

City of Boulder
SPECIAL HIGHLIGHT
BOULDER JUNCTION

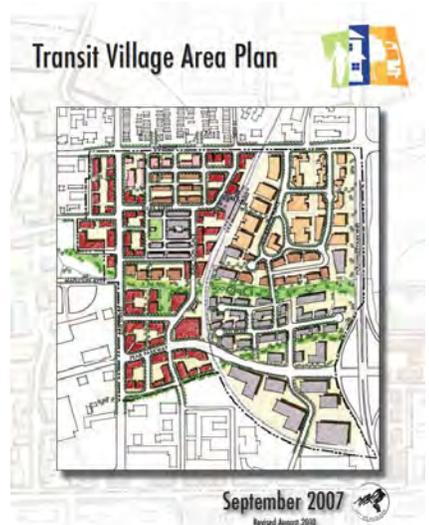
2013 – 2018 Capital Improvement Program

Boulder Junction

The Boulder Junction area is located near the geographic center of the community. In addition to the close proximity to the shopping and entertainment at Twenty Ninth Street, the area benefits from valuable connections to natural amenities and employment. The Goose Creek Greenway runs through the site and provides pedestrian and bike connectivity to employment centers and Valmont Park to the east, and the Mapleton Ballfields to the west. Pearl Street intersects with the west boundary of the area, providing connection between Boulder Junction and downtown.

Plan Overview

The Transit Village Area Plan (TVAP), which covers 160 acres within Boulder Junction, was originally adopted in September 2007. The plan outlines a vision for the area, and then provides goals and objectives to achieve this vision. A separate implementation document complements the area plan, separating the plan into two phases by geographic area, enumerating actions and work program tasks the city should take to advance the plan's goals and objectives.



Vision

The City Council and Planning Board formally adopted the following vision early in the planning process to provide direction for the development of the plan:

- A lively and engaging place with a diversity of uses, including employment, retail, arts and entertainment, with housing that serves a diversity of ages, incomes, and ethnicities
- A place that is not overly planned, with a “charming chaos” that exhibits a variety of building sizes, styles, and densities where not everything looks the same
- A place with both city-wide and neighborhood-scale public spaces
- A place that attracts and engages a broad spectrum of the community, not just people who live and work here or come to access the transit in the area
- A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas, e.g. “eco-village.”

The vision responded to the existing conditions of the area with a more sustainable, more urban future characterized by higher density mixed-use, multi-modal development as a “neighborhood and a destination.” Urban design strategies in the plan focus on inclusive public spaces that bring



Special Highlight on Boulder Junction

historic attractions, human-scale amenities, and alternative transit modes together to provide diverse housing, new retail, and jobs to the area.

Chapter 6 of the TVAP describes the public improvements necessary for the implementation of the plan, including the key public improvements for Phase 1, which is the area from Valmont Road south to the Boulder Slough and 30th Street to the railroad tracks. A key implementation action was to establish a financing method for the key public improvements, recognizing that the city would need to upfront the money for several of the improvements.

The 2007 Implementation plan included the key public improvements the city would invest in over time and in partnership with private redevelopment. With the recent passage of the Capital Improvement Bond in November 2011, new federal Transportation Improvement Program (TIP) grant funding and the private development that is currently underway, the original funding approach for the city's share of key public improvements and the timing of construction changed.

The original list of key public improvements in the TVAP was limited by the anticipated revenues available. Specific department CIP budgets were established to help pay for or enhance improvements in coordination with private development (such as Depot Square), with funding coming from various development-related fees and taxes in the area. With the recent passage of the Capital Improvement Bond ballot initiative, an additional \$5.06 million has been allocated to help pay for various transportation improvements in the area. Additionally, multiple projects were submitted to DRCOG as part of the TIP application process. The city was awarded a federal grant of \$3.29 million, to go along with an allocation of \$824,000 in matching city transportation funds. The city will continue to pursue opportunities for federal aid transportation grants to help fund infrastructure needs in Boulder Junction.



20th Street Transportation Improvements were completed in 2011

The following public improvements have been completed in the Boulder Junction area:

- 30th Street Improvements (Completed 2011)

This project added bike lanes on 30th Street from Arapahoe Avenue to Pearl Street; a new bridge and pedestrian/bicycle underpass on 30th Street at Boulder Left Hand and North Boulder Farmer's ditch (just south of Pearl Street); new multi-use path connection between the east side of 30th Street and Goose Creek Greenway (the path connection on the west side already exists); mid-block pedestrian crossings on 30th Street between Canyon Boulevard and Walnut Street and between Pearl Street and Goose Creek Greenway; an additional left turn lane for northbound 30th Street at Pearl Street; a 10-foot wide sidewalk on the east side of 30th Street from Arapahoe Avenue to Walnut Street; transit stop

Special Highlight on Boulder Junction



amenities and urban streetscape improvements in portions of the corridor; and undergrounded portions of the power line on the east side of 30th Street.

Total Project Cost: \$9.1 million (\$6.3 million federal, \$2.8 million local)

- Relocation of the Historic Boulder Jaycees Depot (Completed 2008)

The 1890 Union Pacific train depot was relocated to the Boulder Junction area in 2008, through a partnership with Regency Retail partners, the owners of the Crossroads Commons shopping center, and the Boulder Jaycees, who was the owner of the building.



Relocation of the Depot on Oct. 2, 2008

Originally located at 14th St. and Canyon Blvd, the depot was sold by the city to the Boulder Jaycees, who relocated it to the then Pow Pow Rodeo fairgrounds at 30th & Pearl Streets. Over time the fairgrounds were replaced by the Crossroads Commons shopping center, and for many years a more appropriate setting was desired for the depot. As part of the redevelopment of the shopping center, the city agreed to relocate the building to the city-owned property at Boulder Junction. The building has been included in the development of the Depot Square project, and will be restored and occupied by a restaurant tenant.

Total Project Cost: \$750,000.

The following public improvements are proposed for construction in the next few years:

- Pearl Parkway Multi-way Boulevard

Recent redevelopment initiatives in the Boulder Junction area (30th Street and Pearl Streets) have presented an opportunity to construct improvements along Pearl Parkway from 30th Street to the railroad tracks that are pedestrian friendly, multimodal, and integrate parking to create an enhanced "sense of place" that is more supportive of the future adjacent mixed-use development pattern. A new street design has been developed and construction of the multi-way boulevard street design will occur in sections beginning with construction of the south side of Pearl Parkway from 30th Street east to 3100 Pearl in the Fall of 2012. The south side improvements are funded by the 2011 voter-approved Capital Improvement Bond. Detailed information on this project can be found in the Transportation section.

Total Project Cost: \$2 to 2.5 million.

- Junction Place Pearl to Goose Creek Enhancements

As the new Junction Place street is being designed and constructed, enhancements will be funded by the city such as bike lanes, street and sidewalk surface materials, landscaping, streetscape elements, and other possible items. These enhancements will be coordinated with the required construction of this section of Junction Place by the adjacent developer.

This project is anticipated to begin in 2013. Detailed information on this project can be found in the Transportation section.

Total Project Cost: \$1.1 million.

- Junction Place Bridge at Goose Creek

A new bridge will connect Junction Place to 33rd Street, on the east side of the Steelyards development, and is a key public improvement in phase 1 of the Transit Village Area Plan. The project will also include multi-use path connections to the Goose Creek path. Design for the bridge is currently underway. This project is funded by the 2011 voter-approved Capital Improvement Bond. Detailed information on this project can be found in the project information sheet at the end of this section.

Total Project Cost: \$2.56 million.

- New traffic signals

Traffic signals will be installed at the intersection of Bluff Street & 30th Street and Junction Place & Valmont Road. These projects are anticipated to begin in 2017. Detailed information on this project can be found in the Transportation section.

Total Project Cost: \$228,000 (Bluff & 30th) and \$304,000 (Junction Pl & Valmont).

- Multi-use paths

A new multi-use path will be constructed on the north side of Pearl Parkway, consisting of the portion of the proposed Pearl Multiway Boulevard (30th-railroad) and a minimum 10 ft wide, multi-use path extending from the railroad to Foothills Parkway. This project helps to fund the path that is adjacent to the housing and the RTD parcels on Boulder Junction adjacent to Pearl Street. The city received federal funding in the last DRCOG TIP cycle for the 2011 to 2013 funding years. Project construction is expected to begin in early 2013. Detailed information on this project can be found in the Transportation section.

Total Project Cost: \$5 million (\$4 million federal).

- Boulder Junction Pocket Park

This project is a long range infill redevelopment that will include civic public space and a pocket park. Proposed improvements include land acquisition for the $\frac{3}{4}$ -acre civic park, the construction of a Goose Creek multi-use path connection, grading and drainage improvements, hardscape pavers, retaining walls, landscape, irrigation and civic park amenities. The project began in 2011 and is anticipated to complete construction in 2018. Detailed information on this project can be found in the Parks & Recreation section.

The projected total project cost is \$1.64 million.

2013–2018 Funding Summary

BOULDER JUNCTION IMPROVEMENT FUND

	Estimated Total Cost	2013 Recommended	2014 Projected	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2013 - 2018 Total	Previously Allocated Funding	Unfunded Amount
New Construction - Growth Related Facility / Additions										
Boulder Junction - Development Coordination	\$ -	\$ 125,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 500,000	\$ -	\$ -
Boulder Junction - Junction PI Enhancements (Pearl to Goose Creek)	1,082,000	1,082,000	-	-	-	-	-	1,082,000	-	-
Boulder Junction Pocket Park	1,644,688	194,688	-	-	750,000	350,000	350,000	1,644,688	-	-
Boulder Junction - Historic Train Depot Land Cost Reconciliation	787,000	-	787,000	-	-	-	-	787,000	-	-
Boulder Junction - Junction PI Enhancements (Goose Creek to Bluff)	877,000	-	-	877,000	-	-	-	877,000	-	-
Boulder Junction - Traffic Signal at Bluff Street and 30th Street	228,000	-	-	-	-	228,000	-	228,000	-	-
Boulder Junction - Traffic Signal at Junction Place and Valmont	304,000	-	-	-	-	304,000	-	304,000	-	-
Boulder Junction Rail Plaza	374,000	-	-	-	-	-	374,000	374,000	-	-
Subtotal	\$ 5,296,688	\$ 1,401,688	\$ 862,000	\$ 952,000	\$ 825,000	\$ 957,000	\$ 799,000	\$ 5,796,688	\$ -	\$ -
Total	\$ 5,296,688	\$ 1,401,688	\$ 862,000	\$ 952,000	\$ 825,000	\$ 957,000	\$ 799,000	\$ 5,796,688	\$ -	\$ -

2012–2017 Funding Summary

CAPITAL IMPROVEMENT BOND BOULDER JUNCTION PROJECTS

	Estimated Total Cost	2013 Recommended	2014 Projected	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2013 - 2018 Total	Previously Allocated Funding	Unfunded Amount
Capital Improvement Bond Funding										
Junction Place Bridge over Goose Creek	\$ 2,560,000								\$ 2,560,000	
Junction Place Bridge to Carbon	602,000								602,000	
Pearl Parkway Multiway Blvd. (South Side)	1,465,000								1,465,000	
Other Boulder Junction Transportation Connections	433,000								433,000	
Subtotal	\$ 5,060,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,060,000	\$ -
Total	\$ 5,060,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,060,000	\$ -

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