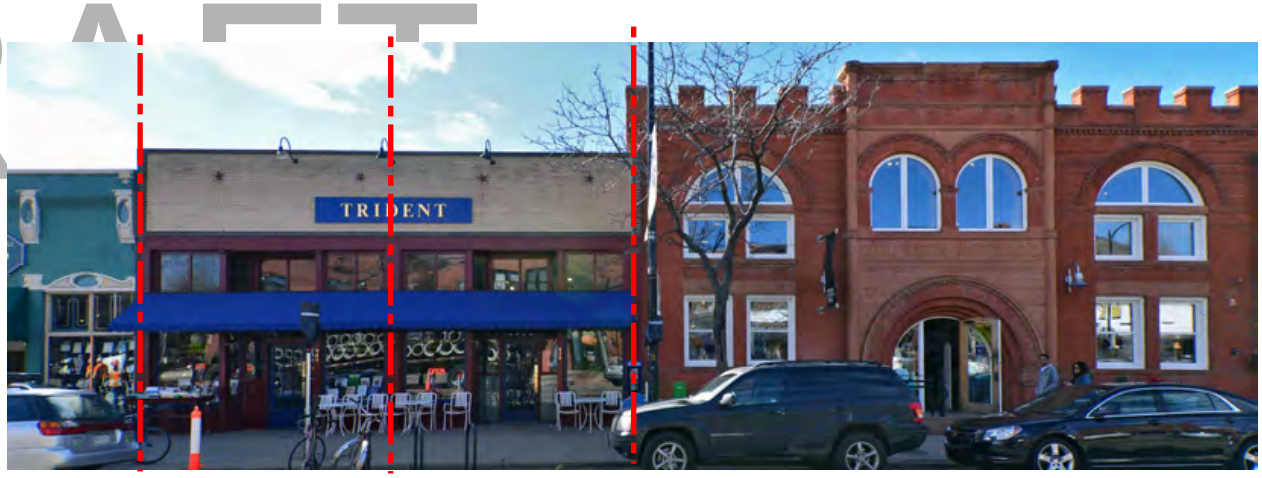
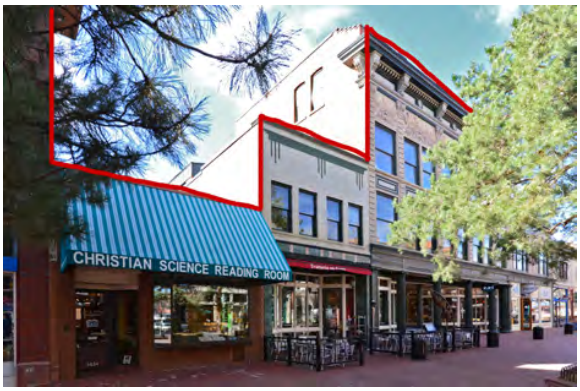
1.1.3: Historic facade features do NOT align, they vary. Code for variation, not false alignment...





Rhythm: Building widths mostly follow 25ft modules
Variation: Horizontal element alignments, and building heights, vary.

Combined, this rhythm and variation makes urban music along the block faces.

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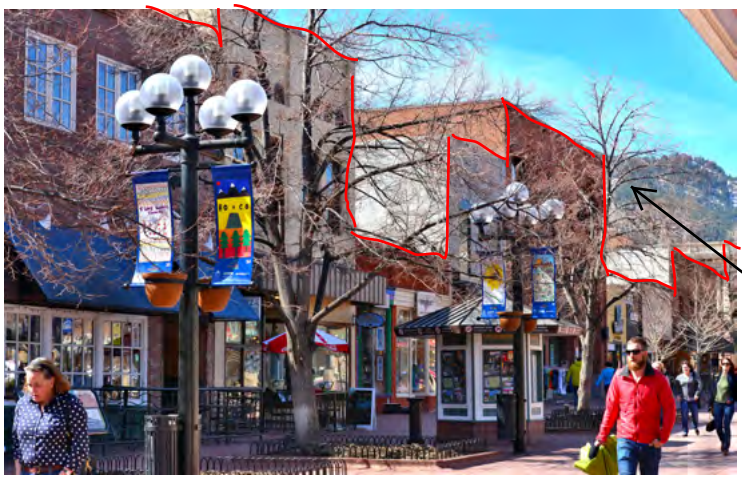
1.1.3. (Do NOT) "Align Architectural features" (horizontal alignment is not typical and it's boring)



note building heights commonly vary, mid-block. Alignment of heights is not desirable, as the current guidelines, and zoning, suggest. Variety is better.

Compare the horizontal alignment & lack of 25 ft vertical rhythm on these with historic patterns. (It's dull and slightly awkward)

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19) Don't discourage "multi-pane" designs (called "divided lites") They can give large glazed areas human scale, helping shops relate to the smaller scale windows common in adjacent uses in mixed-use districts. The scale, proportions, and patterns of divided lites should follow patterns found in the district.

Note also that shop fronts historically change over time, following the trends of retailers. That change is part of the historical pattern. These seasonal and fashionable adjustments are tempered by the stability of the facade designs ABOVE shops. Both change below, and stability above, work together to make lively, and comforting, downtown districts.

Page: 24

20) delete "while corner entries...draw peds in" - all entrances draw peds in, and many of the best district buildings do not have corner entrances. (e.g. Boulderado, Weekends, Ben & Jerry's et al.)

21) Fix inaccurate language. Door sash and frames are different things. Anodizing is an aluminum finish. Most retail doors & frames are dark bronze anodized aluminum because they take much abuse (unlike window frames, which can be wood when they are above durable kick plates.) Wood doors are sometimes used in metal frames, or even in wood frames. Usually, the door and frame are tough and durable, and the windows and surrounding detailing is softer and more finely detailed, to make a practical compromise. The bank door shows this (above)

22) Painted wood is the least durable, esp. against snow and snow removal. If they can use a more durable option (e.g.masonry) encourage it - the district will look better in the long run.

23) No. (see 1.1.3) Kick plates needn't align. They function to raise the shop window base elevation, to improve the display height for standing pedestrians. That optimal display height varies depending on the merchandise. e.g. jewelry is typically higher than vacuum cleaners, because it's small. Let retailers vary this height - it makes for a richer architecture and more authentic history.

Page: 25

24) No, see prior alignment notes

25) Yes, strict here is good. Upper stories of facades should not change much over time, and should correspond to neighboring buildings. This lends stability that calms the blockface balancing the fashionable volatility of the shops below. That is the historic pattern.

26) discuss. Dark shades of anodized aluminum can appear appropriate from a distance, if the proportions and surrounding details are right, and some assemblies can increase energy efficiency significantly. Climate change suggests we give some choice here, if it looks right.

Page: 26

27) Awnings are encouraged for weather protection for pedestrians and to shade display windows to decrease their reflectivity and increase their transparency. (delete "visual depth" - it's an abstract idea with no teeth, and not the purpose of awnings)

28) No. The 8' min. bottom height condition is enough. Other parts of the awning should follow the shop front details, which vary. see prior alignment notes

29) coordinate with shop front colors only, which may vary from color scheme at upper stories. (Shops are the variation & the facade above is the stability. When they match, the overall facade becomes dull.

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30) why are "mechanized awnings" discouraged? If they meet all these conditions, why not? It can be nice to retract the awnings at night, for example, to let the pedestrian street lighting reach further, and to let the display lighting in the shops light more of the public realm - both good for security and ambience. Changing awning positions throughout the day and evening adds life to the street.

Page: 27

31) Delete "distinguish." Title this "Additions to Historic Buildings." (see commentary at history intro)

32) yes, "subtly" allows weaving

33) Discuss D. wedding cakes. Few architectural precedents. Not historic. Hurts "weaving" (see history intro). Weakens street enclosure. Hurts character. Bad policy!

34) setback from original, or change in color. Either technique is enough. Both can be excessive.

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35) Applies to stories above shops, but shops often have their own, and changing, color schemes, that are often different than what's above. That's common traditionally. Add shopfront exception/condition.

36) This is structural language from the definitions, I know, but conceptually, it's insidious. All buildings should be contributing, if it's a "living" district (see below) This language sustains the false distinction that kills both old and new, by separating them. (Nothing we can do at this point, the words are too embedded.

37) (see history intro) delete this problematic language. The rest says it all. "Respect the traditional qualities that make downtown unique..." 'Nuff said. Then this section will follow the original intentions of the entire Guidelines, as stated in the beginning, to preserve and enhance downtown. Interpretation is not precluded, or demanded. To demand a different character, interferes with weaving by sustaining the false distinction between "it's own time" and everything else.

Page: 29

38) the only firm alignments in the downtown district are the 25 ft lot widths and 50ft paired lots, which create VERTICAL patterns, which more strongly establish the overall character of downtown than any other pattern. (Horizontal lack of alignment is more typical than precise alignment.)

Page: 30

39) @ DT zones: Replace "setbacks" with "build to" lines. Coord. w/street tree plan. Revise Landscaping & Open Space req. to allow smaller or zero setbacks. Street edge conditions should weave DT zones together.

40) see 1.1.11. setback not only tool to distinguish old & new

41) Whoa. Classic & proper townhouses have exactly this split condition - a garden level under an elevated main floor - each accessed by a half flight of stairs. The elevated ground floor improves the quality of privacy for the main residence, while maintaining a controlled connection with an urban street. The garden level space is generally more affordable. ADA requirements already limit the degree this ideal is possible. It should not be discouraged in these design guidelines. Townhouses and retail frontages can coexist, on different parts of the same block, and both are important downtown building types that should be encouraged.

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42) This section is generally problematic. It inaccurately describes downtown and then crafts rules based on faulty analysis. The results are "ransom note" facades and "wedding cake" massing that fail to respect the character of downtown, which is the central duty of these design guidelines. Better analysis will produce better rules.

43) No, 1 to 5 stories are typical, and taller buildings are scattered about, not located just at key intersections.

44) Faulty analysis of height and perceived height corrupts the rest of this section. (The 5 story Boulderado is not perceived to be more problematic than the 1 story Sushi Zanmai next door. Simple height and mass, as such, are not a problem - and stepping and varying the massing to strive for "visual interest" isn't the solution. The codes here are negatively impacting the character of downtown.

45) 2 & 3 stories max. by right is not the historic pattern. Do accurate assessment, and fix this code.

46) All of this coded punishment of height & mass ignores the historic precedents for these urban building types. Awkward, arbitrary & capricious dimensions (10 ft, 50 ft, 70 ft...) produce "massectomies" and wedding cakes that disrespect the historic character. See 's BDAB report for the SODA district & Design Guideline commentary, dated April 30, 2010

47) 1."Consider" is legally vague. 2. All urban buildings shade some sidewalks in winter & summer. Winter shade, downtown, is less "unappealing" to pedestrians than walking in the sprawl that downtown massectomies directly cause. 3. "View corridors" are too complex for here, and barely exist downtown. delete.

48) Note: Boulderado & Weekends bldgs both historic, are better architecture than the "visual interest" stepped mass that our code required of this project. Fix the code.

49) No. No historic precedents. Descriptive & false, & doesn't reduce perceived height. Delete.

50) No. "Variety" and "visual interest" alone generate random chaos, destroying architectural integrity for fallacious reasons. Remove these words throughout.

Building Height: Elevation vs. Perspective Experience

Our perception of building height is complicated. These buildings range from ONE to TWELVE stories tall. Yet in the photographs, they all appear roughly the same height - and they obscure similar amounts of sky and views, depending on where you stand. Yet our mind's eye believes that the 12 story building obscures twelve times more sunlight and views than the one story building. This difference between an elevation view (like the drawings we review) and a perspective view (like what the camera shows) powerfully influences the way we think about urban design - resulting in regulations and reviews that tend to punish building height that looks significant in drawings, but reads very differently in real life. We need to overcome this problem, and regulate according to the actual real world effects, and not our mind's eye.

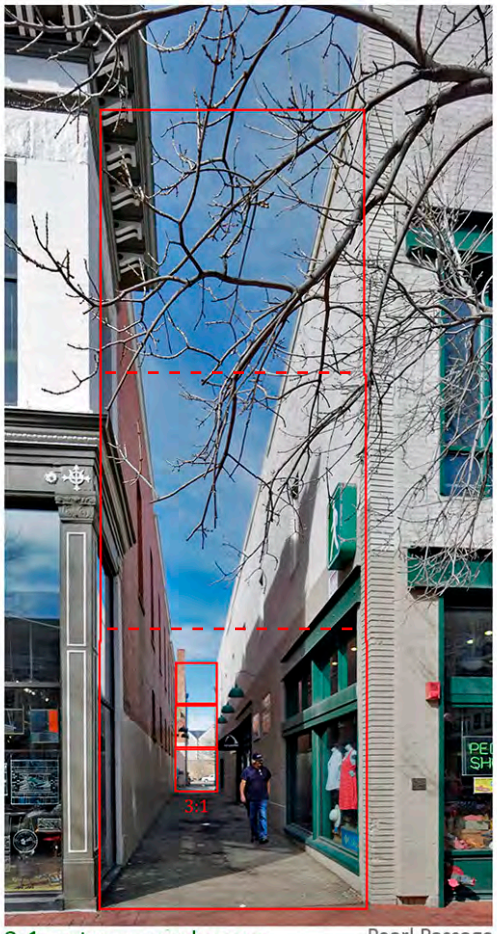
Building Height: in ratio to street width.

1:12 = very wide (weak enclosure)

Table Mesa Drive

1:2 = medium enclosure

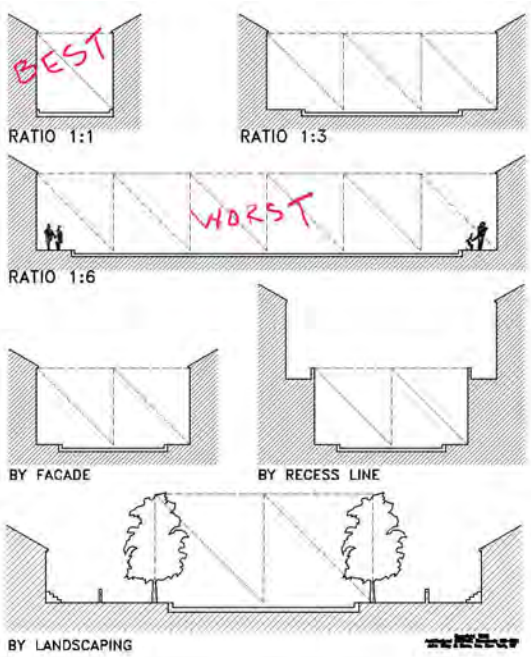
Pearl & 15th



3:1 = strong enclosure

Pearl Passage

What matters most is the ratio of building height to street width. Taller, tighter spaces make for stronger enclosure and generally encourage more pedestrian activity. This is true in every city, in every age, worldwide.



General:
Successful spatial definition is achieved when bounding buildings are aligned in a disciplined manner and the defined space does not exceed a certain height-to-width ratio.

Alignment occurs when building facades cooperate to delineate the public space, as walls form a room. Urban building articulation takes place primarily in the vertical plane or facade. If appendages such as porches, balconies, bay windows, and loggias do not obliterate the primary surface of the facade, they do not destroy alignment.

The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompassed less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of spatial enclosure is to result. As a general rule, the tighter the ratio, the stronger the sense of place and often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.

1:1 or higher

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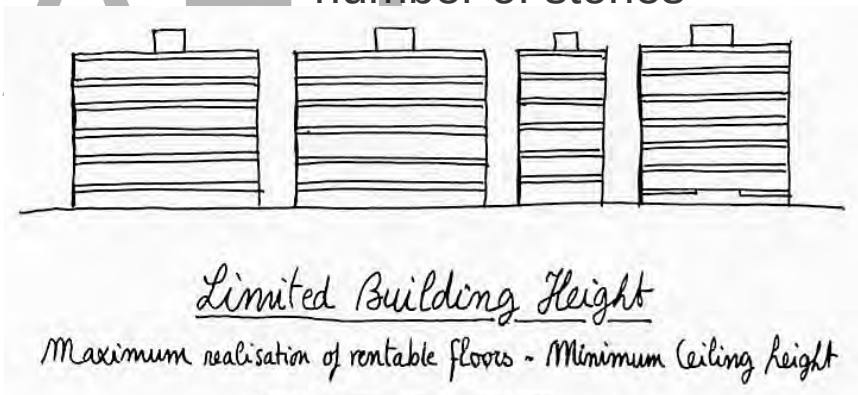
Building Height: Feet and inches vs. number of stories

NO



For discussion: How building height regulation methods influence design character: (Boulder is doing it wrong) (drawings by Leon Krier, Architect)

Boulder regulates building height by distance above the ground.
1. This shrinks room heights (making lousy spaces for people inside - tall ceilings are nice)
2. This creates complex and expensive regulations, for inches that don't matter to people (you can't see the difference between 35 ft and 40 ft on a building face.
3. This creates a uniform skyline, which lack the rhythms and variations of the places people love most. and copies the patterns of places people like least, like strip malls.
4. This creates ugly buildings, replacing facade refinement design time with complex calculation time, replacing art with pointless math.

YES

Regulating building height by number of stories alone:
1. Allows ceiling heights to vary according to need and desire, resulting in more flexible spaces inside, and increasing the likelihood that buildings get reused for different purposes over time (e.g. warehouses to lofts).
2. Creates simple, inexpensive regulations that measure things that matter, that people can see. Everyone talks about buildings in terms of "stories," not "x feet above the lowest point within 25 ft of the lowest.."
3. Allows a varying skyline that follows the historic patterns of the places people love most.
4. Replaces height calculation effort with design time, allowing more facade and roof line refinement and more beautiful buildings. Makes the process about designing for people that matter, not numbers that don't.

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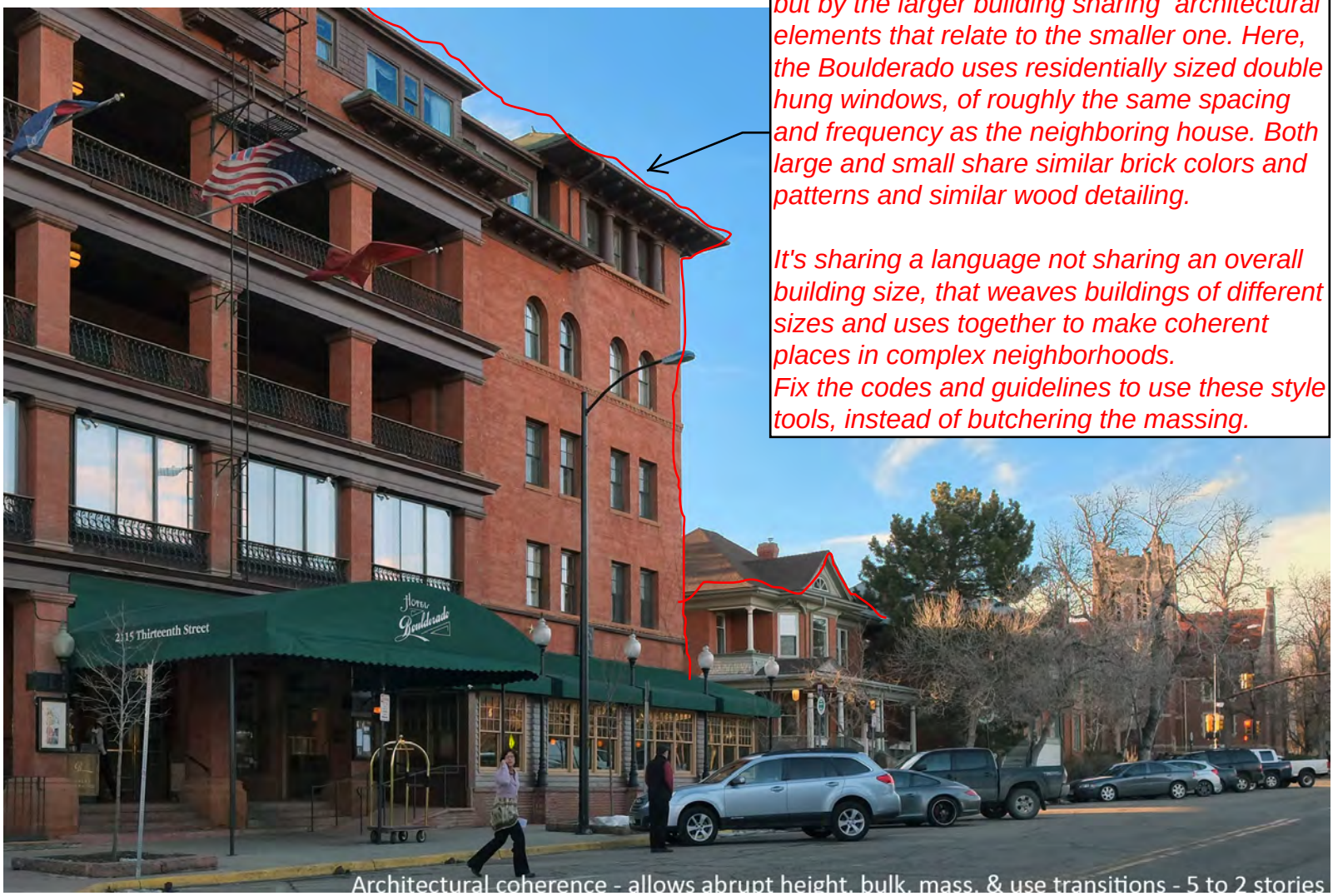
Building Height: Managing "transitions" with style, not massing.

Note the ABRUPT "transition" between five stories and two stories. This fine transition is managed, not by clumsy efforts to "break down the mass" of the Boulderado with "massectomies" like wedding cake stepping, but by the larger building sharing architectural elements that relate to the smaller one. Here, the Boulderado uses residentially sized double hung windows, of roughly the same spacing and frequency as the neighboring house. Both large and small share similar brick colors and patterns and similar wood detailing.

It's sharing a language not sharing an overall building size, that weaves buildings of different sizes and uses together to make coherent places in complex neighborhoods.
Fix the codes and guidelines to use these style tools, instead of butchering the massing.



Architectural coherence - allows abrupt height, bulk, mass, & use transitions - 5 to 2 stories

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51) Huh? This caption & sketch suggest that all these facades are different interpretations of "human building scale" and appropriate. The left 2/3 should be called out as defiant and not "human scale." The left shop fronts do not employ human scale elements - they are strip mall storefront facades, without scaling details, exactly of the sort these Guidelines seek to prevent. They should be called out as specific examples of what NOT to do - as an example of "interpretations" that do NOT meet the intent of these Design Guidelines. "Human scale" deserves a more robust discussion. Do we need this section, if the traditional elements referred to throughout these guidelines are already "human scale?" Discuss.

Page: 33

52) Fix this section on ground floor transparency.
1. Glass is generally reflective in daylight, unless shaded by awnings or recesses.
2. 60% too much area for offices, banks, apartments, and certain boutique retailers (e.g. jewelry).
3. Day & night are different.
Discuss a more nuanced code.

53) Retail requirements don't serve the offices, banks, apartments, etc. which occur throughout these zones, and which aren't served well by retail transparency. Also, unshaded glass is reflective. Need non-retail options. 1. Fix this section on ground floor transparency. 2. Glass is generally reflective in daylight, unless shaded by awnings or recesses. 3. 60% too much area for offices, banks, apartments, and certain boutique retailers (e.g. jewelry). Day & night are different. Discuss a more nuanced code.

54) see notes at 1.2.5. (p.31) Code references should only appear once, if at all. Note here it says "no longer a requirement" but on p.31 it doesn't. This kind of error is why you only state things once. Preferably, we should only reference the code, not restate it, so code changes propagate top-down, properly, and errors get caught. Beyond that, this code is gobbledegook. Diagram please.

55) see notes at 1.1.11 (p.27) This diagram and caption need fixing. This 25 ft rhythm is the most potent character defining (characteristic) of Boulder's downtown, above all else. Yet this is the characteristic we are often the most lenient about. Today's 25-30ft structural grids can justify similar vertical rhythms in multi-lot projects, so it's not unreasonable to seek the power and historical resonance of these vertical rhythms today. Discuss.

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56) Pedestrian vitality should be concentrated along street frontages because (in places like downtown Boulder) it's precious and scarce. [Experienced retail designers know this.] Alleys should therefore not cannibalize details, attention, and activity from street frontage. 2. Passages connecting rear parking areas to the street frontage are an exception and should be designed to attract people towards the frontages. [Alleys should be primarily for service access. We need back alleys to be "back alleys" and not overly sanitized secondary retail streets.]

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57) Delete "of it's time" and "of our time." [This language suggests that today's buildings should have a different character than the context - that these Guidelines have just spent 34 pages celebrating. New buildings are "of their time" no matter what they look like, because they are new, and they reflect choices made today. What's important to emphasize is that the people of Boulder want architects to respect the character that makes downtown Boulder unique to the rest of Boulder, and the character they love, and them, and it's the way we show that respect that's at issue in this interface area.]

58) ["Inappropriate" and "inhospitable" are not defined and vague. We describe the traditional elements that

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have proven to be appropriate and hospitable, and then ask new designs to respect these characteristics. That's enough.] Delete as shown.

59) [People already "feel welcome" all over Boulder & we've already asked for pedestrian friendly everything throughout this document. Delete last two bullets. They add nothing.

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60) Delete "consider." It's vague. Say "Incorporate" We want new development to respect and incorporate the power, function, and memory of these elements, so that new development works and belongs downtown - so evolution is welcome.

61) [We need accurate drawings! The typical window is NOT an awning under fixed, as drawn - it's a double hung window with two equally square or vertically proportioned sashes. Lintels and sills should be drawn. If we are making design guidelines in an historic district, we should get this stuff right! #facepalm] Fix all sketches.

62) see notes at 1.1.3 [We need accurate analysis, 2.2 is all wrong! The general alignments we think of are NOT with neighboring buildings, but with approximate district wide patterns. Buildings and features usually do NOT align with their direct neighbors, and it's those small differences, the lack of exact alignments, that establish the variety and character of downtown that we are trying to enhance. As written, this section would produce the uniform character of a strip mall.] Delete 2.2

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63) see notes at 1.2.5. Building height, mass & scale VARY a lot throughout downtown, and this variety establishes the character (not a strip mall). What maintains a "coherent visual image" (conceptual image) is the similarity of materials, and the proportions of the various elements, chiefly windows and doors. It's the traditional stylistic elements that seem coherent, not a uniform building height, bulk, and mass. Trying to create buildings that are "visually" one size is a mistake that misunderstands what characteristics make downtown unique.

64) This photo applies to the previous section, but actually shows the problems of applying strict feature alignment. The result, especially at the retail level, is stiff and boring, like a strip mall. The clear aluminum storefront also violates these Guidelines, and looks like...a strip mall. There's nothing wrong with strip malls - they are, after all, the architecture "of our time" - but the point of these guidelines isn't to encourage strip mall design of our time, but rather to seek design that respects the wonderful, traditional, defining, character of our historic downtown, in ways we can build today; new woven into old, to make a "coherent character."

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65) See notes at 2.2 & elsewhere. Height variations are desirable & occur historically. Developers assume risks if they exceed the market norms by too much. [Tone down the "standard" language - it's the language of strip malls.] State the rationale here. Why is this "particularly important along Walnut Street, for example?

66) this is pretty good language, but could be improved with more rationale like: 25' vertical divisions reflect historic lot platting that maintains the familiar rhythm of small scale incremental development throughout the downtown. The human scaled building elements reflect the pre-industrial construction techniques of a world made by hand, and parts and pieces made in these sizes remain deeply comforting to people...on buildings of almost any scale. It's about using human scaled parts and pieces to scale buildings of any size that occupy places that serve pedestrians.

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67) too vague. Prostitutes, neon lights and loud music create "pedestrian interest," but that's not what we mean. Perhaps pedestrian "comfort" is better. "Interest" encourages arbitrary, capricious, chaotic, meaningless design

68) These are examples from retail streets, where typ. building programming (what happens there) provides all this anyway. Where we have a problem is on non-retail streets, where banks, offices, & apartments occupy the ground floor. We need examples for those problematic streets. Suggest specific "architectural elements" of interest.

69) BS

70) see notes at 1.2.7. 1)Bad standard for non-retail frontage, like banks, offices, apartments, and certain retailers. 2)Glass is reflective unless shaded. 3)Transparency not always desirable.)

71) Move text of "B" to the previous section 2.5 "Human Scale." Use this title to talk about perception, and how peds experience buildings at 2-3mph, not 30-60mph. So design for 3mph, with more detail, touch awareness, human factors, etc. rhythms for strolling (like 25 ft lot platting rhythm, for example. 1)Transparency isn't the goal (strip malls have that) it's a rhythm and variety of human scale elements that respect anyone walking by (described by deleting the first sentence.) These can be shops and human scale architectural elements

72) "C." describes the distinction, but not the rationale. In zones where we anticipate more "interpretation," rationale helps architects understand the function of these distinctions, not just their visual properties. The distinction between ground and upper floors, on mixed-use streets with ground floor shops, is to allow retailers to house fashionable and changing goods, with changing brands, signage, and attitude, unlike say, a bank. So the architecture at the ground floor allows trendy variety. Whereas the upper floors house house calmer steadier activities like lawyers, accountants, and residents in solid, durable, fire resistant structures that are here to stay. These quieter upper floor architecture shares many details with surrounding downtown houses. It's brick and double hung windows connect these upper floors with the community in a comforting way, balancing the chaos of the marketplace below.

73) 1. Transparency isn't the goal (strip malls have that) it's a rhythm and variety of human scale elements that respect anyone walking by (described by deleting the first sentence.) These can be shops and human scale architectural elements

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Mass, scale, & logic: avoiding "ransom note" facades, and "wedding cakes"

Basic Design Rules:

1. Use heavier materials below lighter (e.g. stone below stucco, below wood, below metal...

2. Use heavier materials on the primary mass, and similar or lighter materials on accessory elements (e.g. Brick buildings have brick or wood bay windows, porches, pergolas. Wood buildings do not have brick bay windows, porches, pergolas.) Lighter materials are subsidiary to heavier, to organize the massing logic coherently.)

3. Use materials logically. Use more durable materials to resist heavier use and greater impacts.

4. Material changes should generally occur horizontally, not vertically. (see #1)

5. One or two wall materials are traditionally enough, with a third material for windows and trim. More than three wall materials and the building becomes capricious and chaotic (ransom note like)

6. Door and wIndow openings shall be square or vertically proportioned to respect the familiar patterns, rhythms, and human scale of the historic districts.

7. Facades along pubic streets where pedestrians are expected or desired shall generally be sheer and not stepped back, to define the "walls" of the "outdoor rooms" that urban streets need to provide a sense of enclosure and comfort for pedestrians. Sheer facades also express gravity, as the load paths of the wall materials bear on the wall below, so the strength of the wall resisting gravity is expressed in it's massing. That strength is comforting to people, as an expression of civic and structural durability.

8. In Downtown Boulder, architectural interpretation should respect these fundamental material properties and architectural logic. Defying this logic defies the primary ingredients that make Downtown Boulder unique. If you need to cantilever concrete above paper, because you can, and you need to use random and chaotic materials organized in no particular way, do that somewhere else.

9. Special exceptions are permitted for special buildings like art museums, by review.

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74) A typical historic brownstone would be illegal under this code, why? see sect. 1.2.4. Brownstones would be good in the interface zone.

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75) This is the most powerful pattern unique to downtown Boulder, and it lends human scale to the walking experience. We have been far to lenient about this - it is rarely enforced. In large new buildings, this 25' rhythm can be approximated using 25-30' modern structural bays or expressed as piers, or in window spacings and groupings that leave greater wall mass at 25' intervals to capture the rhythm and scale of traditional building patterns as you walk along the streets.

76) see notes at section 1.2.9 & elsewhere previous. "Familiar," "traditional," "Standard," "Uniform," "typical," which is it? None of these terms means anything except "traditional," and even that is too broad; traditional where? Substitute a revised version of section 1.2.9 (see notes) for this vague section. 1.2.9 refers to materials already in use throughout downtown, which establishes a specific palate based on this place. Architects can then interpret and reformulate the ways these materials and elements are used, if they can improve upon their utility or beauty as currently used. Exceptions for new materials? What about Cementious siding, synthetic stone, fiberglas columns, or architectural plastics? Discuss.

77) BS

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78) The words "Open Space" should be banished from these guidelines because they're meaningless and conjure no images. Instead let's talk about parks, squares, courtyards, plazas, passages, porches, stoops, balconies...

79) sun & views not an urban reality in all places. Most of Pearl St Mall has no "views" from the mall. Summer shade is equally welcome for more than half the year. This should ask for sun and shade. Delete "views."

80) Discuss roof decks. These steal life from streets and hide people. Allow but don't "encourage." Plazas & street cafes are much better for people watching and build stronger & safer sense of community than roof decks.

81) ...because it sucks today, and Canyon isn't a "Boulevard"

82) Only from 9th to 13th. The rest of Canyon is awful. The setbacks vary enormously, the sidewalks stink, the architecture and frontage conditions are among the worst in the city, no good street trees... Canyon is a disgrace. This section is delusional. We need better analysis.

83) No. SODA is a perfect case for NOT following the context, and instead referring to the character of the greater downtown to the north of Canyon, which it should join, to complete Canyon Blvd.

84) Misleading. Only a few blocks are "park-like." Most blocks are a mix of drive throughs, parking lots and crappy apartments. Features like outdoor cafes? Who wants to sit next to a bus filled, 40mph, 90dB, 5 lane regional highway in the hot sun? [field note: nobody does] See BDAB's report on the SODA district & Guidelines, 30 Apr, 2010

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85) Yes, and this is all very DIFFERENT from the current character. (see "C" previous)

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86) (NIMBY alert.) Replace with "From a Comprehensive Planning perspective"

87) Caution: don't let "stable, quiet, secure, and orderly" become code words that preclude adding townhouses, apartments, and mixed-use around the downtown core.

88) Don't frame this section in terms of "detrimental" "impacts;" this prejudices the entire section against urbanism. Discourage an adversarial "us against them" mentality. Instead, talk about the importance of blending the character of different building types and uses, to enhance the quality of the entire area. (e.g. commercial & mixed-use brings positive impacts like higher transit frequency, walkable everyday destinations, less driving per capita, reduced sprawl elsewhere, vitality, youth...(not just "detrimental impacts.")

89) This is a land use/zoning policy, not a design guideline. Publish elsewhere.

90) Just a thought. If planning were truly "comprehensive," instead of just "from the neighborhood perspective," then BDAB would also review the surrounding residential projects, to encourage their best use of their adjacency to downtown and the high intensity of civic and infrastructure investments. A comprehensive perspective would likely discourage downzoning in downtown neighborhoods like Goss Grove, to take best advantage of public investments and seed critical mass for walkability, affordable housing, energy efficiency, social diversity, and other Comp Plan goals.

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91) No, completely wrong! Blend them together with shared materials and architectural characteristics. (see around the Boulderado) "Clear distinctions" is old zoning-think

92) zoning issue, not design guideline. publish elsewhere.

93) Again, this assumes that similar height, bulk, and mass, are necessary to compatibility. Compare the 5 story (60ft) Boulderado, adjacent to 2 story houses, or the 4 story apartments at 6th & Canyon, next to 1 story houses, with no height "transitions." There are examples all over town disproving this requirement. It's character similarity that achieves harmony in these places. See prior pages

94) This doesn't mean looking like houses. It means using neighborhood brick, vertically proportioned and residentially scaled windows, and enough traditional human scale detailing to respect the architecture of the neighborhood, as opposed to say designing in the style of suburban office park modernism, which doesn't respect the neighborhood, even if it's three stories or less.

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95) Suburban "landscape strips," "buffer zones," and "green areas" are strange abstractions that are neither natural, or urban. They're phony band aids. Discuss other options w/ urban landscaping.

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96) zoning changes should run along alleys, not streets. Streets should have the same zoning on both sides.

97) Compare 6th & Maxwell's zero setback, w/ 27th & Pine's Tires Inc. w/large setbacks. Setback assumption is false.

98) Stop making this abrupt distinction between "commercial" and "residential" areas downtown! It's complicated. We need several street types to weave everything together. Don't surrender urban streets to

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suburban streets abruptly, as this suggests.

99) YES, STREET TREES, EVERYWHERE! See the power of Mapleton Avenue's street trees, on Mapleton Hill. Boulder should plant 10,000 trees in 10 years. Regularly spaced street trees would make this city more walkable, beautiful, coherent, and comfortable, than all our Design Guidelines put together! 1,000 street trees a year, 25 feet on center, on every street. Make a plan. Weave Boulder. Just do it!

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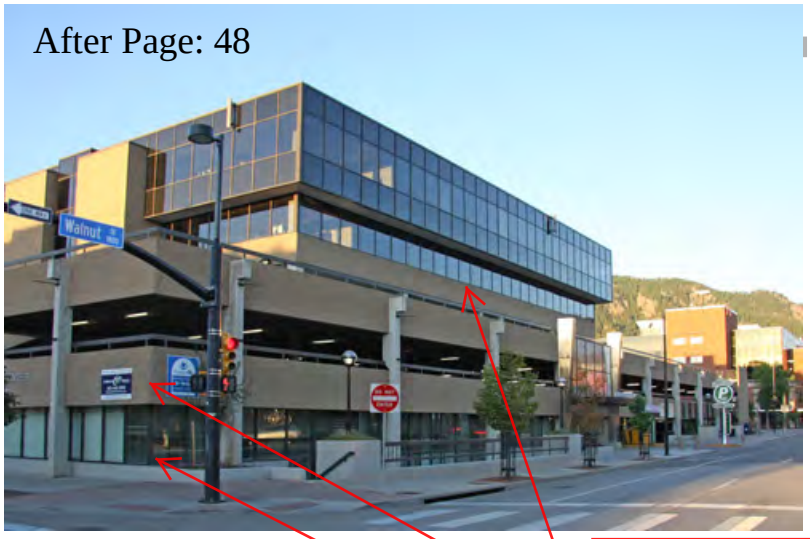
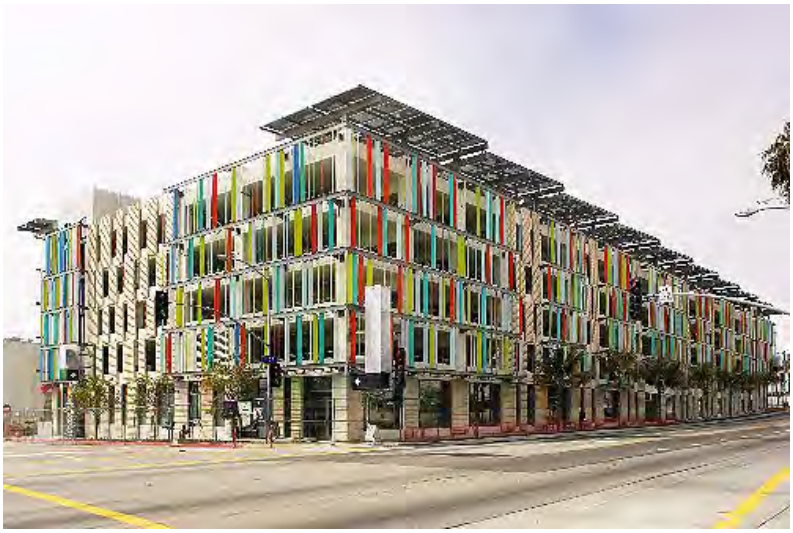
100) More important than "massing" (which you can't do much about with parking) is facade detailing and liner uses. (see 's parking structure photos for examples)

101) There is pressure to generally reduce parking downtown, to discourage driving. There should be some mention here, or somewhere, of the high importance and value of on-street parking, as "teaser parking," as a traffic calming device, as a defensive shield for pedestrian safety, for pure convenience for those that must drive, and, of course, for retail viability, especially on secondary streets. On-Street parking should also be encouraged to reduce the size of parking lots, which detrimentally impact urban space and placemaking.





Contemporary style "of its time."

"sign band"

retail/office wrap, "vert. windows," +60% transparency, "kick plate."

Beware of interpreting design elements too loosely. Words in this guideline could be used to describe things we don't want. Clear specific language matters.

Various contemporary garage wraps "of our time" that weave huge parking structures into the context, or don't. (shown for convenience & discussion)

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102) We need a set of these requirements calibrated for urban areas. These are very suburban; green band-aids, bits of forest, random & silly. Discuss.

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103) The abstract words tell the story. "Buffer," "berm," "planting strip", "buffer area," "screen," "decorative plantings," "bermed areas," "entrance ways", etc. What are these abstract creatures? These are suburban design artifacts. We need urban alternatives, a transect of landscaping strategies that create living details that are worth watering. Or let's trade all of this for street trees and decent benches all over town.

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104) One story wrap is fine if upper story openings are vertically proportioned and scaled using traditional neighborhood opening sizes. Even no wrap can work for smaller garages, if the openings are designed per paragraph "C."

105) If facades are detailed per "C." these two setbacks at upper stories may not be necessary, and they cause awkward "wedding cake" massing. Again, style works better than height, bulk, and mass, for compatibility. Discuss.

106) review night lighting at 33rd and Pearl apts, esp south edge near trash and creeks - dark and dangerous. Also discuss stairwell and garage entrance lighting, where abutting a street. High lumen levels and lamps with very cool or warm color temperatures (with low CRI's) are ugly and disturb the street ambiance. This is especially problematic with Modern architecture, which tends to locate stairwells facing streets. Discuss.

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107) too much "alignment" - it's deadly, like strip malls. Let signs vary. Also, add more info on the traditional "sign band" (see 1.2.1 E).

108) These are classic elements of urbanism. See "Cured" on Pearl. Allow them.

109) Signs are a simple way to achieve "visual interest" if they vary enough. Aligned signs, coordinated, neat, sanitized, are conventional and boring, not interesting. Relax this section a little. Let the streets be slightly unruly, because it makes them more interesting. Don't sterilize streets with oppressive controls.

110) huh? No signs on the classic western main street front parapet?

111) no water tank appurtenance signs? No fun.

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112) C. & D. seem overly sanitizing and controlling. Signs in upscale retail districts like Boulder's downtown can become an artform in themselves, with great complexity and whimsy, if they are allowed a little freedom. The retailers who can afford to setup shop here have plenty of saavy without these guidelines dictating their graphic design. Can we relax these a bit, and remove the "simple" and "straightforward" language that dumbs them down? This isn't a shopping center, it's a collection of city streets. Discuss.

113) Would this whimsical blade sign (in downtown Cleveland) pass the "simple" test? Should this kind of fun be permitted?

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114) Some existing streets (like Canyon) are awful and should be improved, not used as the basis for anything.

115) Remove this limit. East Pearl has lots of street trees in attached sidewalks.

116) Is this still true? Pearl from from 9th to 11th & 15th to 18th is very intensely pedestrian also, and those blocks allow cars. (Vfy analysis.)

117) These are very different streets & perhaps shouldn't be grouped together.

118) Not too "unified" (cute)

119) "planting strips"? These streets need street trees and benches and proper naming

120) Is this really true? The spaces south of Canyon are not (currently) all that important compared to the Pearl Street Mall. Every tourist visits the Pearl Street Mall. Do they visit the bandshell and municipal building with the same frequency? On Friday evenings...the Mall is 1,000 times, maybe 5,000 times more intensely used than any place south of Canyon. The only exception is Saturdays, in good weather, when the 13th street Farmer's Market is open - until about 2pm. There just isn't much pedestrian activity on these five streets, or south of Canyon. If it becomes a municipal campus, that won't change much. City offices don't typically attract much pedestrian life. (We need more accurate analysis to balance wishful thinking.)

121) [p.s.This word "gateway" seems overused and unclear. None of our downtown intersections are "gateways." They are connectors, where streets cross, and the opposite of gateways. Using words loosely can corrupt our analysis and understanding of place, and help us imagine qualities that don't exist. That's happened in several places in this document, e.g. "park-like" and "Boulevard"] see also Sect. 6.10

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122) Sandwich boards, newsstands and sidewalk cafes commonly squeeze urban walking space, and this pinch adds life. South Beach's Ocean Blvd, has areas only 36" clear. Farmers Market Day. Some tightness is good.

123) Discuss sidewalk paving design standards. We are getting too fussy and busy. You don't need it, and it distracts from the building frontages and shops.

124) the city does this in medians all over downtown & elsewhere. Coordinate.

125) Cautionary note: don't be too heavy handed in street detailing because too much "design" soon feels contrived. When everything matches, in a unified visual image, you lose a sense of freedom and whimsy. The accidental, circumstantial, and politically incorrect variations are what add vitality, authenticity and informality to the stew of great urbanism.

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126) go easy on the brick accents. Too fussy. See previous notes

127) Don't overdo the demarcation of "special use areas" because when they aren't being used, (which is often most of the time) they then look empty.

128) Boulder is often terrible at this. Specify.

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129) This all sounds like complete overkill. Paris doesn't have this level of rigor. Too uptight & money would be better spent on more street trees, benches & lighting.

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130) Fancy paving won't tame Canyon Blvd enough. We need narrower lanes, slower traffic, and better development on the south side. This stuff is a band-aid for weak urbanism.

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131) This restriction may make sense on these blocks only, because so much public assembly happens there. But these are "nonpermanent." Discuss.

132) Verify dimensions. Too wide? (Most of these streets have hardly any people on them.)

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133) this may not jibe with "innovative". Unclear design direction here.

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134) often too suburban. We need an urban landscape spec that simplifies groundcovers, if any.

135) Amplify seating orientation "A": Generally place benches parallel to sidewalks, and along the edges of parks, squares & paths, and surrounding fountains and sculptures, to allow people watching, and to enhance paths and space edges and help organize the public realm. Place benches in groups, spaced closely enough for easy conversation between benches. Exploit shady locations beneath deciduous trees whenever possible. Avoid lone benches placed in full sun, unless shady benches also nearby. (Almost nobody uses them - they're too hot.

136) This is a bad example of "ground level plant materials" and bench placement. (see 6.6 intro) This is a mess, a distracting green band-aid and a bench alignment that confuses the public realm, rather than clarifying it by reinforcing an edge of some kind. See note above.

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137) This section talks about "commercial sites" (individual building landscaping) and "street trees," but the two are not coordinated in any clear way. Street trees, whether planted by the city, or by property owners, should be coordinated into a coherent plan that follows the street design standards for each street type, in each district. Boulder needs a coherent design plan for street trees that spans all properties. This is VERY VERY important. If this exists, it's not apparent on our streets. Discuss.

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138) Amplify this design section with specific tree species and spacing requirements, to achieve consistent tree lined streets and sidewalk shading throughout downtown (and all other streets where pedestrian activity is desired.) This applies to both commercial and residential areas. Create a street tree plan.

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139) The language here sounds ok, but the examples shown above are not desirable in downtown urban locations. These are very suburban kinds of landscaping band-aids that suggest you didn;t know what else

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to do with the extra space, so you thought you'd put something there that you have to maintain and water. There's no design coherency to this kind of fragmented greenery, and these green "areas" look like they don't belong, or like leftovers. These kinds of planting areas, when they are completely uncoordinated, add meaningless chaos to the streetscape. As suggested with street trees, we should develop a coordinated landscape plan (with much lower watering requirements) that is aligned with the general spirit of these guidelines, and that enhances and organizes the public realm with a sense of order, rhythm and variety, and uses the same care we attempt with the architectural design guidelines.

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140) No, it's prominent because it's huge & fast

141) No, it's a barrier because it's huge and fast

142) No, it's not park-like, it's lined with drive-in banks and a big box liquor store, and it doesn't create a "unique sense of entry to the downtown." All five lanes blow right by downtown, at high speed, but for all the traffic lights.

143) Canyon is a 5 lane, fast, suburban arterial lined with parking lots. It also has several trees of varying species, sizes, and spacing, along some parts of its edges and medians, depending on the block. What isn't mentioned about Canyon here, strangely, is that this street continues, from the mountain town of Nederland, all the way to 30th street, connecting the historic districts and downtown of West Central Boulder, with the post-war suburban development, now called "areas of change" where significant development is slated to occur. Canyon Boulevard's potential to link old and new, could justify significant investment along it's length, from 9th street to 30th street, to transform it from the mess it is today, into a true complex, multi-model, Boulevard, or "complete street." The first step towards realizing that vision, is to make an accurate assessment of what Canyon is, and isn't, today.

Page: 70

144) This whole section is conceptually misguided, and cheesy. A "Gateway" is a bizarre way to describe intersections and connections. Gateways occur in city walls, as defensive checkpoints - that's NOT the quality you want in areas needing stronger connections and linkages. "Gateways" is the wrong analogy. None of these downtown intersections are "gateways." They are places where streets cross and where people and activities cross paths. The are the warp and weft of the city, and the opposite of "gateways." Gateways divide places into inner and outer zones, and are the exact opposite of what is sought here. Using words wrongly corrupts our conceptual analysis and understanding of the city and its structure, let's us imagine qualities that don't exist, and causes incorrect and ineffective planning that aims at the wring problem, with the wrong weapons. This is happening throughout this document, where existing conditions are incorrectly analyzed, and then plans, guidelines and zoning regulations are crafted wrongly. see also notes at 6.1

145) Gateway "treatments"? Sounds cheesy.

Page: 71

146) Both these racks are lousy. Can we settle on inverted U racks, on fixed spacing rails, citywide?

147) see Bench notes at Sec. 6.6. suggest requiring benches WITH backs, and prohibiting stone or concrete benches (except for wall cap seating) because stone here is too hard to be comfortable, and always either too hot, or too cold, and dangerous if you trip and fall into it. Also some spec for seat & back shapes that are comfortable, not flat, but with ergonomic curves made with boards or metal slats.

148) Note: if vagrancy & loitering are a concern, don't make benches uncomfortable, just add middle arm rails to

DRAFT

prevent lying down and sleeping on benches, and locate benches as noted on Sec 6.6. That's enough.

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149) Minimize banners & flags. They're overused, cloying, and cheesy, like too much "branding." See cautionary note at bottom of Sect. 6.2

150) These bollards are too big in most places, unless you are guarding against armed attack. Need much smaller options (eg 3" diameter) esp. for parallel protections.

151) Lots of opportunities here. See 's examples of London & Brooklyn "walk radius" maps, transit system maps, etc. Show websites/apps for local wayfinding. "You are here" for each location. Wi-fi nodes at each? Integrated life safety functions (911 call boxes, AED's, etc) These could really be smart, and sexy, and waaay hipper than stale banners and flags, and integrate public and private agencies, taxiis uber, bike share. Really.

Page: 73

152) Most stink. No shelters, system maps, benches, lighting, fare info. or shade. Unhelpful bus route names "#201, "D," "Skip." If benches, many sit inches from fast traffic. Design all bus stops for a blind 5 year old and first time user. Allow advertising to fund improvements. See Paris examples.

153) This example works, but it's not mid-block. It's where 10th street would have been, so it extends a path that was interrupted. On a typical shorter block, these can cannibalize people from adjacent sidewalks, like overly attractive alleys. People walking along street frontage are precious urban assets, and they should be concentrated rather than diluted, to maximize vitality & security. Dilute car traffic, & concentrate pedestrian traffic, as a rule. Exceptions are to access rear lot parking on long blocks. See notes at Section 1.2.10 (p. 34)

154) Perhaps this "continuity" should also inform the selection of new streetscape fixtures and details as well, so they become interpretations of something familiar? This doesn't require using ye olde-time gas lamps; it asks that rather than specifying generic fixtures and equipment that furnish shopping centers all over America, we might think about a palette of fixtures and furnishings that somehow fit Boulder specifically, or at least talk about that intention in the guidelines. It's a creative opportunity. Discuss.

Page: 74

155) "Secondary pedestrian systems" draw critical pedestrian vitality AWAY from where you are trying so hard to FOCUS it. This stuff sounds charming in concept, but it's lethal to precious street life. Alleys should be pleasant and safe, but not decorated with amenities that compete with the main street frontages they serve.

156) Intriguing statement. I wonder how much public art is "understood" these days. Discuss (over drinks) :-)

157) BDAB hasn't ever engaged in art selection, that I recall. Does this occur?

Page: 75

158) Why? Lots of powerful sculptures are primary elements of monumental and historic architectural spaces, especially entrance forecourts. Not clear what "subordinate" means here.

159) After all the preceeding open-minded language about public art before this bullet point, this language seems editorial and prescriptive. What does "relevant to the location" mean? What historical reference is a "false sense of history"? Do either of these photographed examples satisfy these vague conditions? This troublesome language would prohibit any kind of representative art that isn't relevant to a Boulder building,

DRAFT

or that makes any reference to an historical event that might be construed as false, whatever "false" means. This bullet point creates an artistic permission that can only be satisfied in historic districts by non-representative, abstract public art, because only abstract art is safe from a relevant to place, or false history, judgement, because abstraction makes no reference to place or history. This seems like a roundabout way to require abstract public art. (We love abstract art, but not as a requirement.) Delete this bullet?

Page: 77

160) We need a form based mapping of these downtown zones. This definition list is nearly indecipherable, and congers little or no shared imagery. The way these zones combine isn't easily comprehended either, so it's very difficult to evaluate the urban design logic (if any) that would justify the very strict and precise metrics that each zone mandates. The sheer obtuseness of this structure makes COMPREHENSIVE planning and urban design almost impossible. Like the Federal Tax Code, at some point, it all becomes so complicated that even an expert can only understand a tiny part of it - and often only get that part with an attorney's help. Even a profoundly gifted genius cannot do visionary planning, or effective systems analysis, within this level of impenetrable precision and complexity, trying to change this beast, line by line. We need a big simple tool, like form based analysis, to be able to see the big picture that this current zoning code hides so perfectly.

2014 TMP: Update process, Building Blocks and Implementation

DMC Retreat
July 17, 2015

Presentation topics

- Update process
- Focus Areas
  - Complete Streets
- Measurable objectives and GhG reduction
- Next steps

1989 TMP- A Major Policy Shift

- Driven by concern over transportation impacts to Quality of Life
- The first TMP contained:
  - Transportation goals and policies
    - **"15% mode shift out of SOV"**
  - Planned improvements
  - Spending plan
  - Created data collection program, TAB and Go Boulder

TMP Update Process

- Started with Policy Review
- Listening and learning phase
- Technical analysis and new tools
- Identification of major building blocks
- Draft plan/public outreach
- Acceptance/implementation

TMP Policy Review Phase
Spring – Summer 2012

- Data Collection & Analysis
- TAB Review & Expert Panel
- Outreach to Agency Partners

Direction from City Council
Fall 2012

- Policy Review
- TMP Objectives & Focus Areas
- Confirm Direction for Update

Listening and Learning
Fall 2012 –Fall 2013

- Community Engagement/Collaboration with TAB
- Transit State of the System report
- Bike/Ped Innovations outreach and selection

Sept. Flood

Planning and options
Fall-Winter 2013

- Technical analysis & alternatives development
- Bike/Ped Innovations Installation/evaluation
- Eco Pass study results

Draft Refinements & Recommendations
Winter-Spring 2013 -14

- Transit Framework, criteria and alternatives
- Investment Programs
- Transit Vision plan

City Council Review & Adoption, Summer 2014

- Action Plan Development
- Focus Area integration and investments
- Draft/Final Plan review and approval

Policy Review

- Policy foundation sound
- Focus areas for improvements
  - Technical work really enhancements of existing efforts
    - Build on CTN
    - Modal emphasis on walking and biking
- Integration with Sustainability
  - Ongoing efforts will inform the TMP
- Enhanced measureable objectives

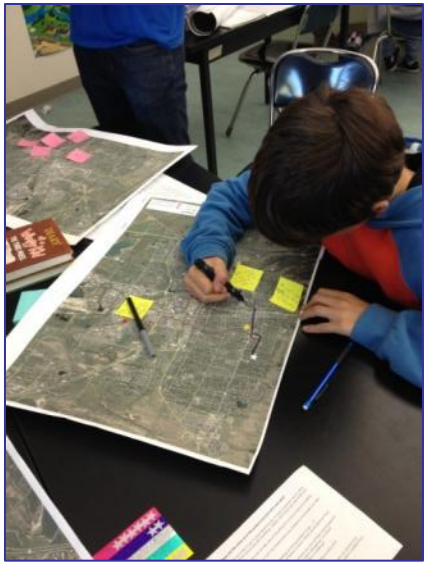
TMP Work Areas

Focus Areas:

- Complete Streets – Transit "Best of the Best", Bike 2.0
- Regional - NW Area Mobility Study, US 36
- TDM- Eco Pass Study, AMPS, TDM Tool Kit
- Funding- Revenue projection, project list review, refinement of TMP investment programs
- Integrate with Sustainability- AMPS, Envision East Arapahoe, Climate Commitment, Civic Center, Comp. Housing, inform BVCP

Public Involvement Summary

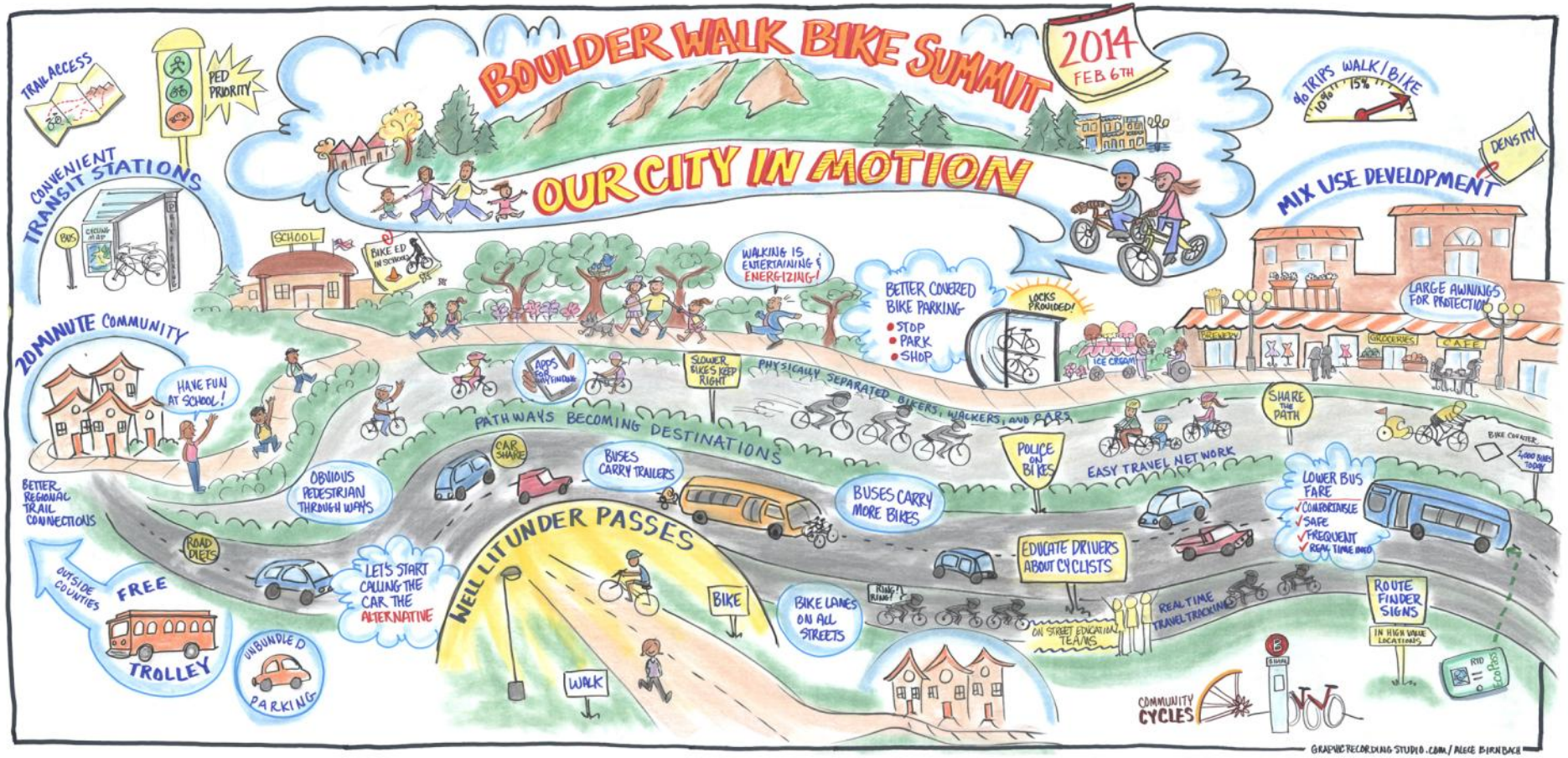
- Cool Planning Workshop
- Multiple open houses
- Advisory committees
- Web site
  - update info.
  - Design your Transit System tool
- Schools/youth outreach
- Social media



TMP 2014
Transportation Master Plan Update

Public Involvement

- Walk/Bike Summit



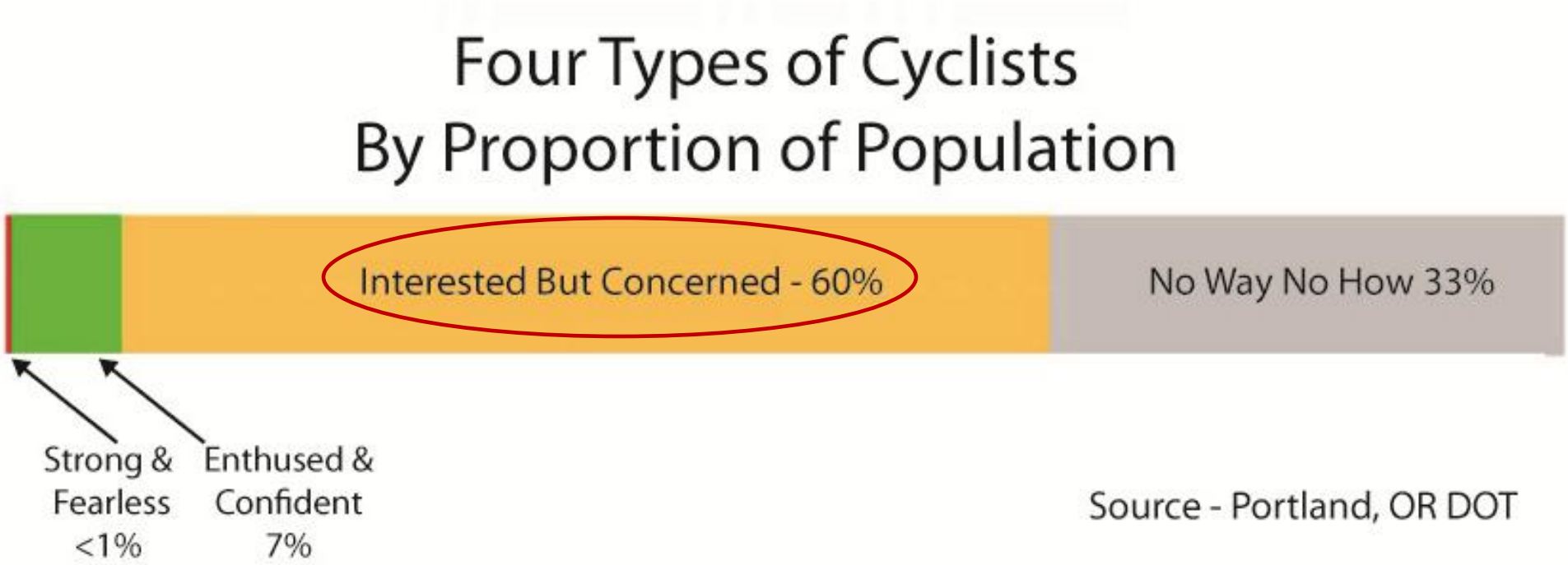
Listening and Learning Highlights

- Transportation policy
  - Increased awareness of land use, parking, TDM importance
- Walk/Bike
  - Continue innovations
  - Change the culture
- Transit
  - Want more of CTN, regional service and real time info. etc.

TMP 2014
Transportation Master Plan Update

Transportation Master Plan: Complete Streets

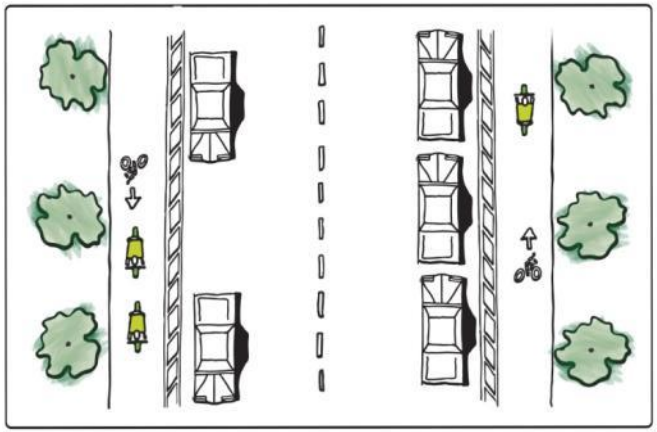
Attracting the
" Interested But Concerned Cyclists"



Cycle Track/
Protected Bike Lane

A Cycle Track is an on-street bicycle lane that is physically separated (often by a parking lane) from vehicular and pedestrian traffic. These lanes allow for bicyclists to feel more comfortable and protected while riding adjacent to traffic.

Suggested Location:
-Baseline Road (30th Street to Foothills Parkway) summer 2013 &
-University (7th Street and Broadway) spring/summer 2014.



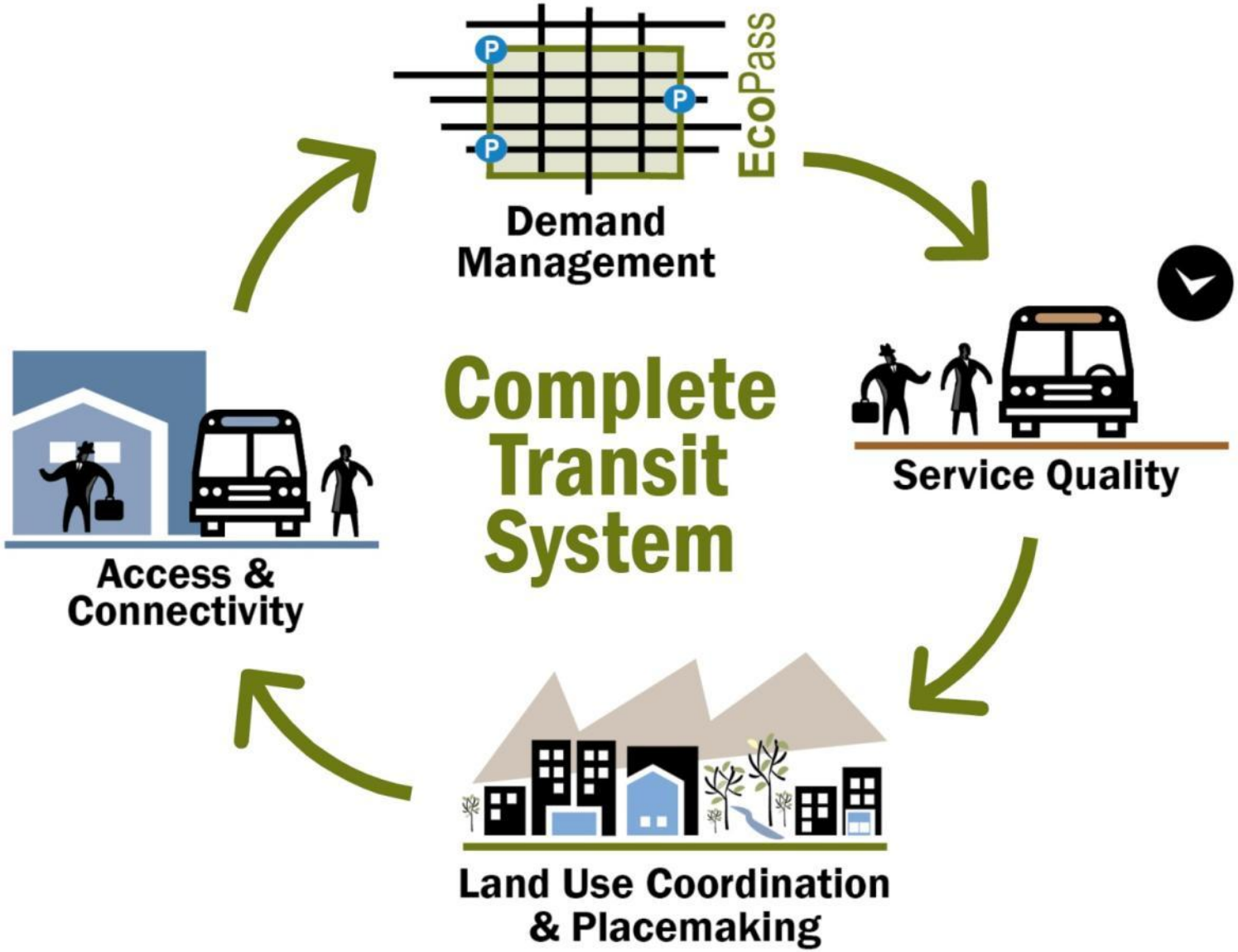
Baseline - before

Baseline Cycle Track

Plan Highlights- Walk/Bike

- Innovations approach
  - Living Lab approach- has wider applications
  - Walk Audits & Walkabouts

- Bike 2.0 analysis
  - Increased programmatic funding (4 Es)
  - Will affect investment programs as develops, current fiscal impact unknown


EcoPass
Demand Management
Service Quality
Complete Transit System
Access & Connectivity
Land Use Coordination & Placemaking

Programmatic

- Real time information
  - Open vehicle data startup
- Explore data aggregation role
- Develop policy for transportation network companies (ie. UberX, Lyft, SideCar)

Encouragement

Promoting active transportation creates awareness of travel options, the first step in shifting behavior.

Programmatic

- Ridesharing
  - Carpool/vanpool
- Pedestrian – transit wayfinding
- Transit-bicycle integration
  - Pilot expanded bicycle racks/bike parking

Encouragement

Promoting active transportation creates awareness of travel options, the first step in shifting behavior.

Service

- Connect activity centers
- Reduce duplication
- Consistent headways
- Direct legible routing

Service

- Regional Priorities
  - US 36 BRT
  - SH-119 (Diagonal) BRT
  - SH-7 (Arapahoe)
  - S. Boulder Road
  - FLEX: Ft. Collins - Boulder

US 36

NORTHWEST AREA MOBILITY STUDY

FLEX FORT COLLINS

TMP 2014
Transportation Master Plan Update

Capital

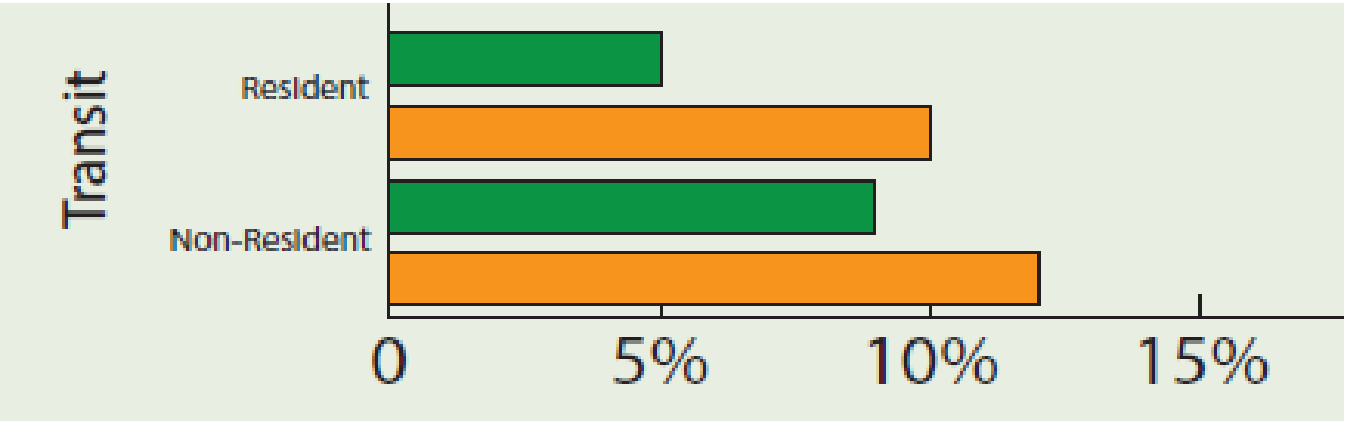
- BRT project development program
  - Develop BRT design guidelines
- CU Main – East Campus speed & reliability
- Mobility hubs
- Transit service operations center

Mobility Hubs

1. Enhanced bus stops with real-time information
2. Designated bus lanes and priority signals
3. Secure bike parking
4. Bike parking
5. Off-street bike path
6. Car sharing
7. Transit and community information kiosk
8. Public art

Plan Highlights- Transit

- Enhanced CTN and Via services
- Local – regional bus rapid transit (BRT) system development
- Reduce barriers & renew focus on the customer



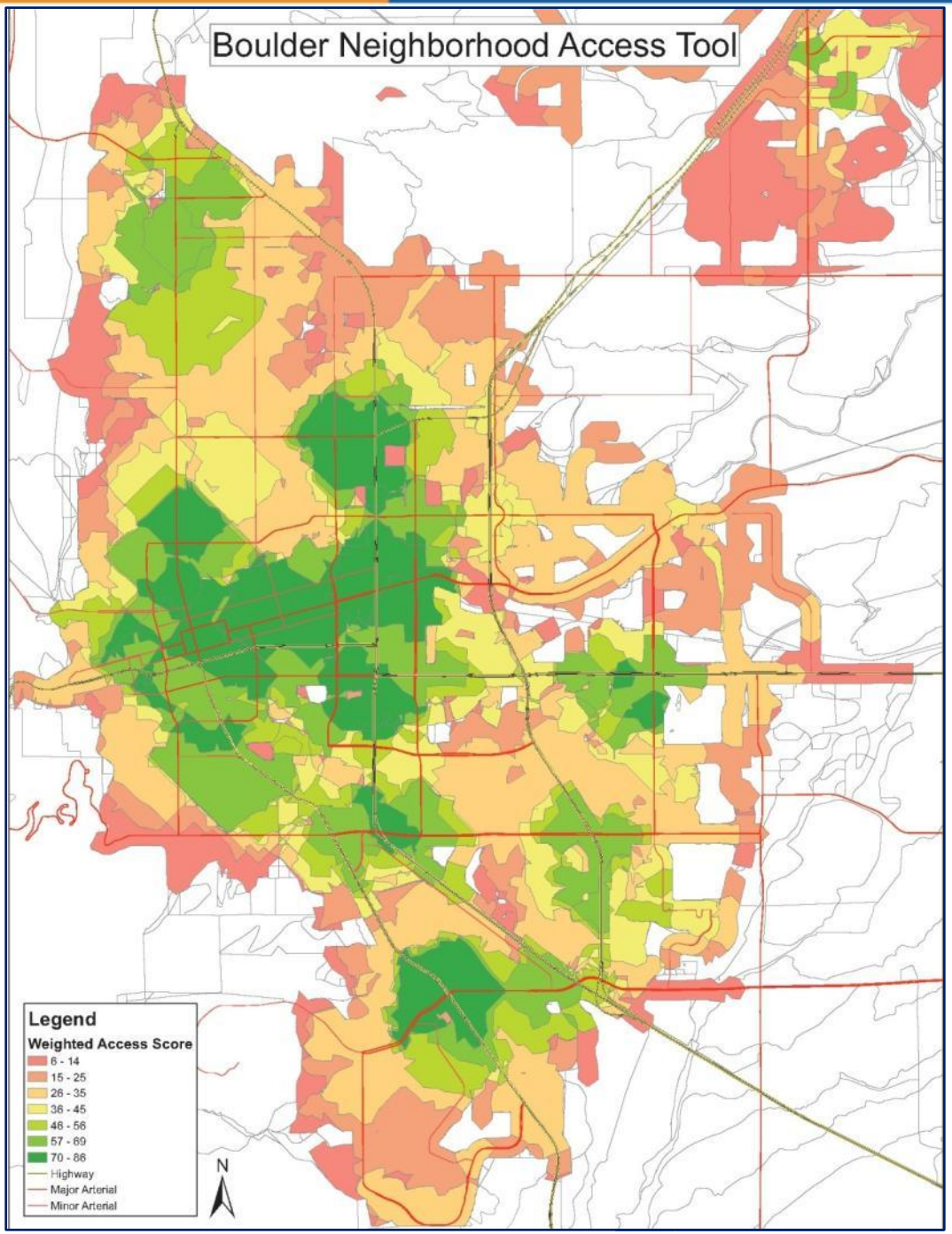
Mode Share

Current / Target

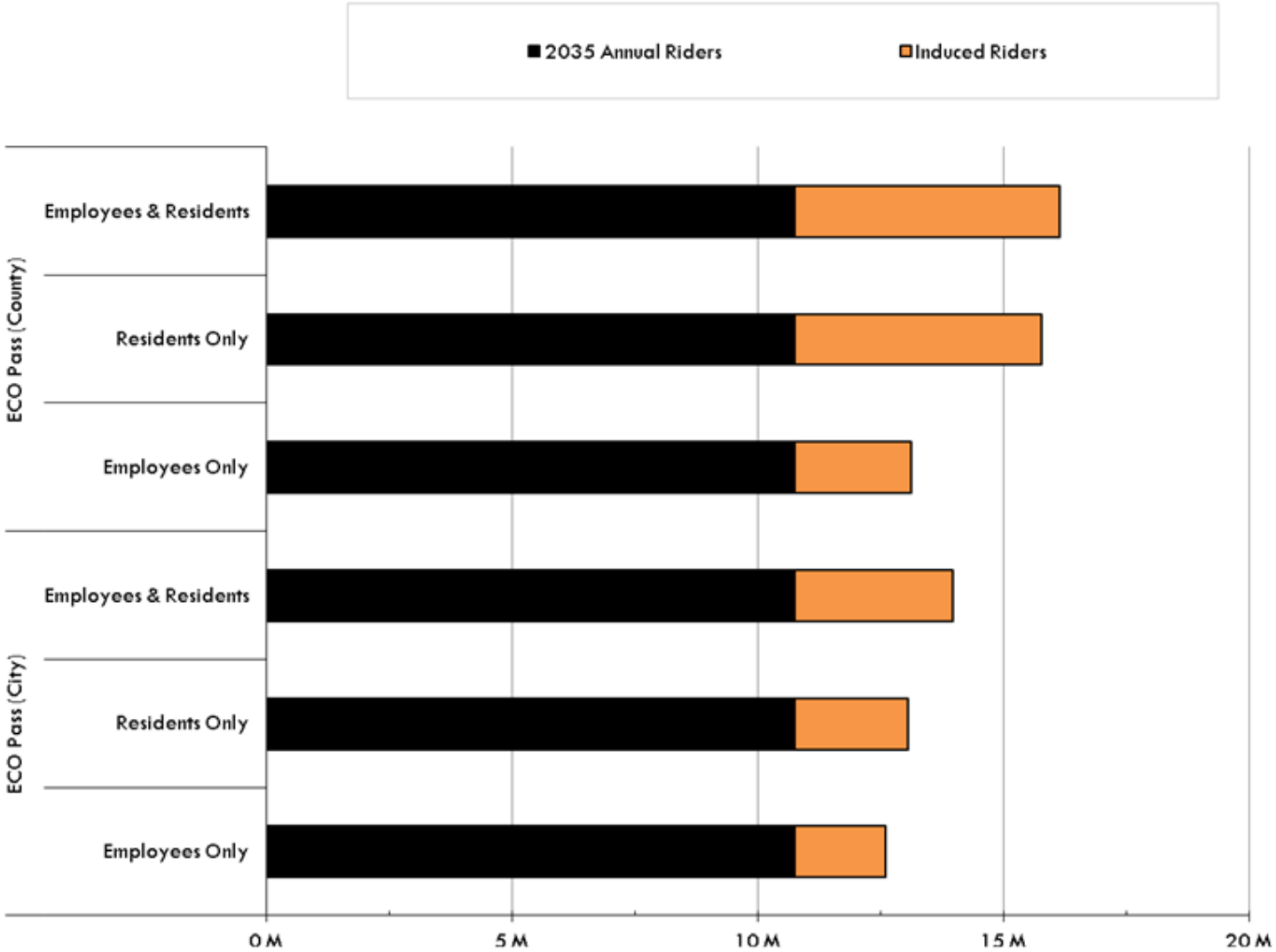
TMP 2014 Transportation Master Plan Update

New Tools

- Neighborhood Access
  - Currently 26 percent of population
  - Aspirational target of 80 percent



Ridership Increase from Eco Pass (2035)



% Over 2035 Baseline

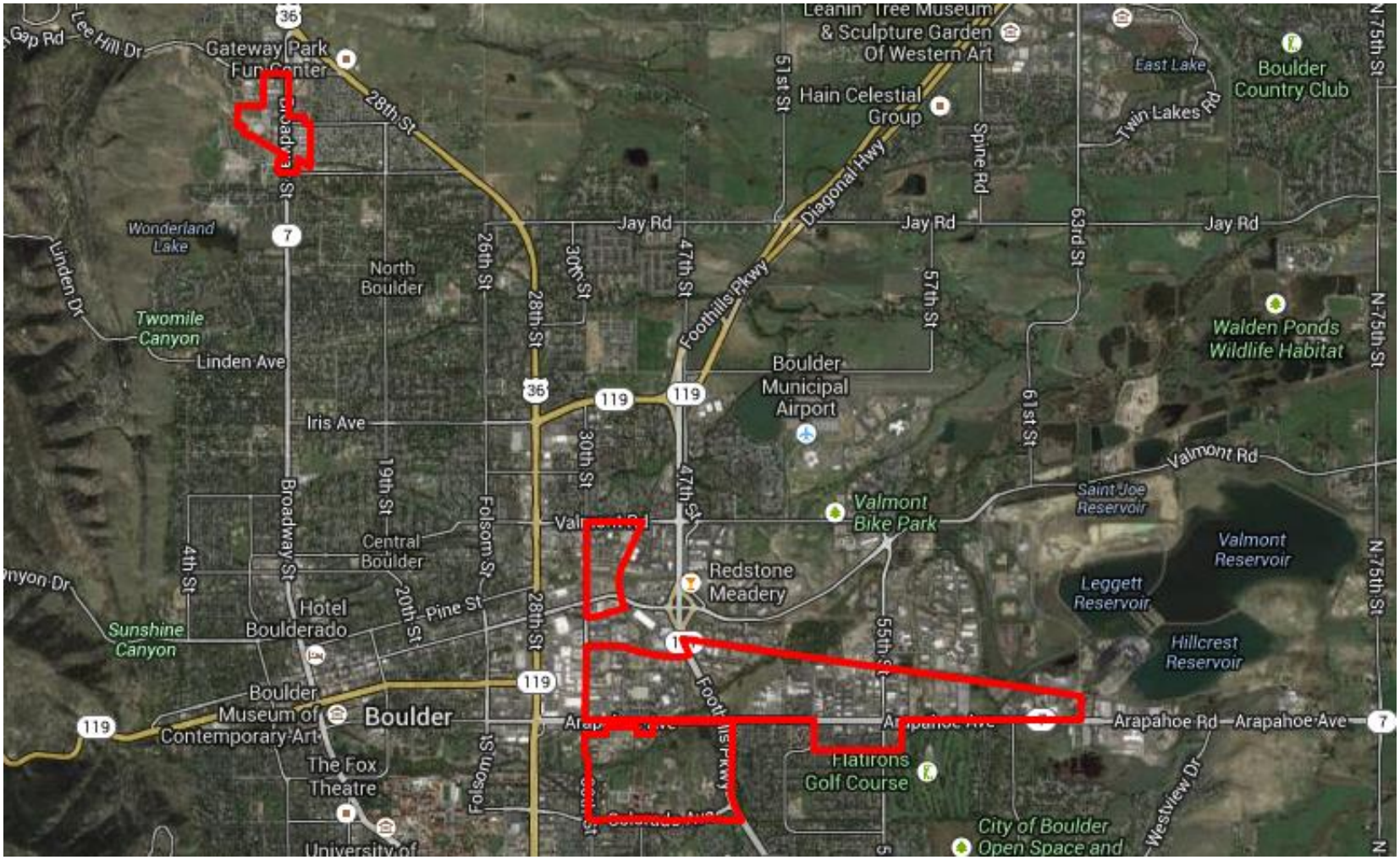
50%

17%

- Program cost per net new trip = $1.50 to $1.75

TMP 2014 Transportation Master Plan Update

Access District Sensitivity Analysis



- **Results in 6,000 – 7,000 net new daily riders in 2035**

TMP 2014
Transportation Master Plan Update

Current Funding Investment Program

- Annual ~$30 M total; O&M $25 M
  - Fills O&M hole since 2001
  - Restores transit service
- Complete Streets enhancements- ~$4.5 M Annually
  - Add local transit/Via funding
  - Adds funding for major reconstruction
  - Enhances programmatic efforts

TMP 2014
Transportation Master Plan Update

Measurable Objectives

- No Growth in Long Term Vehicle Traffic
- Reduce SOV to 25% of Trips
- Reduce Mobile Source Emissions
- Increase Alternatives with rate of Employee Growth
- Expand Fiscally Viable Alternatives for Residents & Employees
- Max of 20% roadways at LOS F
- VMT per Capita
- Neighborhood Accessibility
- Safety

Measurable Objectives

No Growth in Long Term Vehicle Traffic

Reduce SOV to 25% of Trips

Reduce Mobile Source Emissions

Max of 20% roadways at LOS E

Expand Fiscally Viable Alternatives for Residents & Employees

Increase Alternatives with rate of Employee Growth

Safety

Neighborhood Accessibility

VMT per Capita

Reduce by 20 percent as contribution to ambitious GhG reduction goal

Transportation GHG Analysis Process

Analysis of VMT By Sector and Fleet Emissions

Source: Travel Surveys
Traffic Counters, CU Surveys
Fox-Tuttle Analysis

Projection of VMT Growth

Source: CP&S Economic Analysis: Population & Employment study

Analysis of VMT Reduction Potential of TMP & Land Use & Transit

Source: EPA Commuter Model
Nelson Nygaard Study
Literature Review & Case Study

Analysis of Fleet Efficiency Standards Hybrid/EV Adoption Potential

Source: SWEEP Analysis 2014

Wedge Analysis of combined reduction potential of various actions

Source: SWEEP Analysis 2014

Climate Commitment Analysis

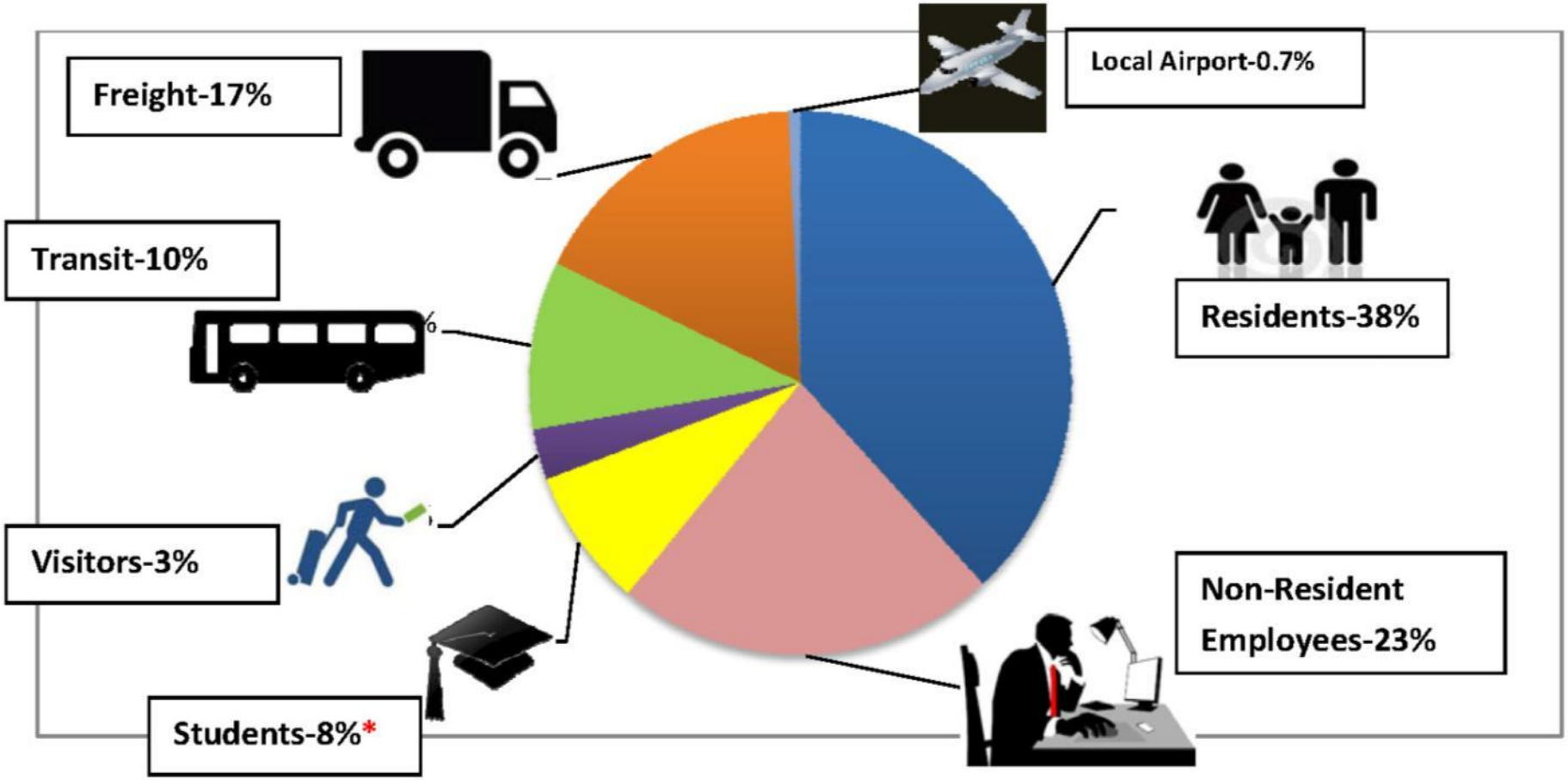
Boulder Transportation Annual VMT and GHG Emissions Sources by Sector

From Carlos Hernandez, Fox-Tuttle Transportation Consultants 2013 Analysis

	Annual VMT	*% VMT*	*Annual GHG (MT)*	*% GHG*
Resident	**323,769,600**	**51%**	**118,809**	**38%**
Non-Resident Employee	**192,192,000**	**30%**	**70,526**	**23%**
Student	**70,200,000**	**11%**	**25,760**	**8%**
Visitor	**25,550,000**	**4%**	**9,376**	**3%**
Transit	**10,435,000**	**2%**	**31,110**	**10%**
Freight	**18,250,000**	**3%**	**52,980**	**17%**
Boulder Personal Aircraft			**2,188**	**0.7%**
Annual GHG (Metric Tons)			**310,749**	**100.0%**

Climate Commitment Analysis

Boulder Transportation GHG Emissions by Sector *

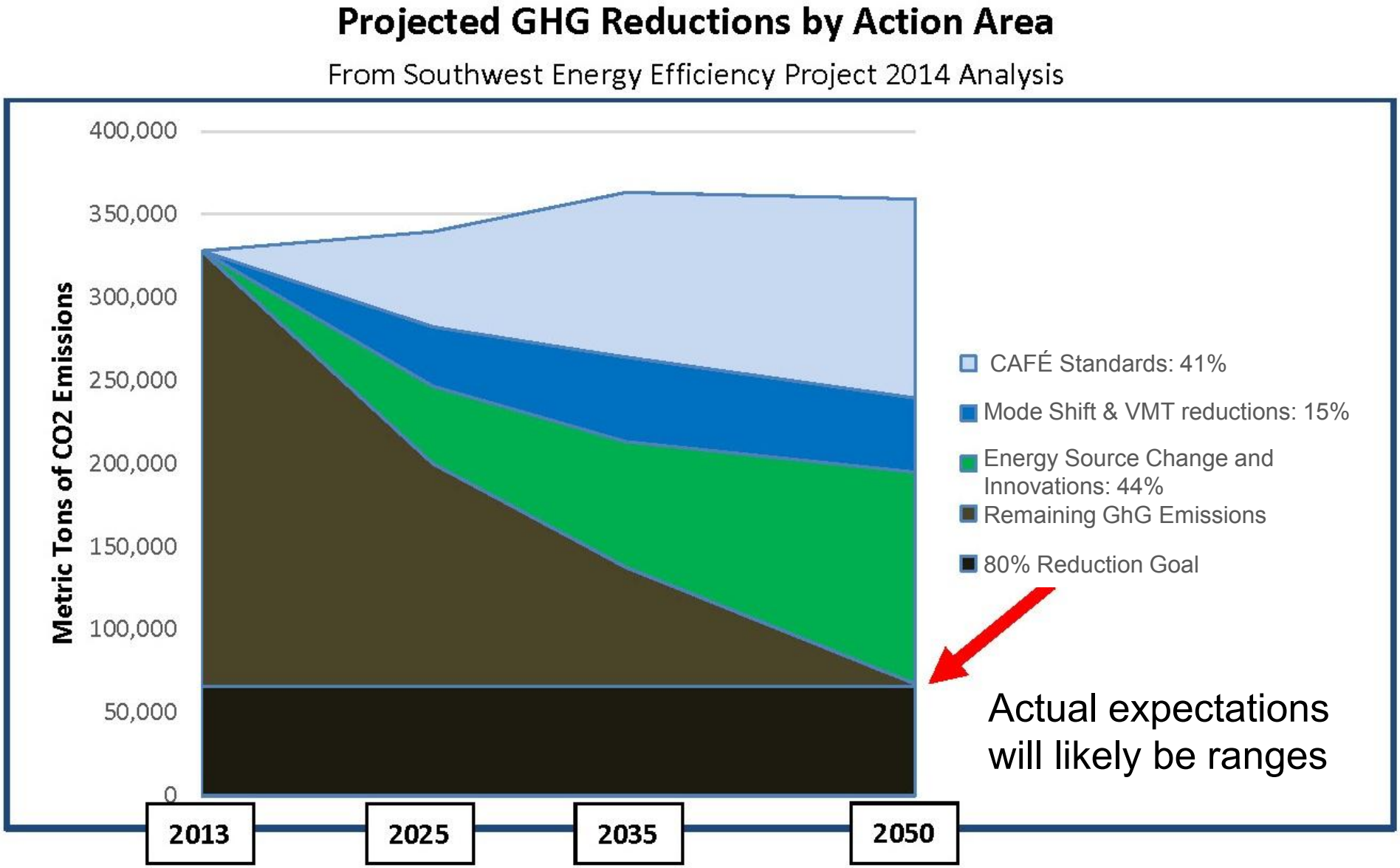


* Refers to students over 18 driving single occupancy vehicles

*Residents- all trips; Non-residents- half of work trip

TMP 2014 Transportation Master Plan Update

Climate Commitment Analysis



Ongoing- Transit Planning

- **Service Element- Local & Regional**
  - US 36 BRT "Flatiron Flyer"
    - RTD service plan & fare study under review
    - Important role of US36 Corridor Coalition
  - BRT corridor studies – SH7 & SH119
  - FLEX service extension to Boulder
  - Boulder Junction at Depot Square
    - Transit facility opening summer 2015
    - Grand Opening with US36 BRT- Jan. 2016

Ongoing- TDM Plans for New Developments

- **Measureable Objectives**
  - Vehicle Trips with SOV mode share as back-up
- **Thresholds**
  - Lower commercial vehicle trip generation trigger
- **TDM Plan Elements**
  - Require Eco Pass participation and unbundled parking in certain contexts
- **Timing and Duration**
  - Three years to reach compliance
  - Compliance is permanent and tied to property
- **Plan Enforcement**
  - No escrow accounts
  - No consensus- need further input

Next Steps

- Living Lab expansion across all areas
- Corridor studies- East Arapahoe, regional BRT
- Integration- Climate Commitment, BVCP, AMPS, etc.
- Enhanced measurement and reporting:
  - Report on Progress
  - Web based dashboard

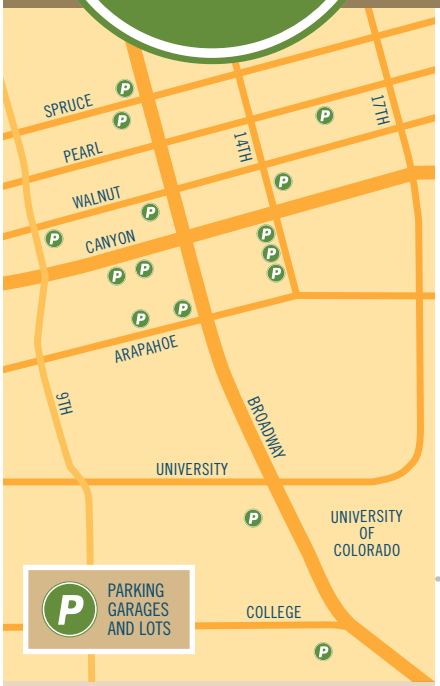
Can This…

Transform?

NACTO Urban Street Design Guide, 2013

DOWNTOWN & UNIVERSITY HILL
MANAGEMENT DISTRICT & PARKING SERVICES

OVERVIEW



PUNCHCARDS
2,225
ISSUED IN 2014

1,332% INCREASE SINCE 2010

CASH PASSES
$13,554
IN REVENUE IN 2014

182% INCREASE SINCE 2010

SERVICES

Downtown and University Hill Management District and Parking Services manages the parking garages, on-street parking, and enforcement for Boulder's three major commercial areas: Downtown Boulder, University Hill and, when completed, Boulder Junction.

ON-STREET PARKING

On-street pay stations and meter parking are available throughout the downtown and University Hill areas.

1,546
ON-STREET PARKING SPACES

PARKING GARAGES AND LOTS

Parking structures and lots are located conveniently throughout the downtown and University Hill areas, never more than a few blocks from all the action.

2,534
PERMITTED SPACES IN GARAGES AND LOTS

2,409
PERMITS ISSUED

1,410
PEOPLE ON PARKING PERMIT WAITLIST AS OF DECEMBER 19, 2014

REVENUE FROM PARKING

NEIGHBORHOOD PERMIT PROGRAMS (NPP)

Neighborhood Permit Programs balance the needs of all those who park on our streets including residents, visitors and commuters. Each neighborhood in the program has public parking limits that are unique to that area based on specific neighborhood needs.

10 PARTICIPATING NEIGHBORHOODS

1,257 PERMITS ISSUED IN 2014

208% INCREASE IN PERMITS SINCE 2010

USE

On average, during mid-day:

74% of ALL parking spots are occupied

85-90% of ON-STREET parking spots are occupied

PARTNERING WITH RETAILERS

Boulder retailers depend on providing easy access to their place of business. Establishing and enforcing parking time limits helps ensure turnover so that retailers can accommodate as many customers as possible during the busy work day.

DID YOU KNOW?

There are 62 FREE days of parking every year (Sundays and holidays) and the downtown garages are free every Saturday and Sunday.

2,410 ESTIMATED NUMBER OF ADDITIONAL COMMERCIAL SPACES NEEDED BY 2022

PEOPLE ON THE GO

How do people get to Downtown Boulder?

56% DRIVE

9% BUS

6,392 ECOPASS HOLDERS

19% WALK

9% OTHER

9% BIKE

1,300 BIKE PARKING SPACES

FOR MORE INFORMATION: www.bouldercolorado.gov/parking-services