Chapter 3: Urban Design

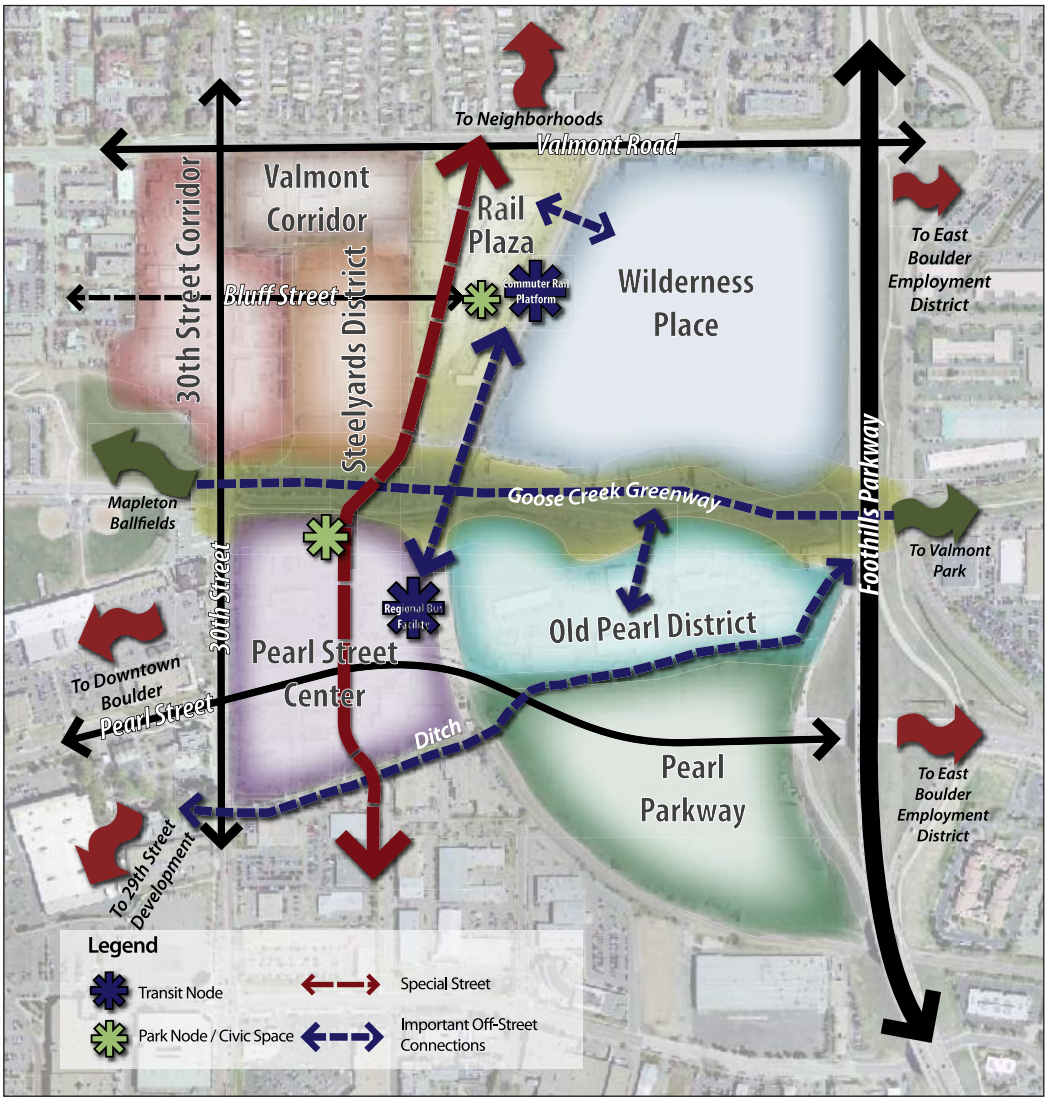
The Urban Design Chapter consists of two parts:
A. Character Districts
B. Streetscapes.

A. Character Districts
The area has been divided into eight character districts, primarily based on future land use. The guidelines that follow for each district are intended to promote plan goals related to urban design, public spaces and livability. They will be used by the city to create new or revised standards for the area. They also will be used by the private sector to help understand how the plan vision applies to development. The guidelines will be considered in the Site Review process to ensure that new development will be compatible with the character established by this plan.

The future described for each character district will occur gradually, with the most change likely to occur first in the districts west of the railroad tracks and later, east of the tracks.

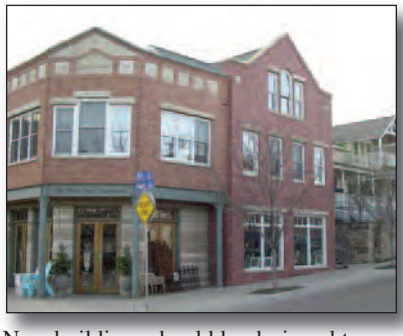
Inviting outdoor spaces of various sizes and types will contribute to making the area both livable and lively.

Character Districts



The eight character districts within the urban design framework for the area include:
- Pearl Street Center
- Rail Plaza
- 30th Street Corridor
- Valmont Corridor
- Steelyards
- Old Pearl
- Pearl Parkway
- Wilderness Place

"Place-making is important. People will come to take a train or a bus, and they will like it while they are there."
- Peter Albert, Director of Transportation Planning, San Francisco Municipal Railway, May 2006 TVAP charrette



William Holicky

New buildings should be designed to provide pedestrian scale and interest.

LMN Architects

Useable open space should sited to be comfortable and inviting.

Walkways from the street into the interior are also opportunities for seating and landscaping.

Artistic furnishings can transform a bus stop into a distinctive public space.

General Guidelines

The following guidelines apply to all character districts.

Building Placement and Design

- *Orient the main facade to the street and provide an entrance on the street side of the building.*
- *Design buildings with pedestrian-scale materials and architectural articulation, particularly on the first floor. Avoid large blank walls. Along streets and sidewalks provide pedestrian interest, including transparent windows and well-defined building entrances.*
- *Consider opportunities to frame or preserve views of the Flatirons to the southwest.*

Useable Open Space

- *Incorporate well-designed, functional open spaces with tree, quality landscaping and art, access to sunlight and places to sit comfortably. Where public parks or open spaces are not within close proximity, provide shared open spaces for a variety of activities. Where close to parks, open spaces provided by development may be smaller.*

Permeability

- *While the improved street network will provide more frequent pedestrian connections, also provide multiple opportunities to walk from the street into projects, thus presenting a street face that is permeable. Also provide opportunities to walk within the interior between abutting properties. This is especially important where street blocks are large, for example in the Wilderness Place District.*

Parking Structures

- *Design the ground level of a parking structure to be interesting and appealing for pedestrians, for example, by wrapping the ground level with active uses, such as retail. Include pedestrian-scale façade articulation, architectural detailing and quality materials.*
- *Where the ground level is open or exposed to interior drives, paths, or parking lots, screen it with a low wall and/or evergreen landscaping.*
- *If tuck-under parking or podium parking (half-level underground) is provided, locate it at the rear of the property or wrap with active uses if feasible.*
- *Where feasible, locate structure entries/exits on secondary, not primary streets. Avoid locating entries/exits on main pedestrian routes. Entries/exits should be carefully designed to ensure safe, comfortable, and uninterrupted pedestrian flow on adjacent sidewalks.*

Bus Stops

- *Include the following for bus stops adjacent to development projects: a shelter, benches, route and schedule signage. Additional enhancements are encouraged, such as pedestrian lighting, art, landscaping, and waste receptacles. Bike racks should be provided at regional route stops. (Refer to the bus route and stop information on the Transit Map in the Appendix. See the Implementation Plan for funding information.)*

Junction Place

- *In addition to the street trees, sidewalks and bike facilities specified by the Junction Place streetscape section, provide seating, planters, art, special pavement and lighting along Junction Place. (See the Implementation Plan for information on funding of the city share.)*
- *Where feasible, place active uses, such as retail or commercial services on the first floor of buildings along Junction Place.*
- *Provide way-finding features such as special pavements, signs, or art, to facilitate pedestrian movement between Junction Place,Rail Plaza, the rail platform and under/overpass, the bus station, Goose Creek Greenway, Pearl, Valmont, 30th Street and Wilderness Place. (See the Implementation Plan for funding information.)*

Mixed-Use Buildings

- *The potential for conflicts between residential and non-residential uses within mixed-use buildings should be minimized through careful design and building system planning. Consider the compatibility of specific uses. Issues could include noise, vibration, privacy, and entrance locations.*

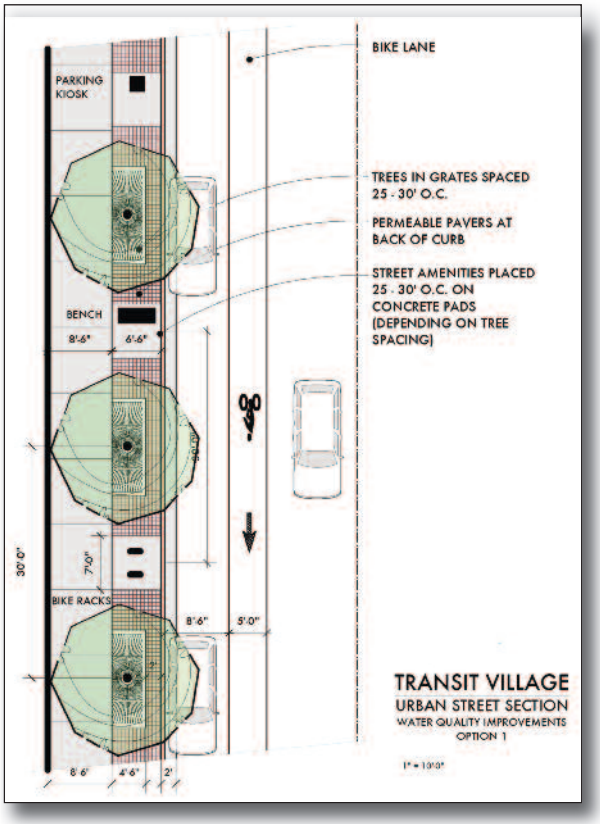
Stormwater Guidelines

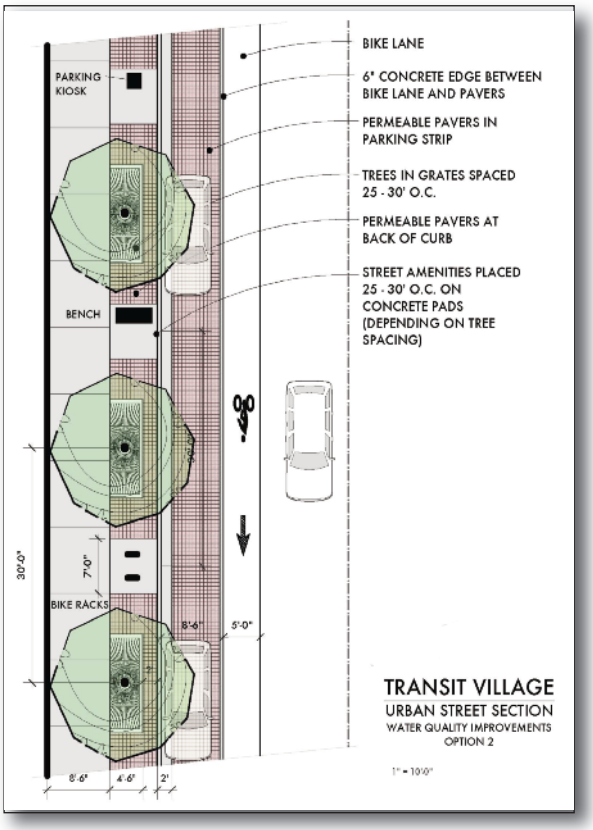
- Low impact development techniques are designed to create a stormwater management system which reduces runoff and removes urban pollutants. Low impact development techniques should be used wherever possible to mitigate stormwater impacts. These techniques include:
  - Use of permeable materials such as modular block pavers to maximize infiltration and minimize surface runoff where there are hard surfaces;
  - Green roofs should be used to minimize stormwater runoff and pollutant loading.
  - Landscape areas are a key component of the system since they enhance infiltration and support pollutant removal.

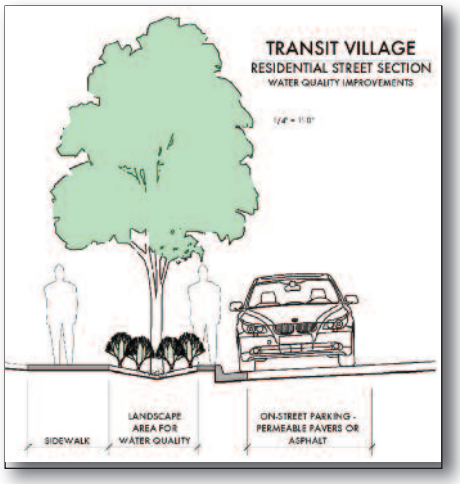
- Surface detention ponds should be minimized and avoided where feasible through the use of runoff reduction techniques. Where surface ponding is necessary, it should be designed to serve as an amenity such as a pocket park or landscape buffer when not inundated. Techniques such as underdrains and subsurface sand filters should be utilized to expedite infiltration.

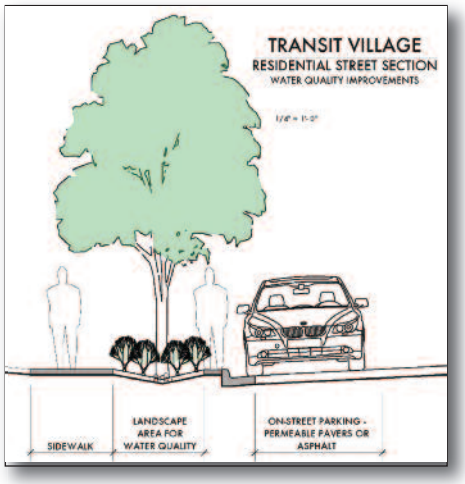
- Subsurface stormwater treatment systems, such as proprietary water quality manholes, should only be used where water quality requirements cannot be fully addressed through the use of low impact development techniques. Devices should be used to supplement other techniques and not as the primary treatment method.

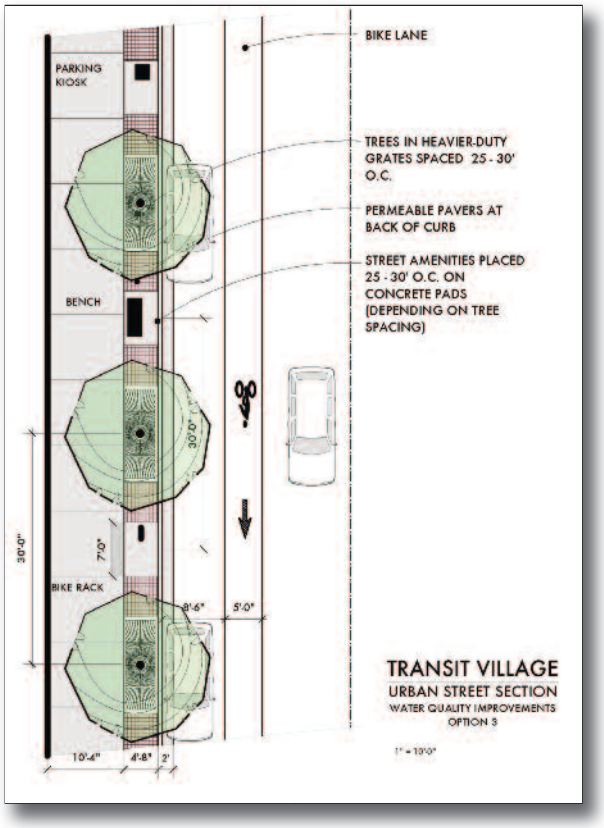
- Where projects include improvements to adjacent rights-of-way, techniques such as permeable paving materials and landscape infiltration should be utilized to the extent possible. These techniques should be used to mitigate the impacts of right-of-way improvements such as streets and sidewalks and are not credited toward minimum requirements for on-site treatments.

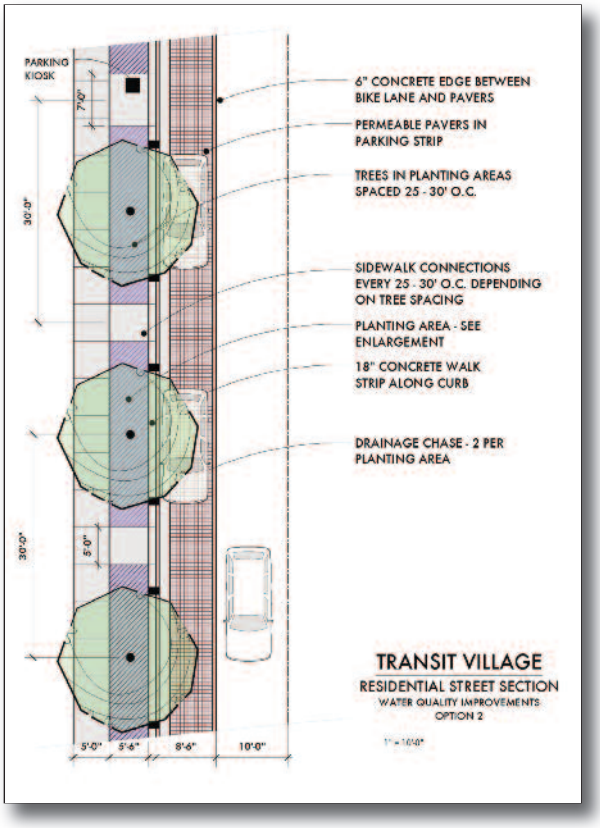


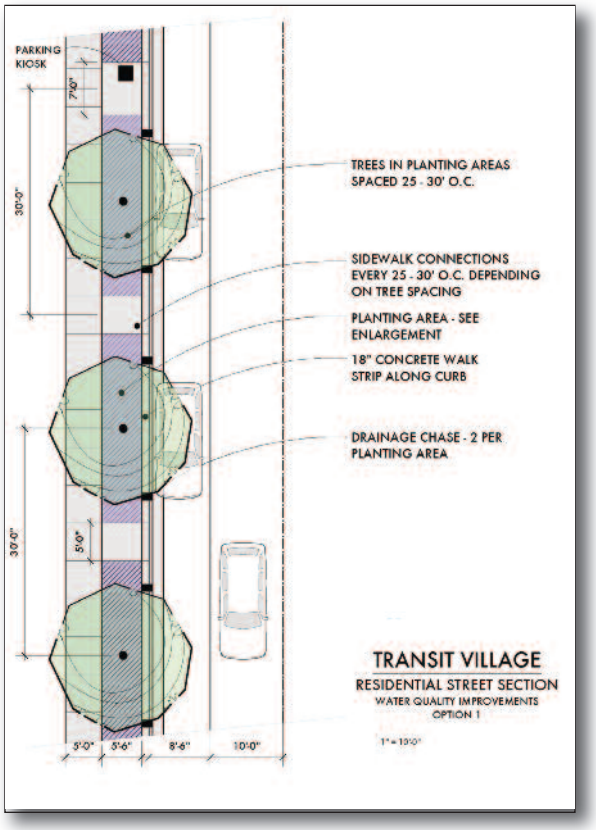


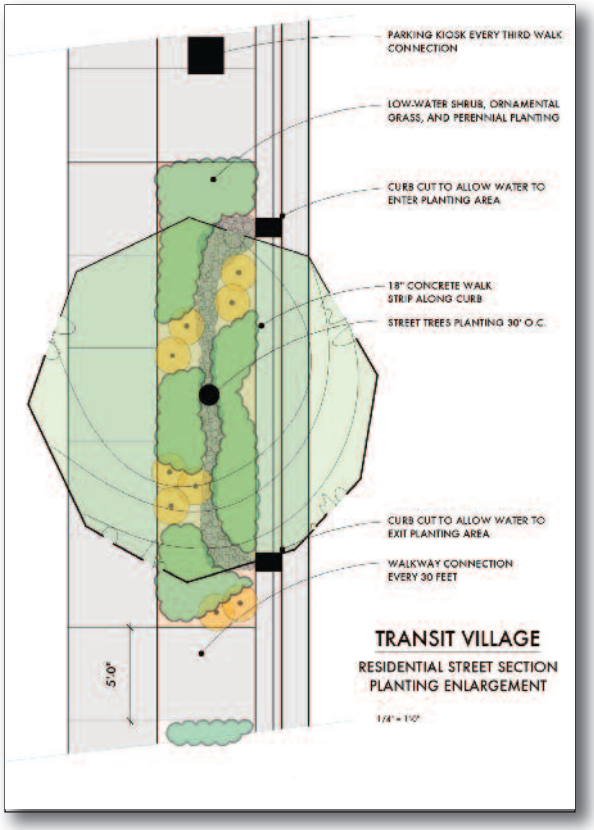





PARKING KIOSK
BENCH
BIKE RACK
30'-0"
7'-0"
8'-6"
5'-0"
10'-4"
4'-8"
2'
BIKE LANE
TREES IN HEAVIER-DUTY GRATES SPACED 25 - 30' O.C.
PERMEABLE PAVERS AT BACK OF CURB
STREET AMENITIES PLACED 25 - 30' O.C. ON CONCRETE PADS (DEPENDING ON TREE SPACING)
TRANSIT VILLAGE
URBAN STREET SECTION
WATER QUALITY IMPROVEMENTS OPTION 3


PARKING KIOSK
7'-0"
30'-0"
5'-0"
5'-6"
8'-6"
10'-0"
6" CONCRETE EDGE BETWEEN BIKE LANE AND PAVERS
PERMEABLE PAVERS IN PARKING STRIP
TREES IN PLANTING AREAS SPACED 25 - 30' O.C.
SIDEWALK CONNECTIONS EVERY 25 - 30' O.C. DEPENDING ON TREE SPACING
PLANTING AREA - SEE ENLARGEMENT
18" CONCRETE WALK STRIP ALONG CURB
DRAINAGE CHASE - 2 PER PLANTING AREA
TRANSIT VILLAGE
RESIDENTIAL STREET SECTION
WATER QUALITY IMPROVEMENTS OPTION 2


PARKING KIOSK
7'-0"
30'-0"
5'-0"
5'-0"
5'-6"
8'-6"
10'-0"
TREES IN PLANTING AREAS SPACED 25 - 30' O.C.
SIDEWALK CONNECTIONS EVERY 25 - 30' O.C. DEPENDING ON TREE SPACING
PLANTING AREA - SEE ENLARGEMENT
18" CONCRETE WALK STRIP ALONG CURB
DRAINAGE CHASE - 2 PER PLANTING AREA
TRANSIT VILLAGE
RESIDENTIAL STREET SECTION
WATER QUALITY IMPROVEMENTS OPTION 1


PARKING KIOSK EVERY THIRD WALK CONNECTION
LOW-WATER SHRUB, ORNAMENTAL GRASS, AND PERENNIAL PLANTING
CURB CUT TO ALLOW WATER TO ENTER PLANTING AREA
18" CONCRETE WALK STRIP ALONG CURB
STREET TREES PLANTING 30' O.C.
CURB CUT TO ALLOW WATER TO EXIT PLANTING AREA
WALKWAY CONNECTION EVERY 30 FEET
5'-0"
TRANSIT VILLAGE
RESIDENTIAL STREET SECTION
PLANTING ENLARGEMENT

Junction Place Bridge over Goose Creek
Design Guiding Principles

Givens
A series of incremental decisions coupled with existing conditions will directly influence the planned bridge over Goose Creek. These include:

1. The finished floor elevation of the Depot.
2. The channel elevation of Goose Creek.
3. Clearance requirements for the multi-use path along Goose Creek.
4. The existing overhead Xcel electric transmission line
5. The street alignment for Junction Place
6. The street cross-sections in the approved TVAP.
7. Direction for a single span bridge.
8. The budget is defined and the bridge design needs to be in line with the budget

Guiding Principles

1. Structure will be visible from a variety of vantage points

The bridge will be mostly visible from the Goose Creek path, the new pocket park, and new housing. It will be less visible from motorists on 30th Street, Junction Place and Pearl Parkway.

Consider all view corridors in designing the bridge
- View from Goose Creek Path – especially eastbound
- View from Depot
- View from pocket park
- View from nearby housing
- View from Junction Place – north and southbound
- View from 30th Street – up Goose Creek Channel

2. Structure should be light and airy
   a. Minimize structure depth to greatest extent possible considering cost/benefit and acceptable levels of deflection
   b. Single span increases depth and doesn't seem to be needed due to proximity of 5 cell box culvert. Investigate further any flood limitation related to the potential for supports in Goose Creek.

3. Bridge should reference AND be subordinate to Depot
   a. can use materials found on the Depot, such as cut stone and brick
   b. height of any elements should be lower than Depot
   c. vertical elements should not block key views of the Depot, which appears to preclude tresses

continued...

4. Bridge should be contemporary in design – not an historical "replication"
   a. design of bridge can reflect design elements of the Depot in a contemporary manner, such as proportions and geometry.
   b. can reference historical materials such as weathering steel, stone and brick
   c. can reference history of transportation activity in area (rail)

5. Transition to narrower street cross section should occur south of the bridge to give users opportunity to "adjust" prior to reaching bridge.
   a. Bridge width should accommodate two 10 foot travel lanes (shared vehicles and bikes) and two 12-15' pedestrian "zones" with some kind of separation between pedestrians and others (could be curb, bollards, other street furnishings).
   b. Transition could occur immediately north of entry into BRT facility and double as a raised crosswalk or "plaza" space on the street connecting the depot and the park – cars are invited guests beyond this point.

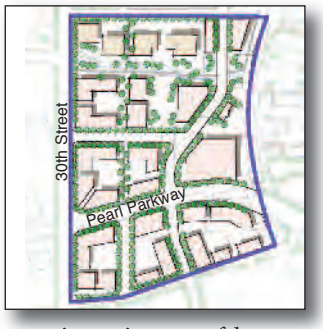
6. Bridge should be "activated"
   a. Use street furnishings (benches, planters, lighting, etc), detailing, and public art to create an interesting place
   b. consider views FROM bridge – mountains, Goose Creek, pocket park

7. Bridge should be part of the "wayfinding" system in Boulder Junction.
   a. bridge "elements" could extend north and south from the bridge
   b. public art, form, and choice of materials should enhance the "sense of place"

8. Public art should be integral to the bridge
   a. art as "place" and not object more appropriate for the bridge
   b. art can take many different forms – vertical columns, paving, abutment treatments, railings, site furnishings, etc.

Pearl Street Center District

The Pearl Street Center District is centered on the city housing/ RTD bus facility site, which is currently mostly undeveloped. An industrial building and two vacant lots occupy the north side of Goose Creek. The south side of Pearl Parkway is occupied by two- to three-story office buildings, car dealerships and one-story service industrial and warehouse uses. Surface parking lots predominate.



The Pearl Street Center District will become a high-intensity mixture of housing and retail, capitalizing on its central location and the future regional bus facility. A significant amount of affordable housing will be constructed on the city-owned portion of the site. Urban-format mid-box uses may be considered near the busy, highly visible Pearl and 30th intersection, whereas neighborhood-serving retail could occur throughout the district. Any commuter-serving commercial uses would locate as close as possible to, or perhaps within, the bus facility. A new pocket park on the city housing site will create a sense of neighborhood and also be used by passers-by on the adjacent Goose Creek Greenway.

Junction Place will be the spine through the district. It will include a bridge over Goose Creek and a new traffic signal at Pearl Parkway. At the south edge of the district, a new multi-use path along the North Boulder Farmer's Ditch, with an underpass at 30th Street, will significantly improve pedestrian and bicycle access to Twenty Ninth Street and the Boulder Valley Regional Center.

Pocket Park Design Guidelines:

- *Locate the park adjacent to Goose Creek to offer easy access from the greenway and the largest concentration of housing in the area.*
- *Design the park to be welcoming and appealing to a diversity of users. Involve the neighborhoods to the north in the park design process.*
- *Design the park to be approximately 3/4 acre in size. Determine exact size according to anticipated uses. At a minimum, include a playground, opportunities for sitting, and an open, grassy area for use by nearby residents if possible.*
- *Incorporate environmentally friendly features such as pervious surfaces, bio-filter landscaping beds, high-efficiency lighting, and solar-powered amenities. Consider opportunities for environmental education.*
- *Explore aquatic and riparian habitat and stormwater and aesthetic enhancements to the adjacent Goose Creek channel. This could include widening the channel, configuring the park along the upper terraces of the channel (with a playground above), and providing a connection to the enhanced creek corridor. For more information see the Stormwater Section in Chapter 6: Facilities and Services.*
- *Mitigate the existing significant grade drop to Goose Creek to ensure a good flow of park users between the greenway and the park.*

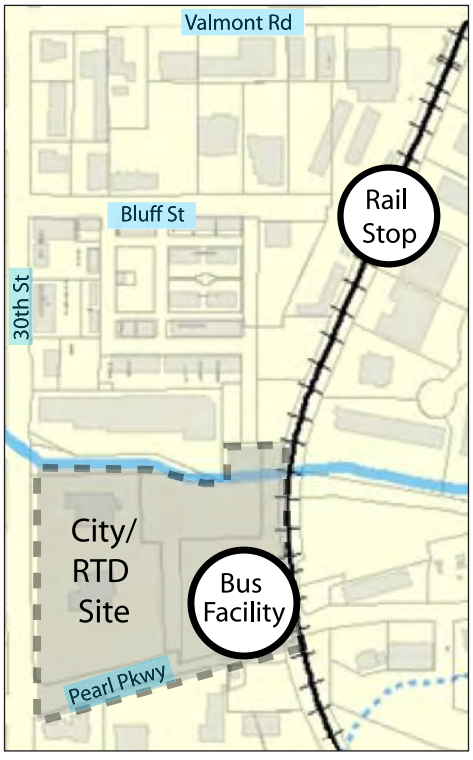
Pearl Street Center District Guidelines:

- *Locate buildings and building entries along Pearl and 30th streets, with parking behind the buildings. Large buildings will likely need multiple entrances.*
- *Along Pearl and 30th streets, provide active first-floor uses, such as retail, where feasible.*
- *Look for opportunities to create car-free or car-reduced zones.*
- *Work with the ditch company to remove concrete embankments along the North Boulder Farmer's Ditch, re-vegetate the banks, and integrate a new multi-use path. Do not underground the ditch. Preserve existing mature trees.*
- *Buildings adjacent to Goose Creek Greenway or the North Boulder Farmer's Ditch should orient to the greenway or ditch amenity.*
- *Provide direct access from adjacent properties to the future ditch path and the existing greenway, if the grade difference can be reasonably mitigated.*
- *See also: General Guidelines, Pocket Park Design Guidelines and Transit Facility Guidelines.*

BART Transit-Oriented Development Guidelines 2003

Design for transit station access should be prioritized based on travel mode. This diagram illustrates the ideal access hierarchy. Design for pedestrians should be given the highest priority.

Regional Transit Facility Locations



The rail stop will be located north of the RTD regional bus facility due to the curve in the rail tracks.

Transit Facility Guidelines (Bus and Rail)[1]:

Access to Transit Facility from Surrounding Area

- *Provide pedestrian access from multiple directions. To be useful, pedestrian connections to facility must be short, direct and visually unobstructed.*
- *Close to the facility, design roadways at a pedestrian scale and to control vehicular speeds. Do not disrupt main sidewalks and crosswalks in the immediate transit area with wide turning radii, driveways, or dedicated turning lanes that require pedestrian refuge islands.*
- *Ensure clear, unimpeded, signed bike access to the transit facility from the larger bike network. Locate bike parking where it is highly visible and sheltered. It should be lighted and secure.*
- *Provide a pedestrian underpass, rather than an overpass, for the tracks at the rail stop.*

Bus Loading and Staging Areas

- *To avoid bus loading and staging areas from becoming "dead space" in key pedestrian areas during off-peak hours, concentrate bus loading and staging areas to minimize their size, even to the point of allowing "cramping" and spillover during peak times. Besides precluding dead zones, this will save valuable land and facilitate quick, close regional transit to local transit connections for passengers.*
- *Provide pedestrian links between transit connections that are direct, short and uninterrupted. Although few transit connections are expected between the regional bus station and the train, regional-to-local bus connections will occur at the bus facility, and rail-to-local bus connections will occur at the rail stop.*
- *In waiting/ boarding areas, provide lighting, seating, service information (schedules, monitors, maps) and shelter from the elements.*

Location of Transit Parking

- *Site any transit parking or park 'n ride facility so that it and associated automobile traffic do not impair pedestrian circulation between the transit facility and surrounding area. This may entail siting the parking outside the immediate transit area where pedestrian activity is most intense. If the walk to the transit facility is safe and pleasant, it may not be critical to locate a park 'n ride in immediate proximity.*
- *See also: Transit Parking sidebar in Chapter 5: Transportation Demand Management.*

Facility Identity

- *Create a distinctive identity for the transit facility that resonates with the identity of the larger community. Select a theme that will be universally valued by a diversity of users. For example, an identity may be cultivated by incorporating art and/or an existing natural or man-made feature unique to the area into the facility. Consider carrying the theme into the way-finding features discussed in the Junction Place and Civic Design Guidelines.*

[1]These guidelines are based on BART Transit-Oriented Development Guidelines 2003.

Rail Plaza District

The Rail Plaza District will host the Boulder stop on the new commuter rail service to Denver and Longmont. Currently this district is predominantly industrial, with low-density development and surface parking lots. A significant portion of the district is occupied by Sutherlands Lumber/ Home Improvement Store. The district will evolve into a high-density, commercial and residential mixed-use area, with three- to five-story buildings.

The rail stop will be located at the end of Bluff Street and consist primarily of a passenger loading/ unloading platform and pedestrian access to the platform on the other side of the tracks (preferably an underpass). The city will develop a civic plaza adjacent to the stop. (See conceptual diagrams on p. 25.) The plaza is envisioned to be one of the key public spaces in the Transit Village area and will become a lively gathering place inviting to a broad spectrum of the community. During the area planning process, the plaza had been explored as a possible location for the historic Union-Pacific/ Boulder Jaycees train depot. (See p.26 for more information on the Depot.)

A new traffic signal with crosswalks at Valmont Road and 34th Street will help tie the Transit Village area to the neighborhoods to the north. A multi-use path along the west side of the tracks will provide easy bicycle and pedestrian access between Valmont, the rail stop and Goose Creek Greenway. The corridor along the tracks could become a car-free zone with a unique character, if adjacent development opens onto it and provides amenities, such as seating, landscaping and art, to enrich it.

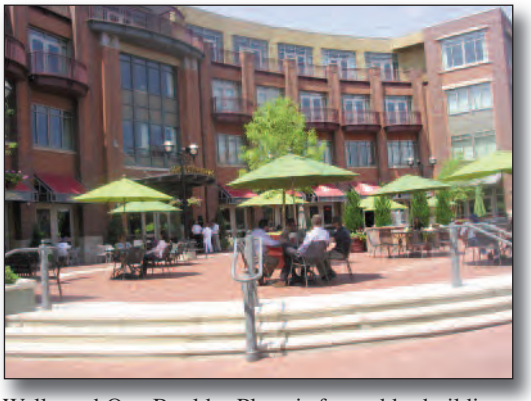
Rail Plaza District Guidelines:

- *Locate buildings along the street with parking behind.*
- *Place active uses on the ground level of buildings adjacent to Rail Plaza, for example, stores, restaurants, cafes, or commercial services, where feasible. They should have entrances directly onto the plaza.*
- *Orient buildings to Junction Place (see Junction Place guidelines), as well as to the tracks. If feasible, place active uses on the first floor. Consider making the track-side frontage a car-free zone with pedestrian amenities.*
- *See also: General Guidelines, Civic Plaza Guidelines, and Transit Facility Guidelines.*

Depending on surrounding building placement and heights, the rail platform, multi-use path and civic plaza planned for this district may have excellent views of the Flatirons.

"It would be great to include the housing developments north of Valmont in the planning process. Having a plaza or mercado would be a great way to bring in the folks from across Valmont."

- Rosemary Rodriguez, former Denver City Council member, May 2006 TVAP charrette



Well-used One Boulder Plaza is framed by buildings but also is accessible from three sides.

Plaza Examples in Boulder

- *One Boulder Plaza - ice rink in the winter, café seating and fountain the rest of the year, bordered by restaurants, cafés and offices; .25 acres*
- *Dushanbe Teahouse Plaza – used for Boulder County Farmer's Market, adjacent café seating; .16 acres*
- *Boulder County Courthouse Lawn – lawn and bench seating, fountain, path network, borders Pearl Street Mall; .65 acres*
- *CU UMC/ Trumbo Fountain Plaza – stair seating enclosed by buildings on three sides; .38 acres*

An interactive water feature can attract children and families.

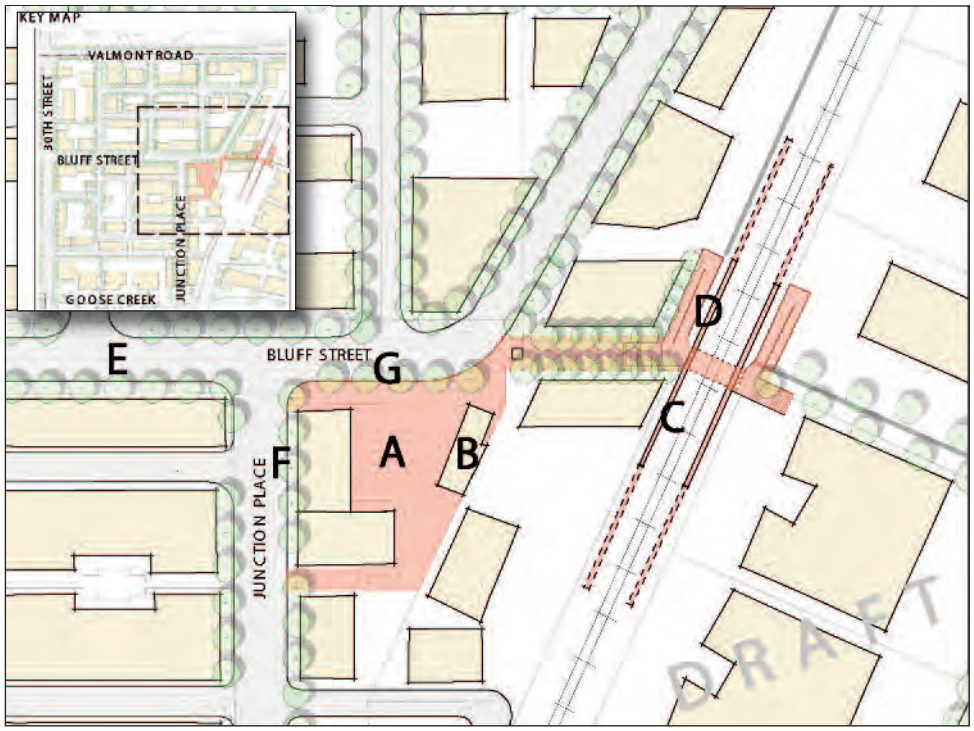
Civic Plaza Guidelines[2]:

- *Design the plaza to be approximately a third of an acre. Err on the side of smaller rather than larger.*
- *Frame the plaza with buildings, with one side open (or partially open) to Bluff Street and/or Junction Place. The intent is to create a partially enclosed space that is both inviting and intimate.*
- *Provide flexible space to accommodate a variety of public uses, such as a mercado[3], farmers' market, and festivals. Also provide flexibility for different uses during different times of the day, week and year. Anticipated uses and associated maintenance should be an integral part of the plaza design, particularly layout, furnishings, materials and plant selection.*
- *Design the plaza so its use could be combined with temporary closure of the east end of Bluff Street for special events.*
- *Include a variety of smaller "places" (activities or destinations) within the plaza. These could be as simple as a vendor cart.*
- *Provide essential and "comfort" amenities such as bike racks, a drinking fountain, recycling and trash receptacles, pedestrian-scale lighting, shade and soft surfaces, in carefully chosen locations.*
- *Provide an adequate amount of seating and carefully consider its location, orientation, type and materials.*
- *Consider including active art and water features, especially for children.*
- *Look for opportunities to incorporate art into built elements, such as paving, railings, signage, seating or overhead structures.*
- *Incorporate environmentally friendly features such as pervious surfaces, bio-filter landscaping beds, high-efficiency lighting, and solar-powered amenities (e.g., bubble fountains). Explore possible demonstration or educational aspect for these features.*
- *Use high-quality, authentic materials.*
- *Utilize trees and plants to soften the space.*
- *Carefully design the new pedestrian underpass (or overpass) at the tracks so that it does not negatively impact the aesthetics or function of the plaza.*
- *Provide way-finding features, such as signage, special pavement and art, to direct people to the plaza from 30th Street, Bluff Street, Valmont Road, Junction Place, and Pearl Parkway.*
- *Design the plaza to appeal to and attract a diversity of users from throughout the community. Involve cultural groups and adjacent neighborhoods in the plaza design process, particularly residents north of the area.*
- *Actively manage the plaza to ensure on-going security, cleanliness and liveliness. Gear events to attract both existing users and new users. Program uses to change as the seasons change.*

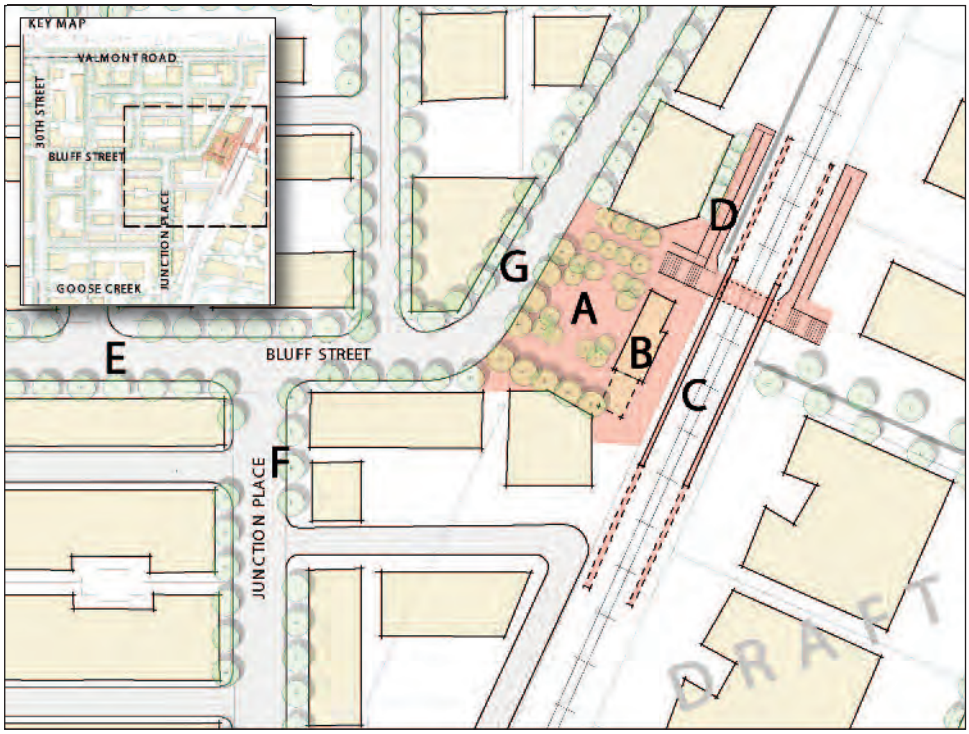
2 Some of these guidelines are based on "Ten Principles for Creating Successful Squares" by Project for Public Spaces.
3 The Spanish word for market, a mercado is a public gathering place for buying and selling merchandise typically focusing on the Mexican culture and/ or international wares.

Rail Plaza and Transit Facilities at Bluff Street & Junction Place Conceptual Diagrams

Option A



Option B



These conceptual diagrams illustrate how the rail stop, the plaza, Bluff Street and Junction Place could intersect and relate to each other. Kiss 'n Ride (passenger drop-off) for the rail and staging and passenger loading/ unloading for local bus service would likely occur on Bluff Street and Junction Place near the plaza.

Legend

A Rail Plaza
Functional size of Plaza - approximately .3 ac (if with Depot, approximately .5 ac)

B Optional location for historic Depot

C RTD commuter rail platform (both sides)

D Underpass with stairs and ramp
(length up to 300 feet)

E Local bus staging
2 buses each side
(wider street section needed)

F Phase 1 Kiss 'N Ride and potential bus staging

G Phase 2 Kiss 'N Ride

These diagrams are for illustrative purposes. The exact layout of the rail and bus elements, the plaza, and Junction Place will be determined after plan adoption, through a public process involving the city, RTD and property owners. See next page for information on the Depot location.

Depot Guidelines:

- *Ensure that the building's historic integrity is restored and preserved for future generations. Consider whether funding and land should be sought for restoration of the pavilion and porte-cochiere.*
- *Ensure that the building is an enriching centerpiece for the area, with a vibrant use, both day and night. Ideas for uses include: restaurant or café; retail/entertainment; public meeting space, possibly in a basement; bike station; or transit-related function. Other possible uses may emerge. Two or more uses could potentially be combined.*
- *Place the building in a highly visible, easily accessible location, if feasible given with surrounding land uses and programmatic needs.*
- *Try to minimize storage time and restore the building to active uses as soon as possible. Ensure the building is stable, well-protected from the elements and secure during movement and storage.*

The Union Pacific/ Boulder Jaycees Depot was built in 1890 in Romanesque Revival style. See Appendix 6 for more history on the building.

1890 Union-Pacific/ Boulder Jaycees Depot

In early 2006, the City Council indicated a preference for relocating the historic depot from the Crossroad Commons shopping center to the Transit Village area. Placing the Depot in proximity to the area's future transit uses would help recapture the historic significance of the Depot, a designated city landmark. The exact location and future use, ownership and management of the building will be determined through implementation of the area plan.

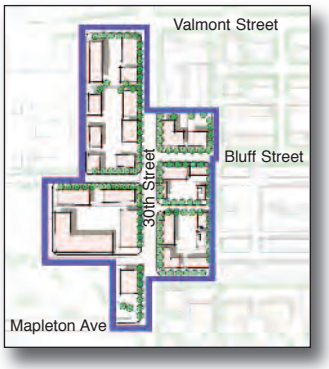
The city housing site is likely to be the Depot's permanent location. An alternative location on the RTD site will be considered during master planning of the city/RTD site. A location near the bus facility or railroad tracks would more closely associate the building with its original transit function. During the area planning process, locations in the civic plaza near the rail stop to the north were explored (see diagrams on previous page). However, they did not appear to be feasible at the time of plan adoption, given the required schedule and available funding for relocating the Depot from Crossroad Commons.

Whether the Depot is permanently located on property owned by a public entity, such as RTD or city housing, or owned by a private entity, the city will compensate the landowner. Possible methods for the city to acquire Depot land include: direct purchase, dedication by the property owner in association with a development application, long-term lease, or trade for city land elsewhere, or a combination of these methods.

Depot Location

At the time of plan adoption, the most likely location for the Depot was the east side of the city housing site.

30th Street Corridor District



Currently the 30th Street Corridor District is mostly zoned transitional business (BT1). The west side of 30th Street is predominantly automobile-oriented retail or storage uses; the east side of 30th Street is predominantly mixed-use, urban storefronts.

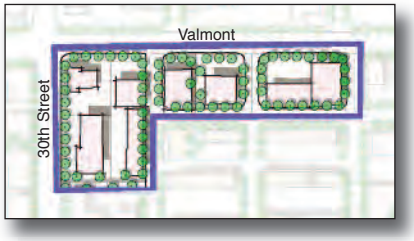
With a change to a mixed-use designation, the district will evolve to take on the character set by the Steelyards project: a mixture of commercial and residential uses in two- to three-story buildings located along the street, with parking behind, supported by a network of new streets and alleys. The vision is to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices. New transportation connections, wide sidewalks, first-floor storefronts, pedestrian-scale architecture, street trees and furnishings, and on-street parking will help create a more pedestrian-friendly 30th Street. New housing will most likely be located internally to properties, away from 30th Street, and will range from townhouses to higher-density apartments.

Thirtieth Street will evolve into a business main street.

30th Street Corridor District Guidelines:

- *Locate buildings along the street with parking behind.*
- *To create a more pedestrian environment and improve safety and traffic flow along 30th Street, eliminate driveway curb cuts on 30th Street when new streets and alleys are developed in the vicinity. (See Chapter 4: Transportation Connections Plan.)*
- *Provide pedestrian interest along 30th Street by selecting active ground-floor uses, such as retail and commercial services, where feasible.*
- *Provide street furnishings, such as benches, planters, café seating, art, and pedestrian lighting.*
- *See also: General Guidelines.*

Valmont Corridor District



The Valmont Corridor District is currently a service commercial district, the only such district in town, with low-intensity retail and commercial uses, including a gasoline station, personal services, offices, and small-scale manufacturing. Most of the buildings are one story in height.

The plan preserves the district's existing service commercial land use designation and zoning (BCS - Business Commercial Services). However, this zoning does allow more density than currently exists, so some expansions and intensification of the district are likely. For example, some one-story buildings may add a second floor.

Small businesses typify the Valmont service commercial zone.

The district's current automobile orientation -- surface parking lots in front of buildings and individual-property curb cuts along Valmont Road and 30th Street -- is expected to continue. The major improvement recommended for the district is to enhance the Valmont and 30th streetscapes with street trees and detached sidewalks. Better access to the neighborhoods to the north will be provided by three new crosswalks on Valmont Road.

Valmont Corridor District Guidelines:

- *Screen parking areas adjacent to the street with landscaping and/or low walls.*
- *Where additional access is provided by new streets or alleys (see Chapter 4: Transportation Connections Plan), eliminate driveway curb cuts on Valmont and 30th streets or combine with adjoining properties.*
- *See also: General Guidelines.*

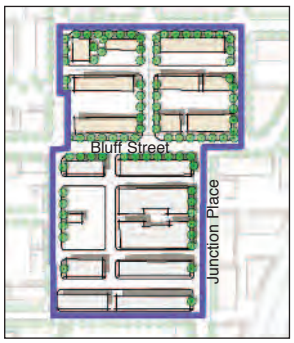
Steelyards District Guidelines:

- *Locate buildings along the street with parking behind.*
- *Look for opportunities to create car-free or car-reduced zones.*
- *See also: General Guidelines.*

Old Pearl District Guidelines:

- *Locate buildings along the street with parking behind.*
- *For properties between Old Pearl and the North Boulder Farmer's Ditch, orient the buildings to the street, but also take advantage of the ditch amenity.*
- *Orient buildings adjacent to the Goose Creek Greenway to that amenity.*
- *If possible, place higher buildings along Foothills Parkway to help buffer traffic noise from residential uses interior to the district.*
- *Work with the ditch company to uncover the North Boulder Farmer's Ditch where it's currently underground, re-vegetate the banks, and integrate a new multi-use path. Do not underground the ditch. Preserve any existing mature trees.*
- *Provide direct access from adjacent properties to the multi-use paths along Foothills Parkway, Goose Creek and the ditch .*
- *See also: General Guidelines.*

Steelyards District

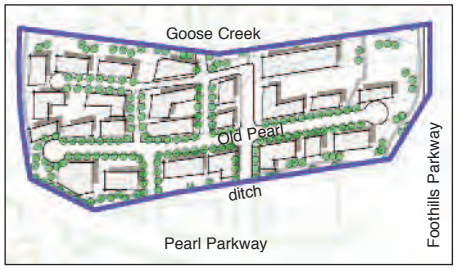


Most of the Steelyards District was recently developed by the Steelyards project, a mixture of housing, shops and small-scale service businesses. The industrial uses on the north side of Bluff Street will transition to high-density residential, such as urban townhouses. The southern part of the district is mixed-use industrial, one- to two-story live/work units.

Thirty-third Street will be transformed into Junction Place by widening and improving the existing right-of-way with pedestrian and bicycle amenities, as described in Chapter 4: Transportation Connections.

Housing surrounds a private park in the Steelyards.

Old Pearl District



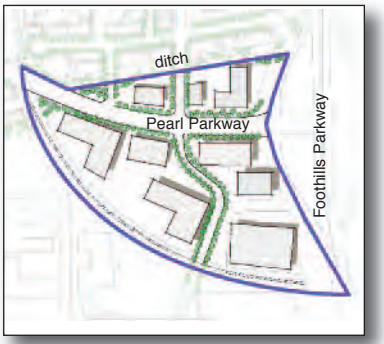
The Old Pearl District currently has mostly service industrial uses. The proposed industrial mixed-use land use will allow one- to three-story light industrial or service industrial uses with residential or live/work units. Over time, non-traditional housing will be developed incrementally, while retaining the present industrial character, resulting in an eclectic mix of uses. A higher intensity mixed-use industrial zone on the east edge of the district is intended to provide for additional building heights to help buffer interior properties from Foothills Parkway traffic noise. This district may be a feasible location for a green technology park.

A new street and a bridge over Goose Creek will create a connection to Wilderness Place. A plaza and/or sculpture at the western terminus of Old Pearl Street could mark the historic significance of the street as a remnant of an earlier "skewed grid" that once connected downtown Boulder to the town of Valmont, and celebrate the current importance of Pearl Street.

The mixed-use industrial land use proposed for Old Pearl will allow live-work units.

Pearl Parkway District

The Pearl Parkway District is industrial and functions as an extension of the East Pearl industrial area. Large warehouse buildings are located south of Pearl Parkway, and one- to two-story office and light industrial buildings are located north of Pearl Parkway. Parking is on surface lots. Two- to three-story office and industrial uses are expected in the future. This district may be a feasible location for a green technology park.



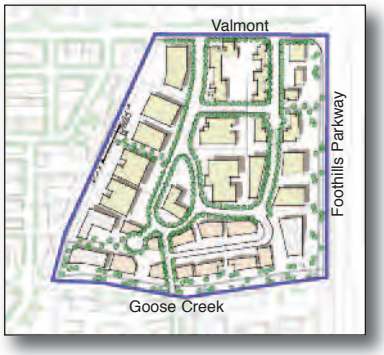
Today the area of south of Pearl Parkway has several large warehouse buildings.

Pearl Parkway District Guidelines:

- *Work with the ditch company to uncover the North Boulder Farmer's Ditch where it's currently underground, re-vegetate the banks, and integrate a new multi-use path. Do not underground the ditch. Preserve any existing mature trees.*
- *Design buildings adjacent to the North Boulder Farmer's Ditch to take advantage of that amenity.*
- *Provide direct access from adjacent properties to the multi-use paths along the ditch and Foothills Parkway.*
- *See also: General Guidelines.*

Wilderness Place District

Wilderness Place District is a stable employment area, with a mixture of technical offices and light industrial uses. Buildings range from one- story to four-stories. The proposed office-industrial land use will allow more density and greater flexibility in types of office uses. This district (or Old Pearl or Pearl Parkway districts) may be a feasible location for a green technology park. In the longer term, high-density residential may be developed along Goose Creek.



A train platform and pedestrian underpass (or overpass) will be added at the west edge of the district to serve the future commuter rail stop. Pedestrian walkways will connect these to Wilderness Place. A new street and bridge over Goose Creek will improve Wilderness Place access to the Old Pearl District and Pearl Parkway and create an additional link from the south to Valmont Road.

The west edge of Wilderness Place District will have a platform for the future rail stop.

Wilderness Place District Guidelines:

- *If possible, place higher buildings along Foothills Parkway to help buffer traffic noise from residential uses within the interior of the southern portion of the district.*
- *Orient buildings adjacent to Goose Creek Greenway to that amenity. Provide direct access to the greenway.*
- *Provide direct access from adjacent properties to the future multi-use path along Foothills Parkway.*
- *Carefully design the pedestrian underpass (or overpass) to minimize its aesthetic and functional impact on nearby pedestrian areas.*
- *Provide way-finding features, such as special pavements, signs and graphics, to facilitate pedestrian movement between Wilderness Place and the rail platform and underpass (or overpass), Rail Plaza, Junction Place, Valmont, and the Goose Creek Greenway.*
- *See also: General Guidelines.*

LMN Architects

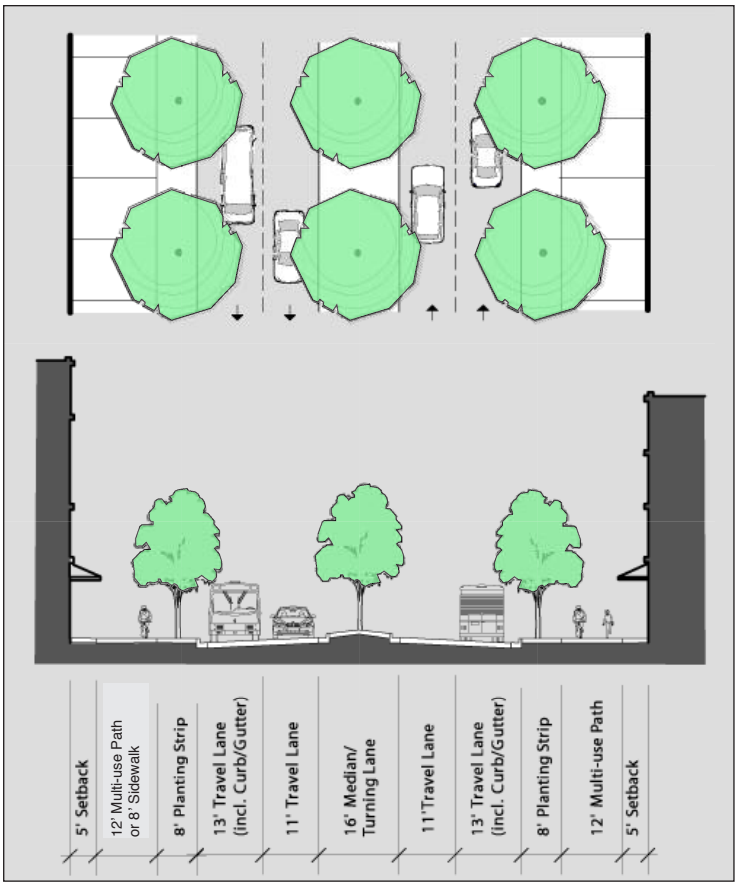
Ample pedestrian space, storefronts, furnishings and street trees can make streets living spaces.

B. Streetscape Guidelines

The following streetscape cross section drawings will be used as guidelines by the city and the private sector to plan and design the new streets shown on the Connections Plan. They also will be used to plan and design changes to the existing streets as adjacent redevelopment occurs. The cross sections are part of a right-of-way plan as contemplated by Section 9-9-8, B.R.C. 1981.[4] As such, the guidelines will be used to create reservation areas for future rights-of-way and to provide guidance on property exactions from new development and redevelopment and on city acquisition practices. Information is provided in the Implementation Plan on costs, the policy for public/ private sector cost allocation, and city funding.

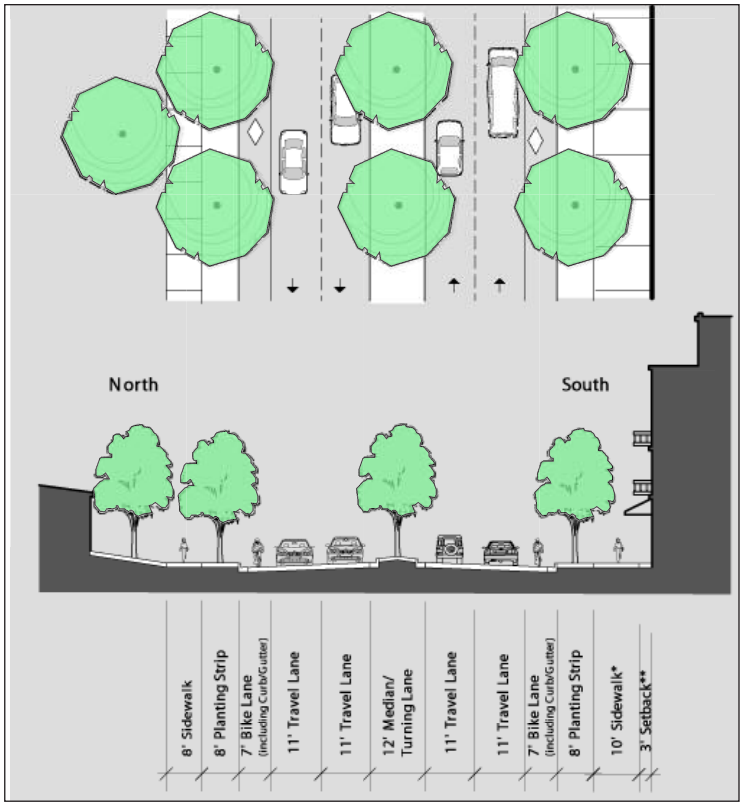
The on-street parking width in each relevant cross section is measured to the back of the curb.

Pearl Parkway



114′ Street Section

Valmont Road

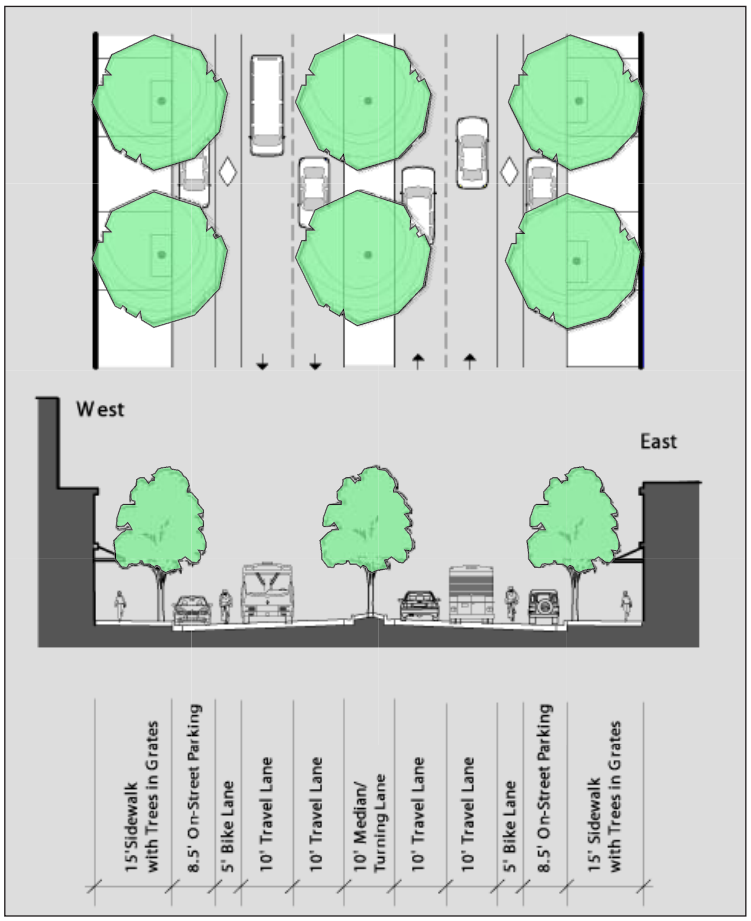


104′ Street Section (not including setback)

** South side 10′ sidewalk for Mixed Use or Service Commercial where building is adjacent to street; 8′ sidewalk for all other Service Commercial*
*** South side 3′ setback for Mixed Use; 10′ minimum setback for Service Commercial, although this can be reduced through Site Review*

[4] *Section 9-9-8 of the 1981 Boulder Revised Code addresses the reservations, dedication and improvement of rights-of-way.*

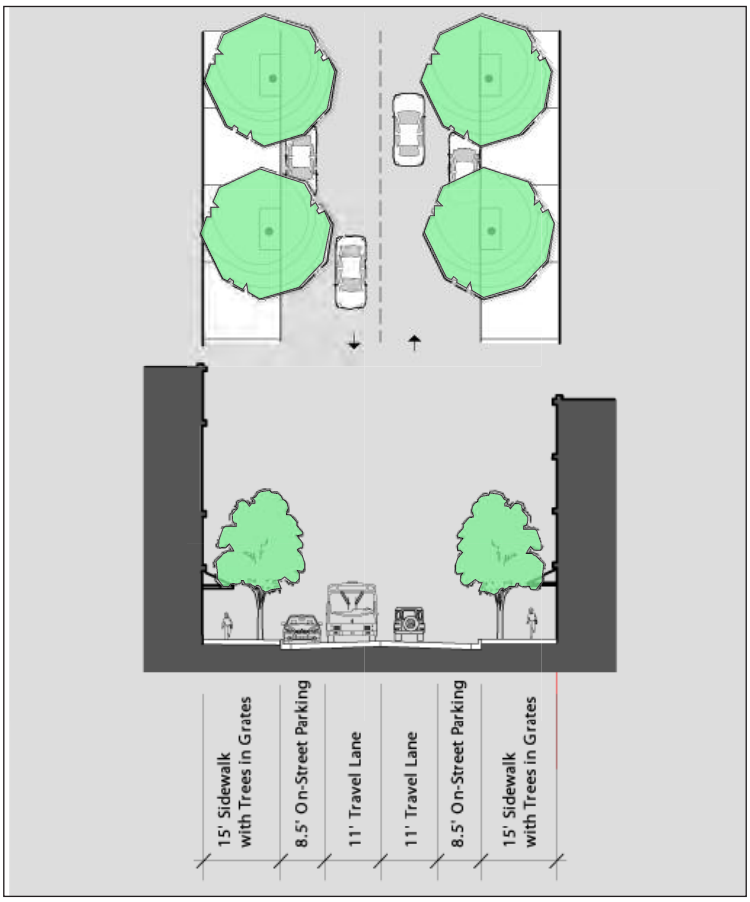
30th Street
Along Mixed Use and High-Density Residential Land Uses*



107′ Street Section

** Along Service Commercial, existing condition (with no on-street parking) remains.*

Bluff Street
East of 30th Street



65′ Street Section

30th Street: A Business Main Street

The vision for 30th Street is to transform it into a more pedestrian friendly "business main street" with neighborhood and community-serving retail and restaurants, personal and business services, housing and offices. An important ingredient for this transformation is to add on-street parking. On-street parking helps create a pedestrian environment by slowing traffic and providing a buffer between pedestrians and moving vehicles. It also is considered vital to support adjacent commercial activity and activate the street. The on-street parking could be added with minimal, if any, additional right-of-way and without the removal of existing travel lanes. Detailed engineering after plan adoption will examine the exact alignment of the roadway, the location of parking near traffic signals and intersections, and the feasibility of adding parking in front of smaller properties. The parking spaces will be priced and managed as the area builds out according to the TDM program.

While the west side of 30th Street south of Mapleton Avenue and the east side of 30th Street south of the North Boulder Farmer's Ditch are outside the Transit Village area, it is anticipated that over the long term, as adjacent properties undergo major redevelopment, the city will seek on-street parking on both sides of the street south to Walnut Street.

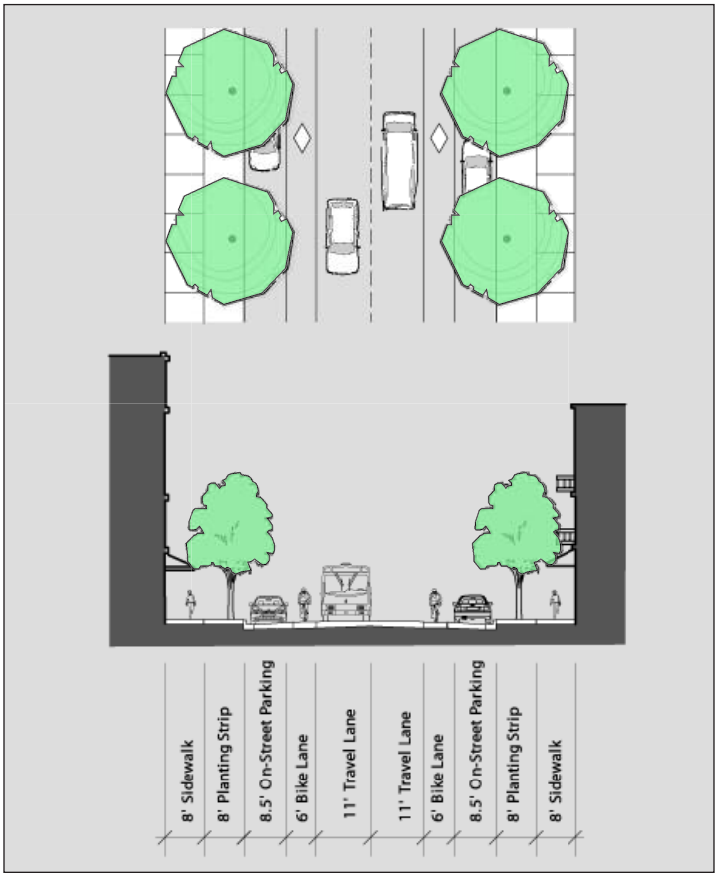
Junction Place as a Special Street

Junction Place will be a central spine for the west side of the area. It will be designed to give priority to pedestrians and keep vehicular speeds low. Traveling the length of Junction Place between Pearl Parkway and Valmont Road will be possible but discouraged by the design and character of the street, as the street is not intended to function as a through-street or north-south alternative to 30th Street. Rather, it is intended to provide access to the bus and rail facilities and adjacent neighborhoods from nearby arterials.

For phasing and design purposes, Junction Place has been broken into three segments. The exact alignment for each segment will be determined at the time of redevelopment of the adjacent properties through Site Review. Comparative costs and impacts to adjacent properties will be considered. Phasing, funding and cost sharing for Junction Place is addressed in the Implementation Plan.

Junction Place will emphasize pedestrians and bicycles over vehicles and will be enriched with amenities, such as special paving.

Junction Place
Segment I
Southern Area Boundary to North Edge of Bus Facility Area



83′ Street Section

Junction Place
Segment 2
North Edge of Bus Facility Area to Bluff Street

70′ Street Section

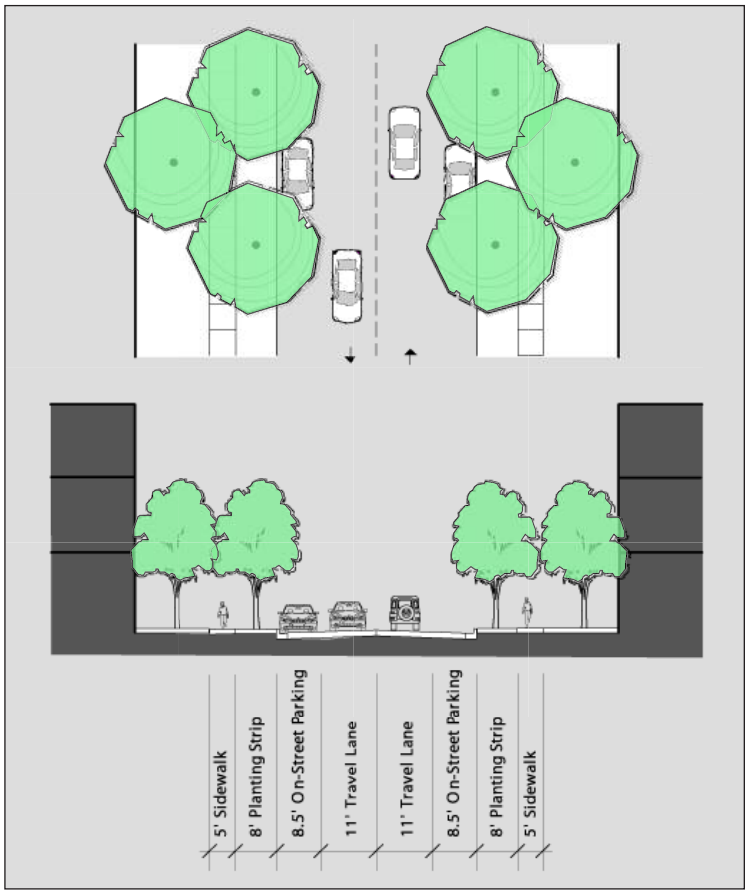
Junction Place Segments

Each segment will have two travel lanes (one in each direction) and on-street parking.

- *Segment 1 is the southern segment, from the existing 32nd Street, across Pearl Street and north past the bus facility. This section will receive significant bus and vehicle traffic and will have a standard street cross-section, on-street bike lanes and wide detached sidewalks to separate the various travel modes.*
- *Segment 2 is the middle section from the northern extent of the bus facility, near Goose Creek, to Bluff Street. A majority of this section follows the existing 33rd Street, which will be widened to accommodate a shared-space street (where vehicles and bikes share the roadway) and wide pedestrian areas. On-street parking will be parallel or in pockets of diagonal parking, alternating with wider sidewalk space for outdoor seating, larger planting areas, or other amenities.*
- *Segment 3 is the northern section from Bluff Street to Valmont Street. This section will have more vehicle traffic than the middle section and will have a local street cross-section (see next page).*

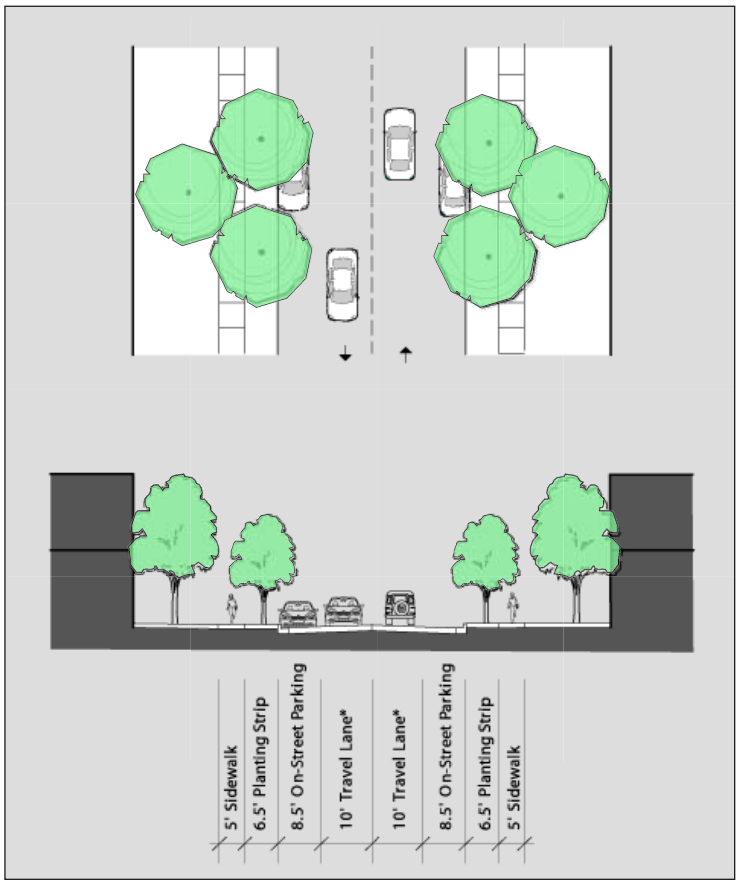
Bicycles and cars share a travel lane on northbound 13th Street in downtown Boulder, as is planned for Junction Place Segment 2.

Frontier/Wilderness Place



65′ Street Section

New or Upgraded Local Street



60′ Street Section

** A narrower roadway section - 32′ curb face-to-curb face, instead of 36′ curb face-to-curb face - may be allowed for land uses with lower density, lower intensity uses than Mixed Use-1 and -2, such as Mixed-Use Industrial-1 and High-Density Residential-1*

Plan Goals	How Met
Urban Design *Create a lively, engaging, well-used and well-loved pedestrian-oriented place that attracts and serves all of Boulder and that exhibits a variety of building sizes, styles and densities that don't look overly planned.*	• *Land Use Plan and Transportation Connections Plan work together to create a pedestrian-oriented place by providing higher-density development, which favors structured parking over surface parking lots, and a fine-grain network of connections, which creates smaller, more walkable blocks.* • *New land uses and connections will enable 30th Street to become a more pedestrian-friendly business main street without curb cuts.* • *District Guidelines call for pedestrian-oriented development site layout and building design and for quality useable open space. They also identify district-specific features to take advantage of, and provide guidance on making the park, plaza, and transit facilities successful places.* • *Streetscape Guidelines call for Junction Place to have a special, pedestrian-oriented character and for all other streets to have ample pedestrian zones and on-street parking. A narrower local street section, with reduced vehicular space and slower speeds, may be allowed for appropriate adjacent land uses.* • *New transit services will enliven the area by bringing in people from outside of the area and outside of Boulder.* • *Land Use Plan allows a range of land use types and densities. Variety in buildings is more likely achieved through redevelopment of individual properties rather than assembled properties.* • *Arts and Aesthetics Plan will identify opportunities for public art to create a unique and interesting place.*
Public Spaces: *Provide a variety of community gathering spaces at both citywide and neighborhood scales, and ensure they are welcoming to a diversity of users.*	• *Plan calls for a pocket park on the city-owned site to serve the neighborhood south of Goose Creek. Its location adjacent to Goose Creek Greenway will ensure use by the larger community as well.* • *Plan calls for a civic plaza by the rail stop that will be situated and designed to attract and be enjoyed by the entire Boulder community.* • *District Guidelines call for the design of the park and the plaza to involve adjacent neighborhoods and community cultural groups.*

Pedestrian-oriented building and site design will help make the Transit Village area a well-loved place.

Thoughtfully crafted gathering places invite use.

Unique features help create a distinctive destination that attracts people from a larger area.