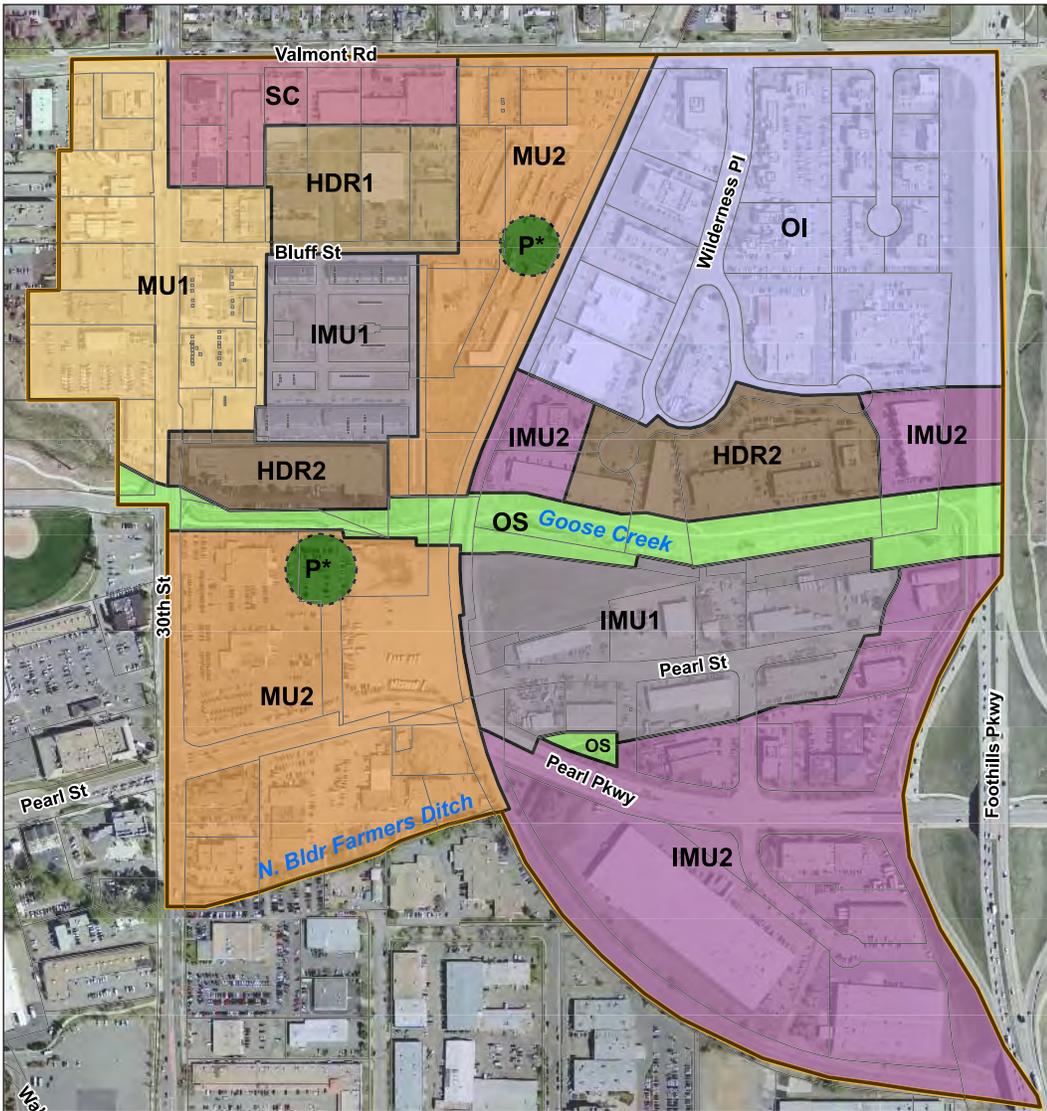




Chapter 2: Land Use

The Land Use Plan depicts the proposed land uses for the Transit Village area. The Plan will guide changes to the Boulder Valley Comprehensive Plan (BVCP) Land Use Map, the city zoning map, the BVCP land use descriptions and the city land use code. Land use and code changes will be phased in conjunction with public improvements, as described in the Implementation Plan.

Land Use Plan



The Land Use Plan depicts proposed land uses for the area. *The park/plaza land use (dashed circle) is shown conceptually: The exact locations and configurations of the plaza and the pocket park will be determined during plan implementation.

Improving Jobs: Population Balance
 Boulder is a major employment center and has more jobs than housing for people who work here. To reduce the negative impacts of in-commuting and provide more housing for Boulder workers, the city has a policy of seeking opportunities to improve the balance of jobs and housing. The proposed Land Use Plan would transform the Transit Village area from primarily industrial to mixed use with housing, improving the jobs: population balance. (For specific information, see Appendix 5.)

Legend

Plan Land Use	Industrial Mixed Use 1	Service Commercial
High Density Residential 1	Industrial Mixed Use 2	Park / Public Plaza
High Density Residential 2	Mixed Use 1	Greenway / Open Space
Office Industrial	Mixed Use 2	



Each land use is described in the Land Use Prototypes on the next pages.



The prototypes on the next pages show the building forms and uses typically associated with each land use category on the Land Use Plan. They also describe who will likely live and work in each relevant land use.



High-density housing will be supported by inviting public spaces.

Residential

To meet diverse needs and incomes the plan provides for a variety of housing types from urban townhomes to stacked flats to live/work units. Prices will range from affordable to high-end market rate. Affordable housing will be obtained through the city's inclusionary zoning requirements and could result in 300-475 new permanently affordable housing units. Up to half of the homes built on the city housing site will be permanently affordable. In addition, a density bonus will be offered for projects in the Mixed Use-2 and High-Density Residential-2 areas that provide more than the required percentage of affordable housing.

Retail

The plan allows for neighborhood-serving retail to be located throughout most of the west side of the railroad tracks and will mainly be located on the first floors of mixed-use buildings. The southwestern portion of the area could incorporate one or two "mid-box" stores of 20,000 to 40,000 square feet each, to serve community-level retail needs.



Service industrial uses meet essential, utilitarian needs for all of Boulder.

Service Commercial and Service Industrial

Over time, redevelopment throughout the area will escalate real estate prices and without city action, would result in the gradual displacement of existing small businesses and relatively affordable commercial space. To reduce this effect, the plan preserves most of the existing Service Commercial zoning along Valmont Road and designates areas east of the railroad tracks Mixed Use Industrial. Today, approximately six acres of the Transit Village area are zoned Service Commercial and 44 acres are zoned Service Industrial. Service Commercial zoning provides for a wide range of community-serving commercial uses, including retail, small manufacturing, and some office uses, and does not allow residential uses. Service Industrial zoning allows repair and service uses, manufacturing, wholesaling, warehousing and distribution uses, and allows residential uses above the ground floor. Both the Service Commercial and Service Industrial zones were designed to restrict certain uses in order to protect uses that serve the community and require lower land costs to survive. The plan retains most of the Service Commercial zoning (approximately five acres). The areas east of the railroad tracks that are currently zoned Service Industrial are designated Mixed Use Industrial-1 (12 acres) and Mixed Use Industrial-2 (23 acres) in the plan. Areas designated Mixed Use Industrial-1 will provide the opportunity to integrate service industrial uses with residential uses at a higher density, similar to the uses in the Steelyards neighborhood west of the tracks. As these areas redevelop, the new industrial space is anticipated to accommodate technical offices, small manufacturers, contractors, and a variety of other service industrial uses. However, mixed-use industrial redevelopment is less likely to include some of the larger types of existing service industrial uses in the area, such as auto-related uses, warehousing, and distribution, which are expected to be replaced over time. The Mixed Use Industrial-2 land use is a more flexible designation that will allow higher intensity redevelopment and provides more flexibility for office uses. Therefore, these areas are less likely to include service industrial uses when they redevelop.



The Plan aims to preserve the service commercial uses along portions of Valmont Road.



Mixed Use

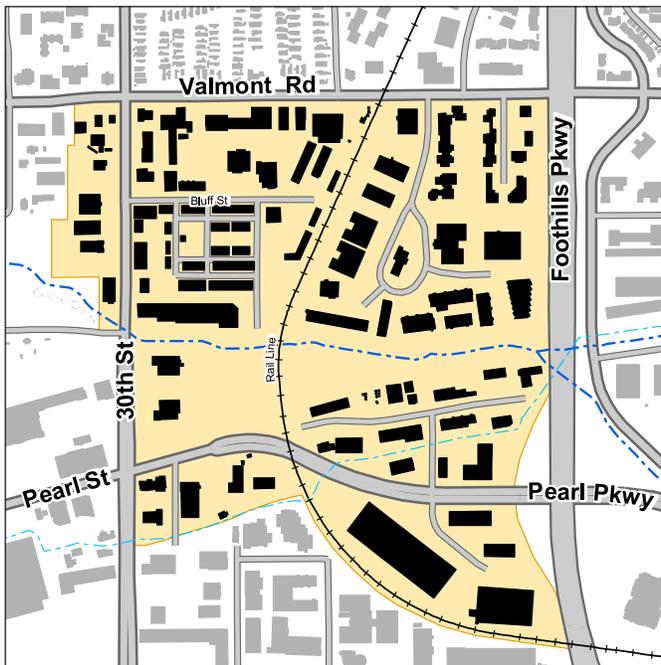
The plan provides for a high percentage of mixed-use development. This will provide flexibility for changes in market demand. Predominant uses in mixed-use areas could be business or residential, with homes mixed vertically (above businesses) or horizontally (residential buildings next to commercial buildings). Mixed-use industrial areas will allow residential uses. Development densities are highest close to the future bus and rail facilities to maximize the number of workers and residents who will have convenient access to public transportation.

A density bonus or other incentives will be offered for green building projects in the Mixed Use Industrial-1 area and will be considered for the Office-Industrial and Mixed Use Industrial-2 areas in Phase 2. The bonus or incentives will apply to the buildings whose non-residential and residential components are LEED Platinum-certified or exceed an alternative city-adopted green building standard.

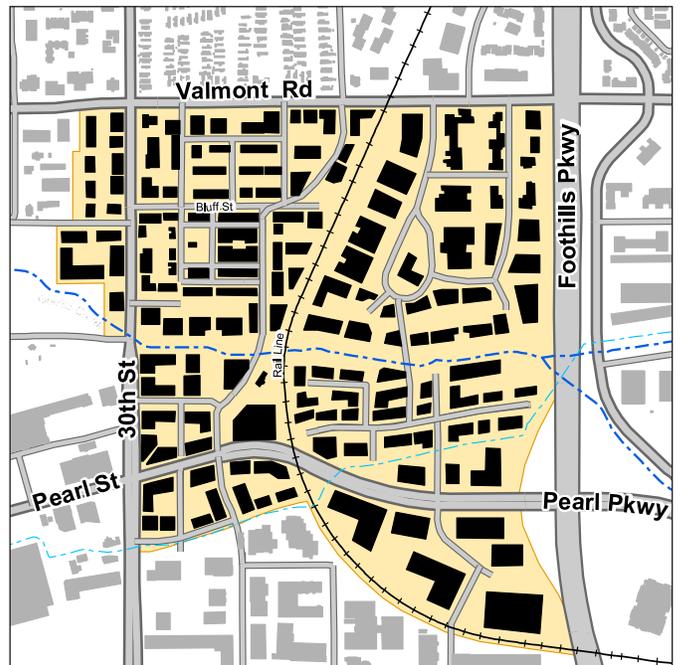
Initial market data indicates that the area’s mixed-use zones will be predominantly residential in the early stages of redevelopment. Later redevelopment may provide the opportunity for more new businesses in the area. New jobs in the area will range from lower-paying retail and service jobs to higher-paying office and industrial jobs.

“Mixed use works well at transit stations. If you have windows on the street, people living and working, then you have a dynamic environment. This is especially important at night to make people feel safe.”
- Peter Albert, Director of Transportation Planning, San Francisco Municipal Railway, May 2006 TVAP charrette

Transit Village Area Today



Possible Future Development Pattern



Higher-density land uses supported by a finer-grain street network will create a more urban environment with fewer surface parking lots and a walkable block pattern.



Land Use Prototypes

Residential

High-Density Residential -1-

15-24 Dwelling Units per Acre



Urban townhomes and garden apartments with individual garages, surface parking lots, or underground parking. Mainly two to three stories.

Who would live here?

Middle and upper incomes.

- Garden apartments tend to attract moderate income singles, couples, families and some seniors. Often have facilities for small children.
- With their vertical arrangement, urban town homes may not be suited for people with disabilities or seniors.

High-Density Residential -2-

25-50 Dwelling Units per Acre



Stacked flats and lofts with underground or structured parking. Two to five stories.

Who would live here?

All income ranges, but potential to be affordable to lower (if subsidized) and moderate income.

- Less attractive for families.
- Can vary substantially in terms of affordability, from very affordable to very high-end with many amenities.
- With elevators and one-story living, this prototype may be appropriate for people with disabilities and seniors.

Non-Residential

Office Industrial

0.7 - 1.0 Floor Area Ratio*



Intensification of the existing industrial areas through the addition of two- to three-story industrial/office buildings. Mix of structured and surface parking, although projects at 1 FAR will have more than half the parking either in structures, tucked under buildings, or underground.

Who would work here?

Industrial and office workers would be those associated with high tech (computer design and development), bio-technology, manufacturing, publishing, telecommunications, or other technical fields (e.g., engineering, graphic design, computer programming).

Service Commercial

2 Stories, No Floor Area Ratio*



Areas preserved for a wide range of retail and commercial uses, including repair, service and small-scale manufacturing uses in low intensity, one- and two-story buildings with primarily surface parking.

Who would work here?

Retail, personal service, office and small-scale manufacturing workers.

* See FAR definition sidebar on page 18.



Land Use Prototypes

Mixed Use

Mixed Use -1-

1.0 Floor Area Ratio*



Two- to three-story mixed-use buildings. Predominant use may be business or residential. Tuck-under, structured and/or surface parking.

Mixed Use -2-

1.5 - 2.0 Floor Area*



Three- to four-story mixed-use buildings. Predominant use may be business or residential. Mostly structured or first-floor parking; may have some surface parking.

Mixed Use Industrial -1-

0.8 - 1.3 Floor Area Ratio*



Light industrial, service industrial and small-scale technical offices with live/work units or residential mixed vertically or horizontally in one- to three-story buildings. Structured or surface parking.

Mixed Use Industrial -2-

1.5 - 2.0 Floor Area Ratio*



Three- to four-story mixed-use buildings. Predominate use may be residential, office or industrial. Structured parking.

Who would live here?

Mixed use can range in price and types of households served, from affordable to higher-end.

- These prototypes are more likely to be attractive to singles, couples and workers who like proximity to urban services, transit and employment centers.
- These prototypes may also appeal to empty-nesters and active seniors.

Who would work here?

Retail workers would be those associated with small- and medium-sized retail stores, restaurants, and personal services. Office workers would be those associated with professional, corporate or technical fields.

Who would live here?

Mixed use can range in price and types of households served, from affordable to higher-end.

- These prototypes are more likely to be attractive to singles, couples and workers who like proximity to urban services, transit and employment centers.
- May also appeal to empty-nesters and active seniors.

Who would work here?

Service industrial workers would be those associated with service and repair shops that could be housed in smaller floor plates with housing above. General industrial workers would be those associated with the high tech (computer design and development), biotechnology, green technology, manufacturing, publishing or telecommunications industries.

* See FAR definition sidebar on page 18.

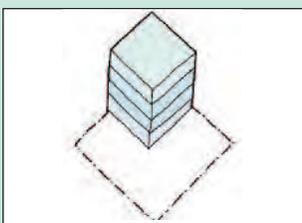
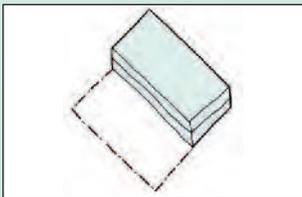
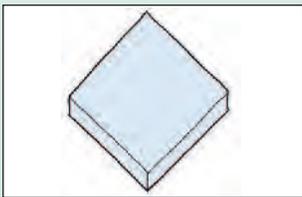


William Holicky

The Steelyards project is the area's first residential neighborhood.

What is FAR?

Floor Area Ratio (FAR) is the ratio of the floor area of a building to the area of the lot on which the building is located. The FAR is calculated by dividing the total building area by the lot area, as measured in square feet. For example, a 10,000 s.f. building on a 10,000 s.f. lot results in 1.0 FAR. The diagrams below illustrate three simple ways that 1.0 FAR might be configured: one story covering the entire lot; two stories covering half of the lot; or four stories covering a quarter of the lot.



Plan Goals	How Met
<p>Housing: Include a variety of housing types at a range of prices from market rate to affordable (including housing for very low, low, moderate and middle income households) to meet diverse needs (workforce housing, senior housing, family housing, housing for special populations such as those with disabilities).</p>	<ul style="list-style-type: none"> • Land Use Plan provides opportunity for 1,400 to 2,400 new housing units in a variety of building types. • Approximately 300 to 475 permanently affordable units will be created. Up to half the 200 housing units estimated for city housing site will be permanently affordable. • A density bonus will be given to projects that exceed the affordable housing inclusionary zoning requirement in certain zones, which could increase the total affordable units in the area. • For-profit and non-profit housing organizations may pursue housing opportunities in area. • City may invest affordable housing funds in area for additional affordable housing and supportive housing for people with disabilities.
<p>Retail: Incorporate neighborhood-serving retail uses, as well as regional retail uses that will complement Twenty Ninth Street.</p>	<ul style="list-style-type: none"> • Land Use Plan provides opportunity for retail at various scales on the west side of the railroad tracks. • Projections indicate potential demand of up to 10,000 square feet of neighborhood-serving retail. • The feasibility of larger-scale retail near Pearl & 30th streets will be investigated.
<p>Office: Place office uses in locations close to future transit facilities and new residential uses.</p>	<ul style="list-style-type: none"> • Land Use Plan provides opportunity for office uses within walking distance of both.
<p>Service Commercial and Service Industrial: Support service commercial and service industrial uses.</p>	<ul style="list-style-type: none"> • Land Use Plan maintains most service commercial zoning along Valmont Road and designates other areas mixed-use industrial. Loss of some service commercial and service industrial uses over time is expected.
<p>Mixed Use: Provide for a diversity of uses, including employment, retail, arts and entertainment, and housing.</p>	<ul style="list-style-type: none"> • A significant amount of mixed use is proposed by the Land Use Plan.
<p>Plan Adaptability: Create a plan that is adaptable and resilient for the long-term future.</p>	<ul style="list-style-type: none"> • Diverse land uses and mixed-use areas provide flexibility. • Implementation Plan sets forth funding and phasing for the area and will be evaluated at BVCP mid-term and five-year updates. • Plan will be monitored annually through the CIP and BVCP Action Plan. Land Use Plan and Connections Plan may be amended as needed.