



Draft Recommendations | July 2nd, 2021

55th & Arapahoe Station Area Master Plan



- **Community and Stakeholder Input**
- **Land Use**
 - Place Types
 - Development Approach
- **Mobility**
 - Access and Circulation
 - Street Hierarchy
 - Mobility Hub and TDM Concepts
- **Urban Design**
 - Development Program
 - Urban Design and Public Spaces Strategies



Community and Stakeholder Input

Concept Development: **Vision Statements**



SMALL LOCAL BUSINESS The city will **protect affordable business** space, support a wide **variety of businesses** and deliver **attractive neighborhoods** for employers, employees and customers in order to help local businesses thrive in East Boulder.



ARTS & CULTURE The city will play an active role in supporting East Boulder's development of **art spaces and experiences, installations, businesses and venues** for professional and amateur creatives that reflect the subcommunity's local culture.



DESIGN QUALITY & PLACEMAKING East Boulder will evolve to include **walkable neighborhoods**, for all ages and abilities, whose aesthetic character **reflect the subcommunity's unconventional personality and industrial identity**. The area will welcome experimentation in design and construction to build enduring and engaging places

Concept Development: **Vision Statements**



HOUSING AFFORDABILITY & DIVERSITY East Boulder will be home to **new and affordable housing** that complements existing uses, includes a **diverse mix of housing types** and ownership models and extends live-work-play choices to those interested in living in Boulder.



RESILIENCE & CLIMATE COMMITMENT (Re)development in East Boulder will **respect and enhance the integrity of the area's natural resources** and minimize disruptions, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.



ACCESS & MOBILITY People and goods will **easily and safely** travel to, from, and through East Boulder by **variety of efficient and affordable modes**, employing advanced transportation technology where appropriate.

Existing Conditions: Key Takeaways

- Leverage the transit investment by increasing both the vertical and horizontal **mix of uses**
- Utilize **land use and zoning policies** to leverage market demand, better utilize parcels, and encourage desired uses, densities, and forms
- Opportunity to create additional **pedestrian and bicycle connectivity** through redevelopment
- Use mobility hubs to provide a variety of **transportation options** to and from the station to support the BRT investment
- Provide **new amenities** for current residents while balancing the **concerns of gentrification**

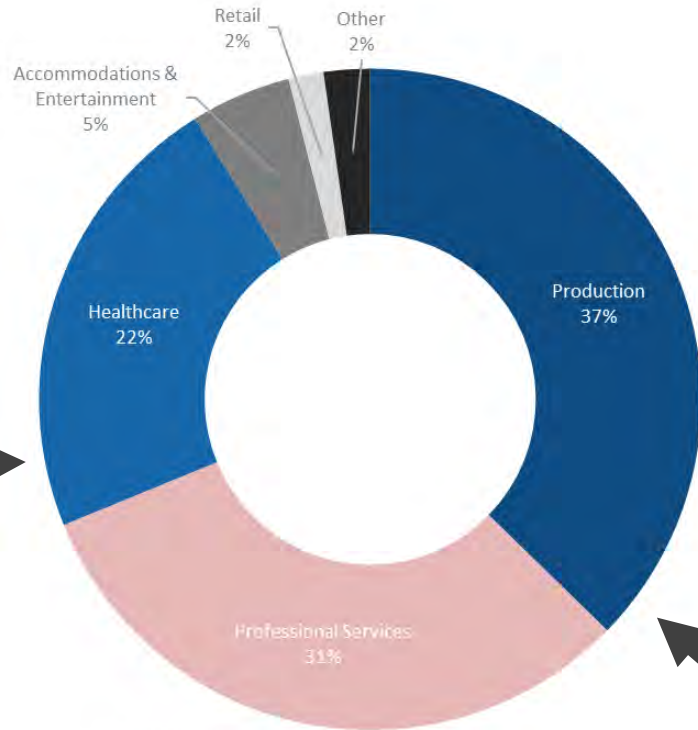
Existing Conditions: Market Takeaways

- There is **demand for development** across office, industrial-flex, retail, and multifamily uses, which presents an unusual set of market trends and gives the City options
- Current market conditions present challenges to new development, as returns generated by existing cash flows are sufficient (**no incentive for redevelopment**)
- Given the degree of market pressure and the conditions of the existing land use, there is **opportunity for growth and change** within the study area
 - The City of Boulder is in a position to adopt land use policy to allow for greater economic development while focusing on community priorities (such as affordable housing, transit connections, placemaking, sustainability, etc.)
- **Change in the study area is not likely to happen without greater entitlements**, given that current operations for industrial and office uses are generating high rents with low costs and low risk to developers
 - For change to happen, the “carrot” of expanded entitlements will have to be sufficiently large to elicit

Existing Conditions: Market Conditions

- Area has seen change from historical industrial/R&D uses to more office/flex space, as well as a hub of medical uses
 - Taken place mostly through property renovations and tenant improvements, rather than redevelopment (with the exception of medical)
- Economy is expanding, primarily through healthcare and industrial-flex employment, despite a contraction in overall building inventory
- Area has been perceived as an “affordable employment” area within the city
 - While office rent levels are lower than the citywide average, industrial-flex space is costlier in this area than the city overall
 - The perception of affordability has not been accurate for more than a decade

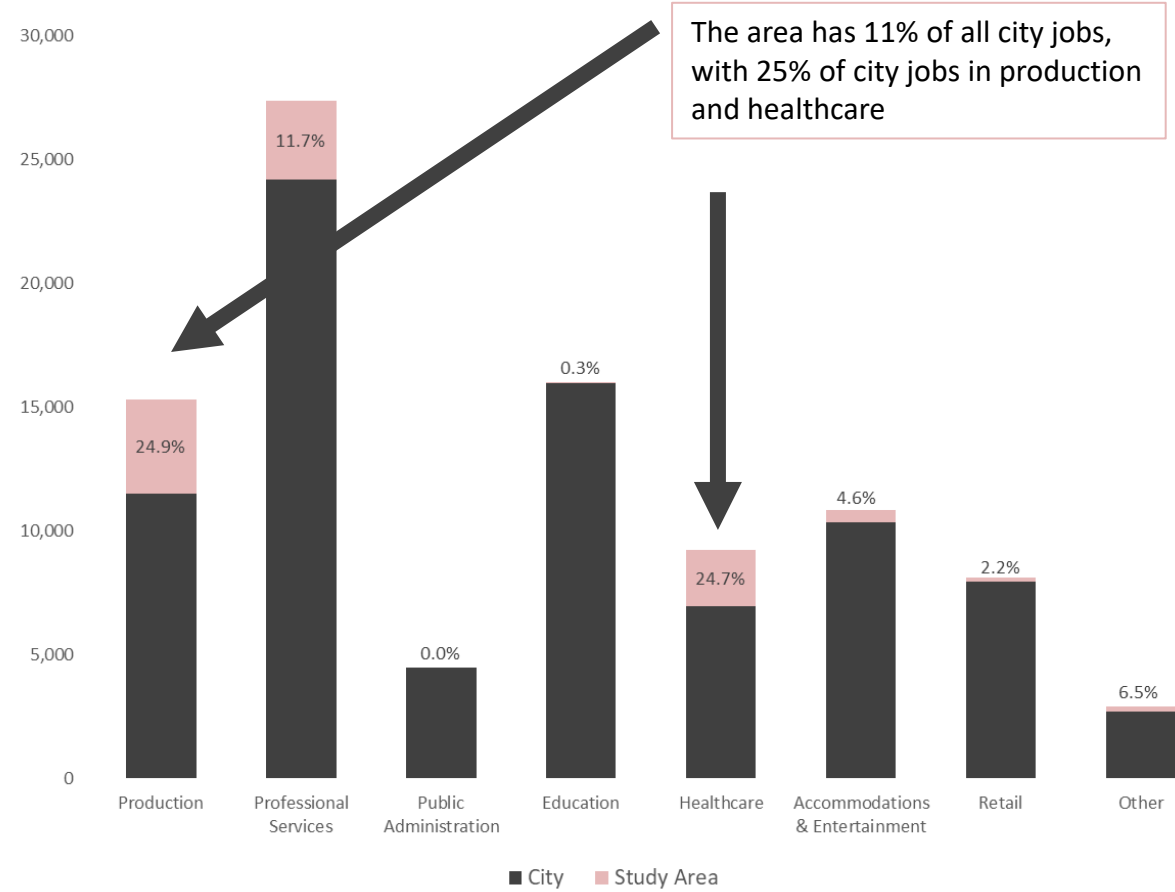
Existing Conditions: Current Jobs



Source: QCEW; Economic & Planning Systems

Development of healthcare facilities has increased healthcare jobs from 4% in 2001 to 22% now

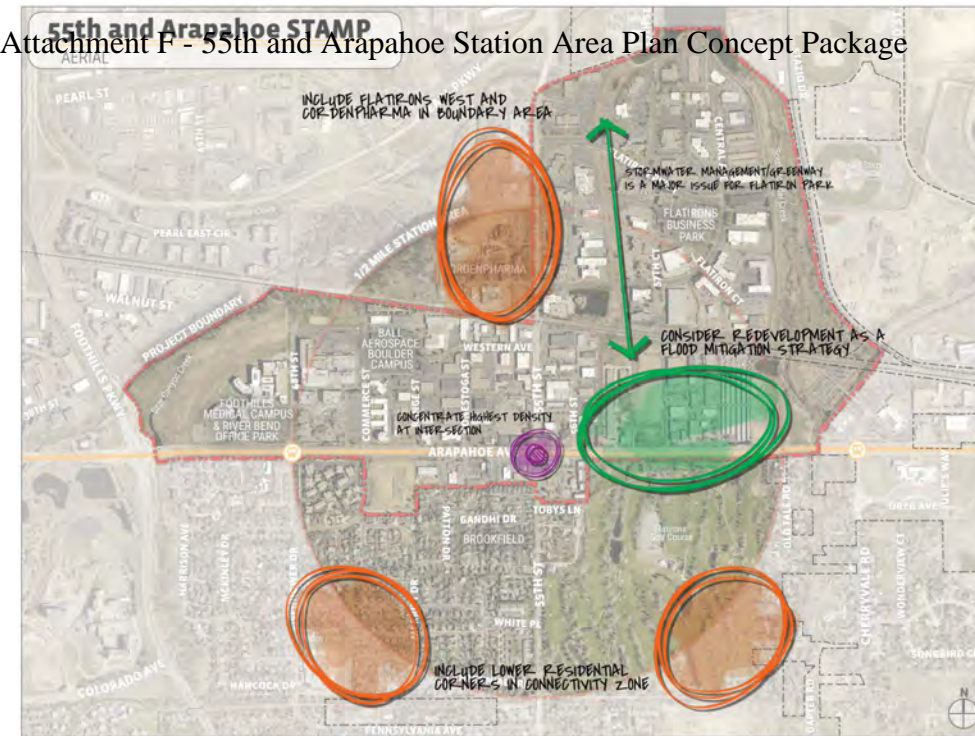
Most jobs in the area are in production (e.g. manufacturing, wholesale)





55th and Arapahoe STAMP Engagement

- EBWG STAMP Subcommittee – Conducted 4 meetings to work on draft concepts
- Community Affairs Council - Advisory to Boulder Chamber of Commerce, made up of local business and community leaders
- Community Meetings - 4 Community Engagement windows, Primarily virtual engagement using BeHeardBoulder
- Focus Groups - 4 Virtual Focus Groups, included property owners, business owners, and renters - “Who Do We Want to Be?”



Concept Development: **Guiding Principles**

- Prioritize Transit-Supportive Strategies
- Focus on Strategic Geographies and Opportunity Sites
- Identify and Prioritize Recommendations with Co-Benefits
- Facilitate Incremental Change and Sequencing
- Protect and Enhance Integrity of Existing Neighborhood
- Preserve and Promote Accessible and Attainable Housing and Employment Opportunities
- Ensure a Flexible Development Framework
- Prepare for Future Innovations
- Stay True to Community Input



Land Use

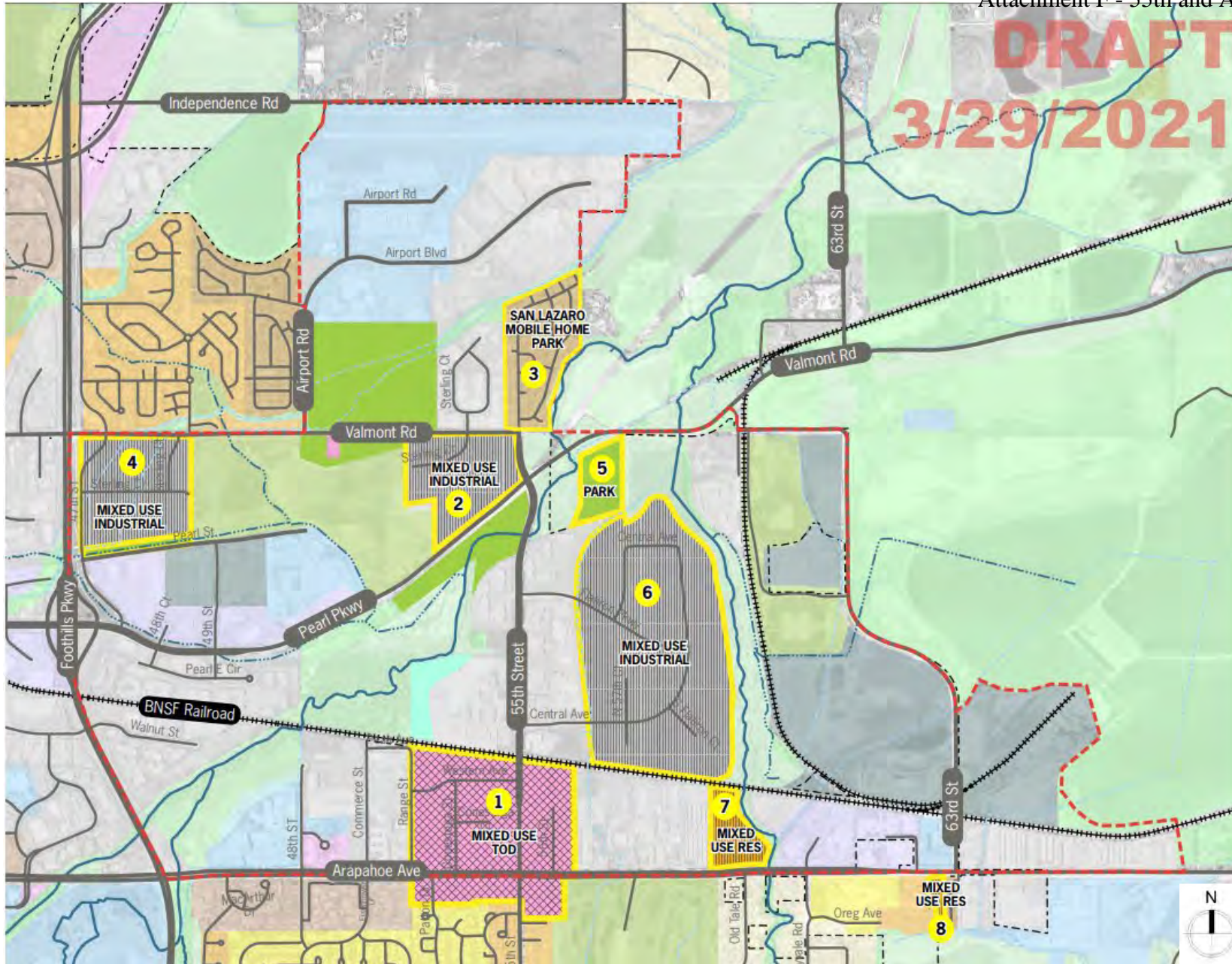


East Boulder Subcommunity: **Integration**

- One of the areas of change identified in the EBSP
- Recommended for designation as as 'Mixed Use TOD' in the EBSP Draft Land Use Plan
- Identified in the 2018-Adopted East Arapahoe Transportation Plan as a regional mobility hub along the future SH7 Bus Rapid Transit (BRT) route











- City Limits
 East Boulder
- BVCP Land Uses**
- Residential**
- Very Low Density Residential
 - Low Density Residential
 - Manufactured Housing
 - Medium Density Residential
 - High Density Residential
- Business**
- Community Business
 - General Business
 - Transitional Business
- Industrial**
- Community Industrial
 - General Industrial
 - Light Industrial
- Other**
- Park, Urban and Other
 - Open Space
 - Public
 - Environmental Preservation
- Mixed Use**
- Mixed Use Residential
 - Mixed Use Business
 - Mixed Use Industrial
 - Mixed Use TOD

55th and Arapahoe STAMP

- Base Conditions
-  Core Station Area
 -  Railroad
 -  Planned BRT Alignment
 -  Planned BRT Station



Place Types: Descriptions and Examples



 Residential Mixed-use

Consists predominantly of residential uses, neighborhood-scale retail and personal service uses will be allowed



 Flex

Consists of Office and/or industrial



 Flex Mixed-use

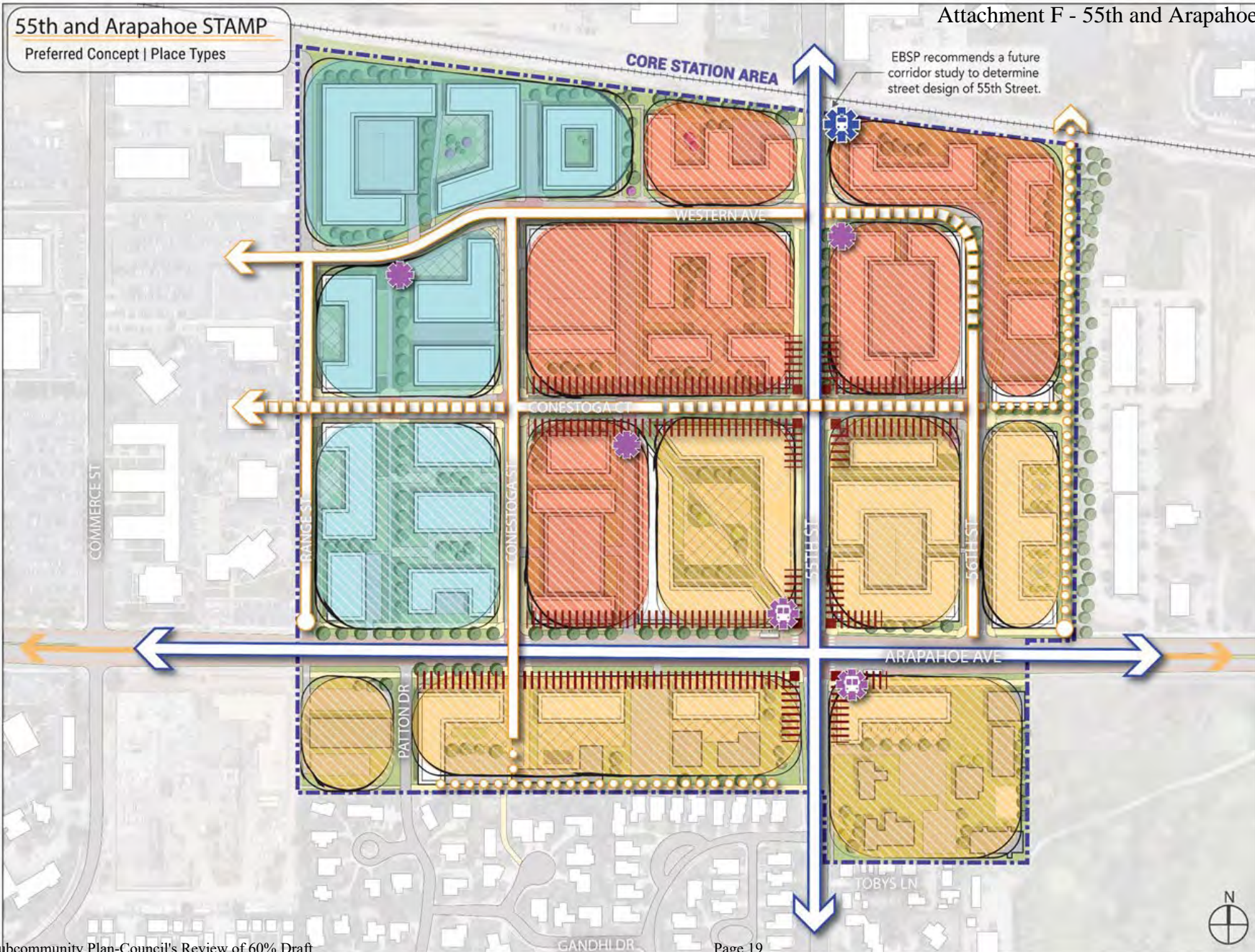
Consists of office and/or industrial, with retail/service on the ground floor



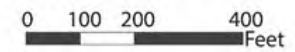
 Innovation Mixed-use

Consists of light industrial, creative office and retail/service on the ground floor, with office and/or residential above.

55th and Arapahoe STAMP
Preferred Concept | Place Types



- Base Conditions**
- Core Station Area
 - Railroad
 - Planned BRT Alignment
- Place Types**
- Residential Mixed-use
 - Innovation Mixed-use
 - Flex
 - Flex Mixed-use
 - Priority Ground Floor Retail
- Circulation**
- Existing Primary Circulation
 - Proposed Primary Circulation
 - Proposed Secondary Circulation
 - Major Roadway Corridor
 - Mobility Hub
 - BRT Station / Mobility Hub
 - Future RTD Mobility Hub



Innovation Mixed Use: **Priorities**

- Ground floors that contribute to a **vibrant district** and an **active public realm**
- **Innovative vertical mix of uses** within new development that is cohesive with surroundings (prioritizing "maker" ground floors)
- Ample **residential options** amidst the light industrial, especially **affordable housing**
- **Placemaking** that embraces the historical, innovative nature of this area
- A softer light industrial setting that integrates **natural design elements**



Flex / Flex Mixed Use: **Priorities**

- Uses that contribute to the **funky industrial character** of the district
- **Vertical and horizontal mix of uses** within new development that is cohesive with surroundings
- Ample **office and light industrial** uses that create employment opportunities and provide **affordable space for small businesses**
- **Placemaking** that embraces the historical, innovative nature of this area
- A softer light industrial setting that integrates **natural design elements**



Residential Mixed Use: **Priorities**

- Active ground floors that contribute to a **vibrant district** and an **active public realm**
- Primarily **vertical mix of uses** within new development that is cohesive with surroundings
- Significant **multifamily residential** uses that create housing stock and affordability, with some retail and services on the ground floor
- **Placemaking** that embraces the historical, innovative nature of this area
- A variety of design elements and **shared community amenities**



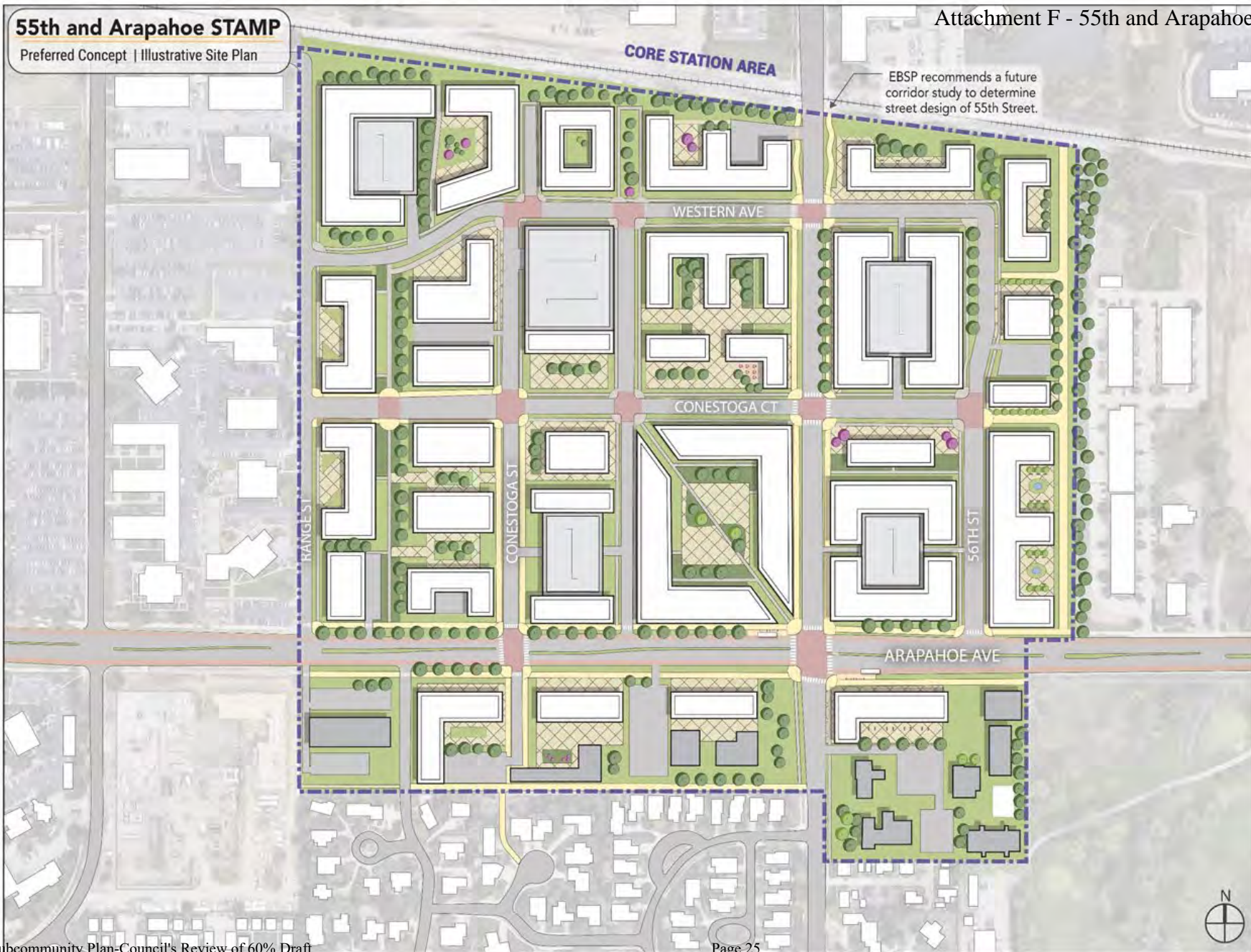


Individual Properties: **Various Approaches**

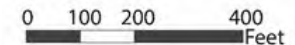
In order to create a cohesive, memorable district:

- **Remain As-Is** (gritty flavor of the area is retained by a few properties)
- **Improve Existing Buildings** (updates to existing buildings to support the existing use or renovations to accommodate adaptive reuse)
- **Parking Lot Infill** (works best with a district parking and TDM strategy, opportunity for vertical innovation mixed use)
- **Redevelopment** (new innovation mixed use and/or residential buildings in place of current buildings)

55th and Arapahoe STAMP
Preferred Concept | Illustrative Site Plan



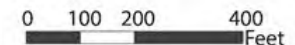
- Base Conditions**
- Core Station Area
 - Proposed Facilities
 - Existing Facilities
 - Railroad
 - Pedestrian Paths
 - Multi-Use Paths
 - Plaza
 - Enhanced Intersection
 - Parking and Road Pavement
 - Structured Parking
 - Vegetation



55th and Arapahoe STAMP
Preferred Concept | Development Approach



- Base Conditions**
- Core Station Area
 - Proposed Facilities
 - Existing Facilities
 - Railroad
 - Pedestrian Paths
 - Multi-Use Paths
 - Plaza
 - Enhanced Intersection
 - Parking and Road Pavement
 - Structured Parking
 - Vegetation
- Development Overlay**
- Redevelopment
 - Adaptive Re-Use



55th and Arapahoe STAMP
Preferred Concept | Building Height



- Base Conditions**
- Core Station Area
 - Proposed Facilities
 - Existing Facilities
 - Railroad
 - Pedestrian Paths
 - Multi-Use Paths
 - Plaza
 - Enhanced Intersection
 - Parking and Road Pavement
 - Structured Parking
 - Vegetation
- Building Height**
- Five Stories
 - Four Stories
 - Three or Fewer Stories



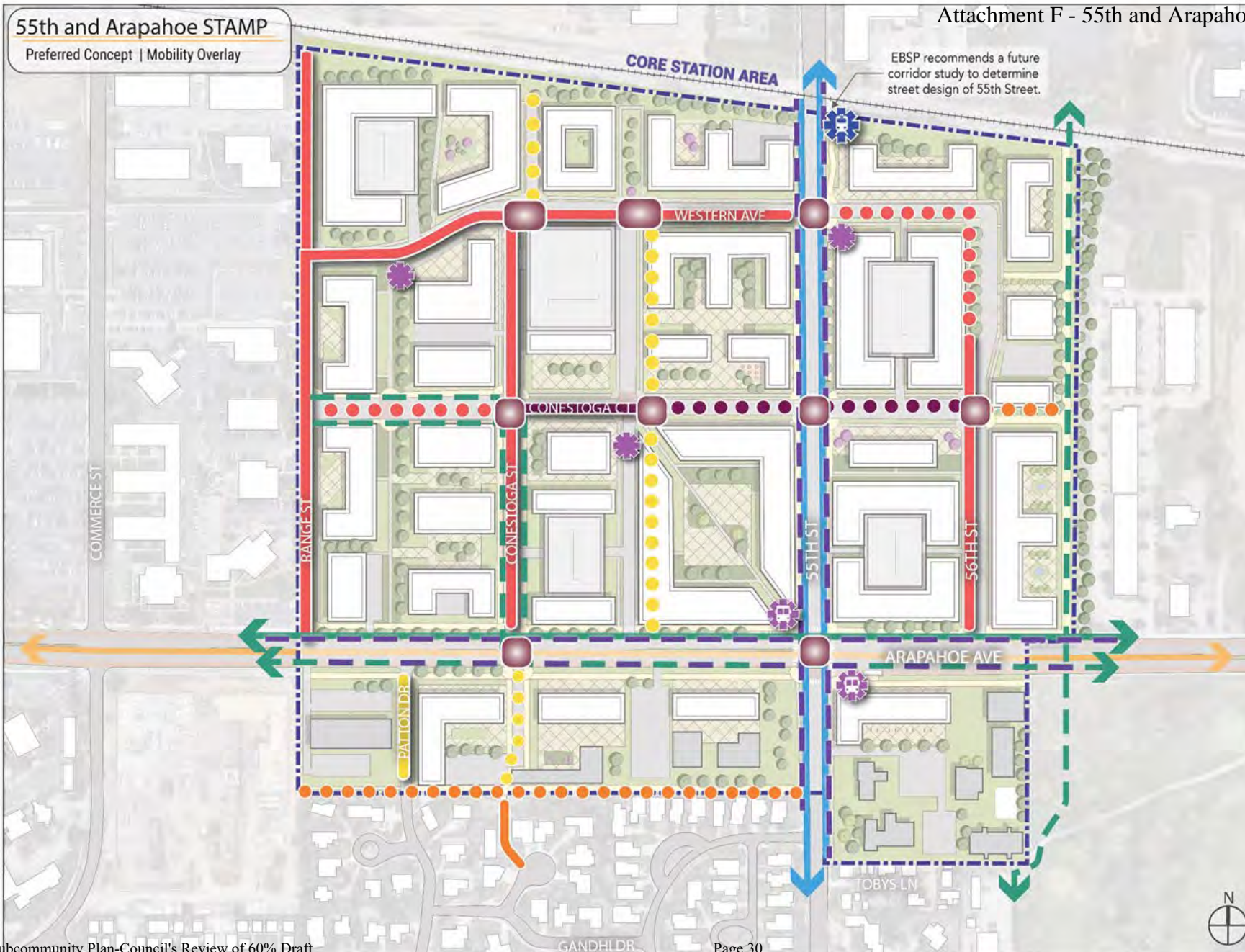
Mobility



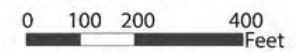
Access and Circulation Goals

- Prioritize multimodal comfort and strong transit, pedestrian, and bicycle connections
- Establish street grid network
- Plan for delivery and heavy vehicle access
- Establish curbside management strategies to support loading zones for deliveries and passenger pick up/drop off
- Distribute Mobility Hub elements throughout TOD, hierarchy based on land use
- Make comfortable connections to external pedestrian and bike network
- Consolidate access points along 55th St and Arapahoe Ave as redevelopment occurs

55th and Arapahoe STAMP
Preferred Concept | Mobility Overlay

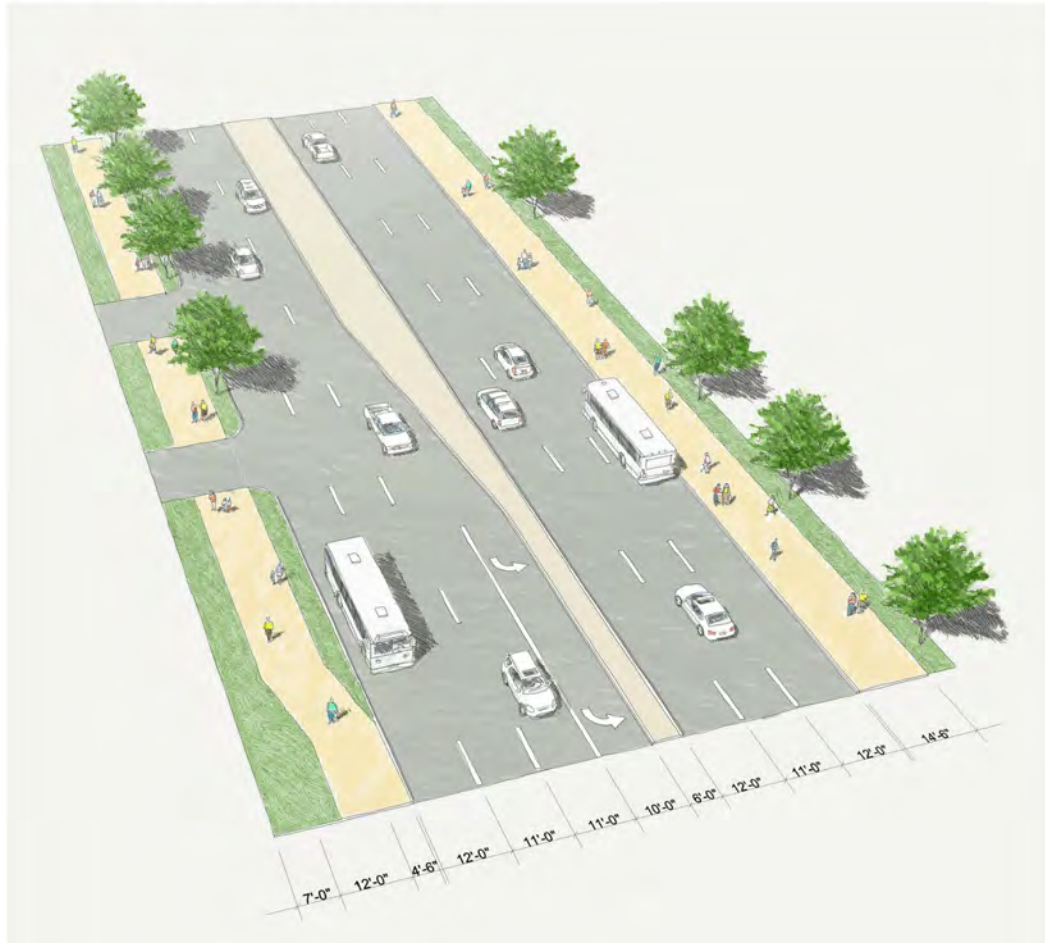


- Base Conditions**
- Core Station Area
 - Railroad
 - Planned BRT Alignment
 - Planned BRT Station
- Concept Diagrams**
- Planned BRT Station
 - Future RTD Station
 - Enhanced Intersection
- Recommended Street Network**
- Activation Street
 - Commercial Street
 - Residential Street
 - Pedestrian/Bike Emergency Access Street
 - New Street
- Bicycle and Pedestrian Facilities**
- Existing Bike Lane
 - Existing Multi-Use Path
 - Proposed Multi-Use Path
 - Proposed Vertically Separated Facility



Arapahoe Ave: Preferred Cross-section (adopted 2018)

EXISTING CONDITIONS (TYPICAL)



2040 VISION



55th Street: Preliminary Cross-sections

- Low-stress Walk and Bike Network Plan Recommendation: Vertically Separated Bike Lanes
 - MUP designs included to illustrate ROW options
- Will recommend access management as part of plan
 - Driveway consolidation
 - Access off of new Conestoga Ct
- EBSP recommends a future corridor study to determine the design of 55th Street

Internal Street Network Goals

- **Prioritize multimodal** comfort and strong transit, pedestrian, and bicycle **connections**
- Establish **street grid** network
- Plan for delivery and **heavy vehicle access**
- **Distribute Mobility Hub elements** throughout TOD, hierarchy based on land use
- Make comfortable **connections to external pedestrian and bike network**
- **Consolidate access points** along 55th St and Arapahoe Ave as redevelopment occurs



Internal Streets: Key Components

- Activation Street
- Commercial Street
- Residential Street
- Pedestrian-Bicycle-Emergency Access Street

Consistent with Development and Construction Standards (DCS)

Activation Street

- **Focal corridor** of the development: Conestoga Court
- **Generous pedestrian sidewalks** and amenity zones
- **Outdoor gathering** and dining spaces, space for vendors
- **Comfortable *on-street* environment** for people riding bicycles with traffic calming treatments
 - Curb extensions at intersections
 - Pedestrian refuge medians
 - On-street parking
 - Raised mid-block crossing

Activation Street



Activation Street

Typical Section: two travel lanes, two parking lanes, and sidewalks

1/4"=1'-0"

Draft

Commercial Street

- Access to **retail, commercial, light industrial uses**
- **Enhanced intersections** allow for delivery and heavy vehicles
- **Small curb radii** with rollover curbs allow for large vehicle turning movements to occur while helping reduce turning speeds for passenger vehicles
- **Comfortable on-street environment** for people riding bicycles with traffic calming treatments
- **Curb extensions and refuge islands** at intersections reduce crossing distances for pedestrians
- **Raised crossings** at driveways increase visibility and slow turning vehicles

Commercial Street



Commercial Street

Typical Section: two travel lanes, two parking lanes, and sidewalks

1/4"=1'-0"

Draft

Commercial Street with Multi-Use Paths

- Provides **off-street bicycle connection** from Arapahoe Ridge neighborhood and Arapahoe Avenue to:
 - Conestoga Court main street and businesses along Conestoga Street
 - Boulder Creek Path along Conestoga Court to connect to Ball Campus planned pedestrian/bike connections
- Access to **retail, commercial, light industrial uses**
- **Enhanced intersections** allow for delivery and heavy vehicles
- **Small curb radii** with rollover curbs allow for large vehicle turning movements to occur while helping reduce turning speeds for passenger vehicles

Commercial Street with Multi-Use Paths



Commercial Street with Multi-use Path

Typical Section: two travel lanes, two parking lanes, and two multi-use paths

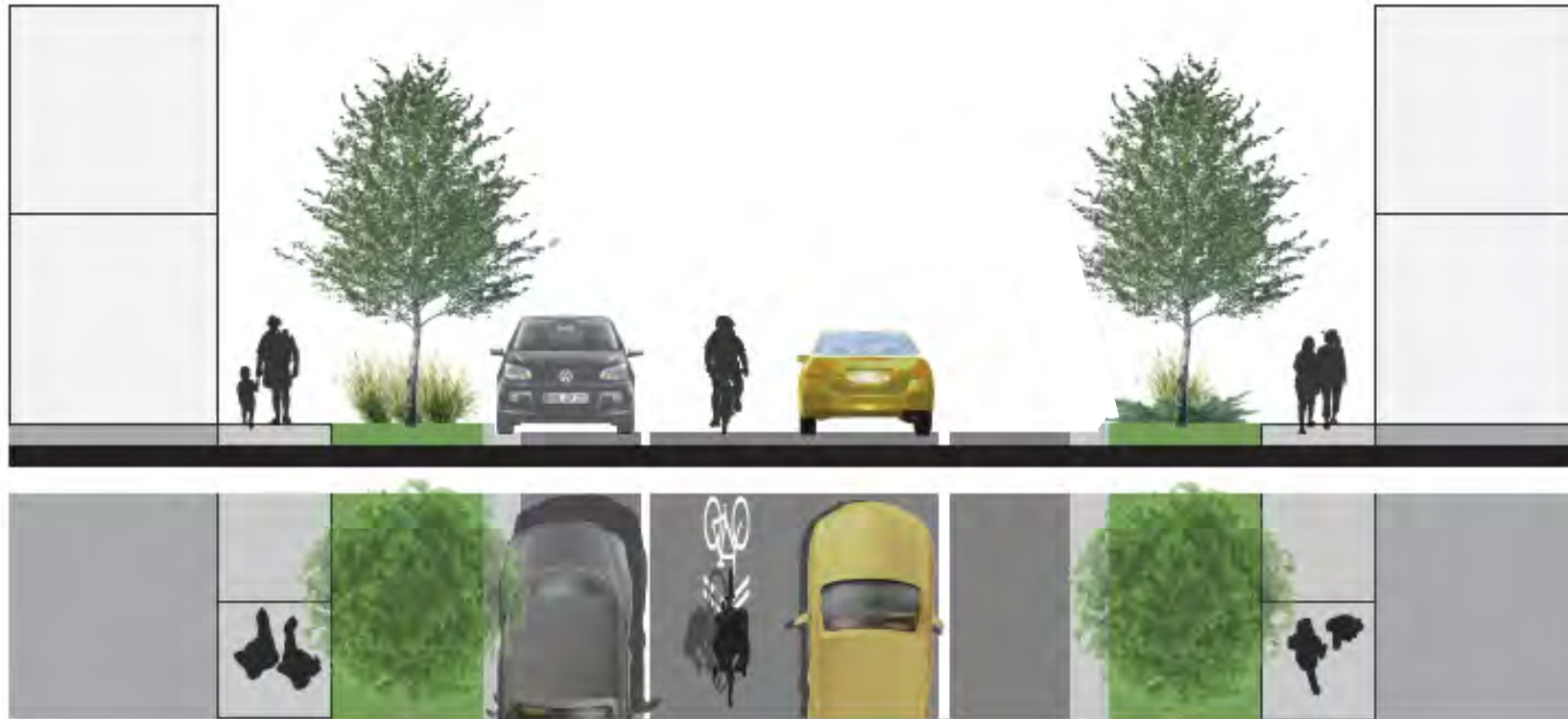
1/4"=1'-0"

Draft

Residential Street

- **Local street** intended for pedestrians, bicyclists, and slow-moving vehicles
- Sidewalks separated by **amenity zone**
- **Curb extensions** at intersections that reduce crossing distances for pedestrians
- **On-street parking both sides**

Residential Street



Residential Street

Typical Section: shared travel lane, two parking lanes, and sidewalks

1/4"=1'-0"

Draft

Pedestrian-Bicycle-Emergency Access Street

- Provides additional connectivity within the site for people walking and riding
- Mountable curbs allow for emergency vehicle access
- Augments network of multi-use paths framing the development



Pedestrian-Bicycle-Emergency Access Street



Pedestrian- Bike - Emergency Access Street
Typical Section: access-restricted shared lane

1/4"=1'-0"

Draft

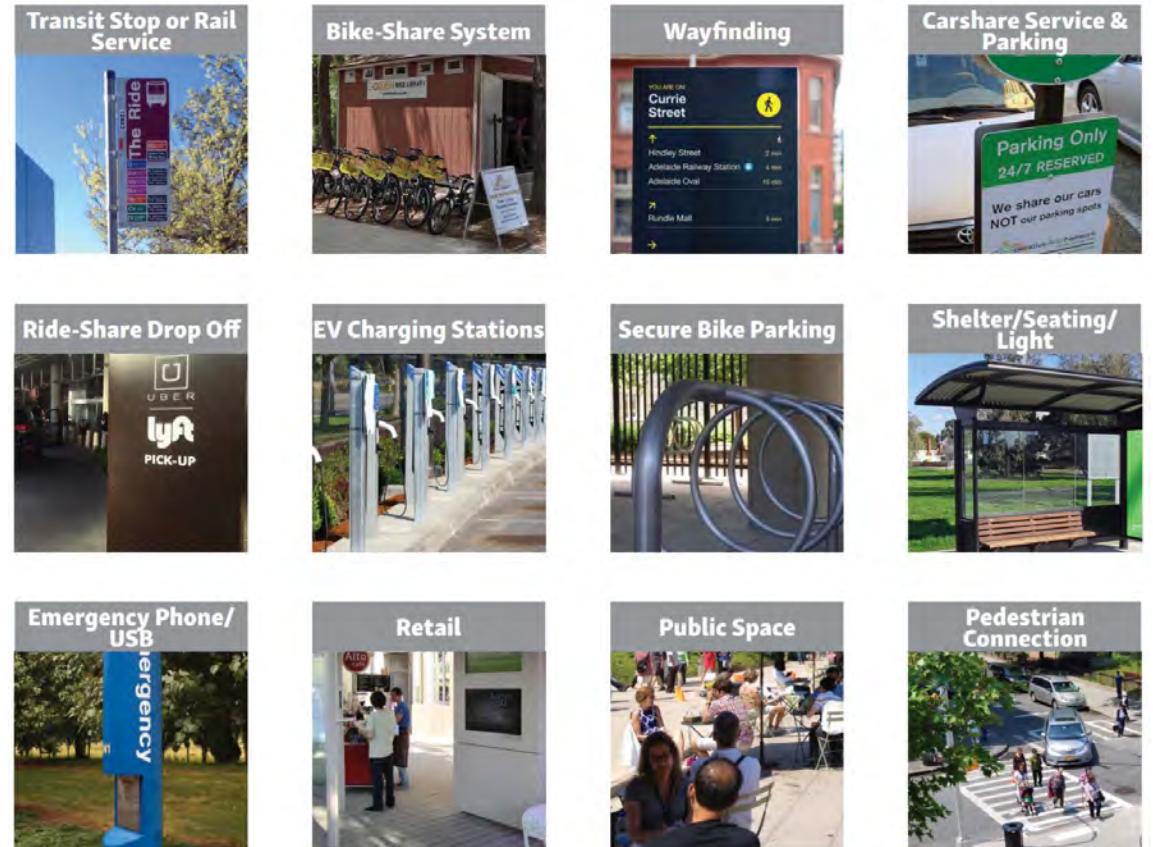


Mobility Hubs

What is a mobility hub?

- An “intersection” of transit, pedestrians, bicyclists and shared mobility options. It is a safe, convenient, and attractive place where the city interacts with its transit or mobility system.

Mobility Hub Kit of Parts



Mobility Hub Goals

- Small “hubs” or features strategically distributed
- Supports connections to/from BRT
- Seamless connections between transportation modes
- Wayfinding signs navigate to mobility hub elements
- TDM strategies encourage use of elements
- Leverages District shared parking vision
- Supports new Shared Micromobility Program

Mobility Hub Distribution

- Along roadways, on-street parking, transit stops, high-demand destinations
- Arapahoe BRT Stations
- District Parking Garage
- At developments (at or near buildings, parking garages, public spaces)

Mobility Hub Features

DISTRIBUTED THROUGHOUT THE DEVELOPMENT



2 - East Boulder Subcommunity Plan-Council's Review of 60% Draft



Secure bike parking



Curblane management



Wayfinding



Micromobility parking



Carshare



Electric vehicle charging

Mobility Hub Features

BRT STATIONS

-  Secure bike parking
-  Micromobility parking
-  Curblane management
-  Wayfinding
-  Public information kiosk
-  Public wifi



Mobility Hub Features

DISTRICT GARAGE



Electric vehicle charging



Wayfinding



Carshare



Public information display



Vanpool



Micromobility parking



Secure bike parking



Micromobility charging



Sources: CleanTechnica, BDCNetwork

Mobility Hub Features



AT OR NEAR MIXED-USE DEVELOPMENTS



Parcel delivery lockers



Secure bike parking



Carshare



Micromobility parking



Electric vehicle charging



Micromobility charging



Public information display



Curb lane management



Wayfinding

First and Final Mile Strategies

- Comfortable pedestrian and bike network and distributed mobility hub features
- Transportation demand management (TDM) strategies that incentivize multimodal travel
- Micromobility infrastructure, such as electric charging stations, secure bicycle and scooter parking
- Intuitive wayfinding to destinations, micromobility, mobility hub features, and TDM opportunities
- Innovative curbside management

TDM Strategies

- EcoPass program
- Secure bicycle and scooter parking
- Employee parking cash out
- Trip planning information
- Bicycle and scooter share incentives
- Carpool commute incentives
- Pilot program considerations



Urban Design



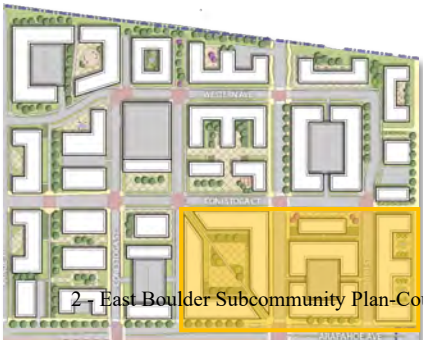
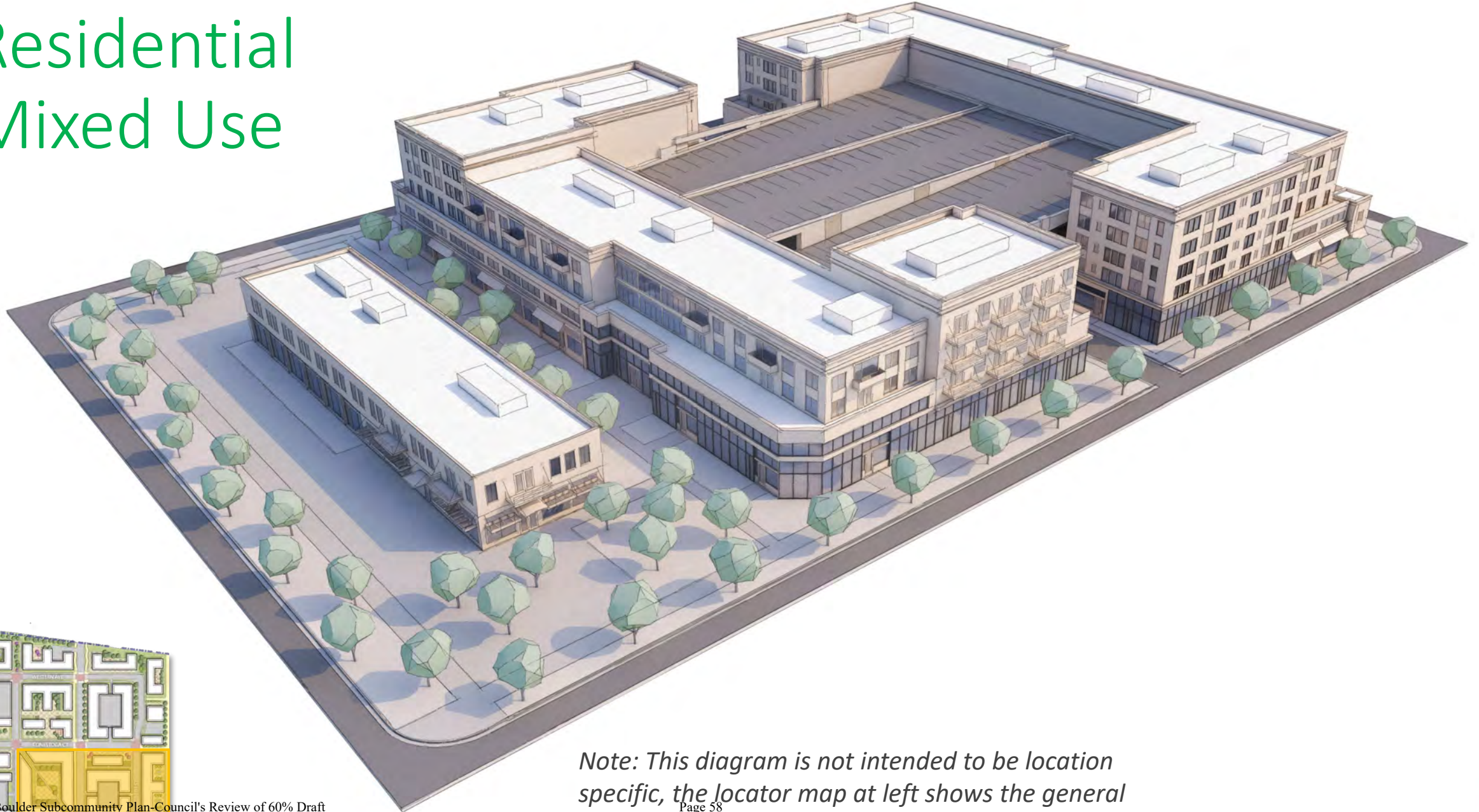
Prototypical Development Program (20-year buildout)

- Approximately 2,000 housing units
- **61% Residential**
- **17% Office**
- **15% Light Industrial**
- **7% Retail, Restaurant/Entertainment**

Use	Redevelopment	Adaptive Reuse	Total Square Ft
Residential - Townhomes	147,888	-	147,888
Residential - Multifamily	2,148,250	-	2,148,250
Office	430,460	185,825	616,285
Retail	119,260	17,025	136,285
Restaurant/Entertainment	112,706	25,425	138,131
Light Industrial/Maker Space	302,950	87,350	390,300
Light Industrial/Production	130,780	25,925	156,705
Subtotal	3,392,294	341,550	3,733,844

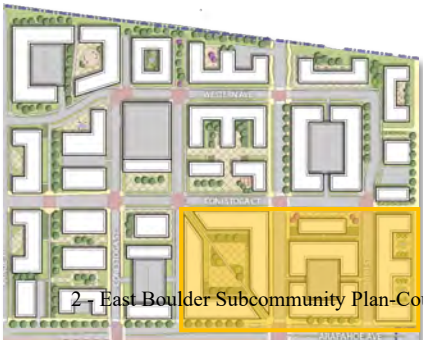
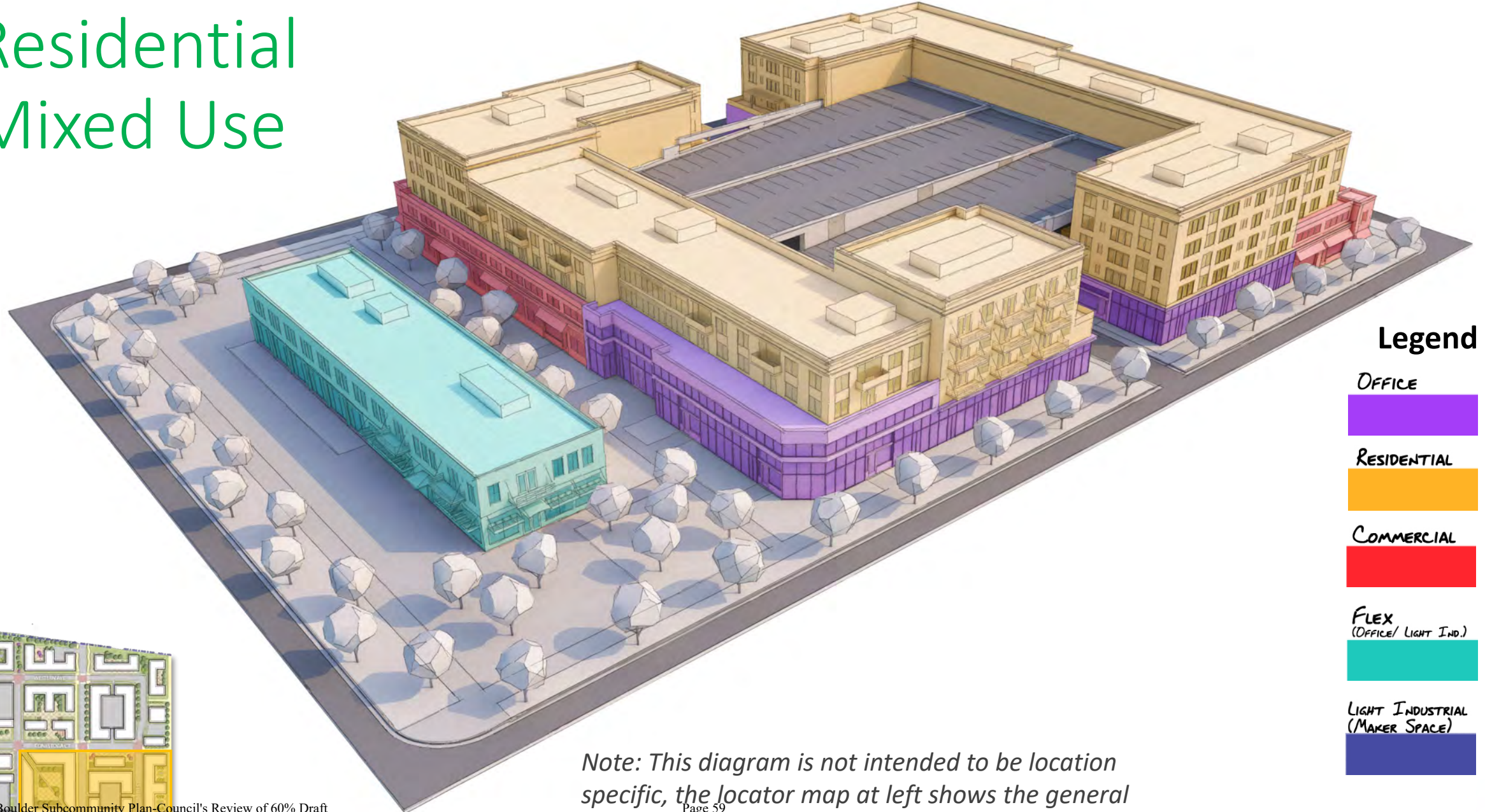
Approximately 1,800 parking spaces

Residential Mixed Use



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.

Residential Mixed Use



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.

Residential Mixed Use

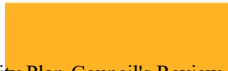


Legend

OFFICE



RESIDENTIAL



COMMERCIAL



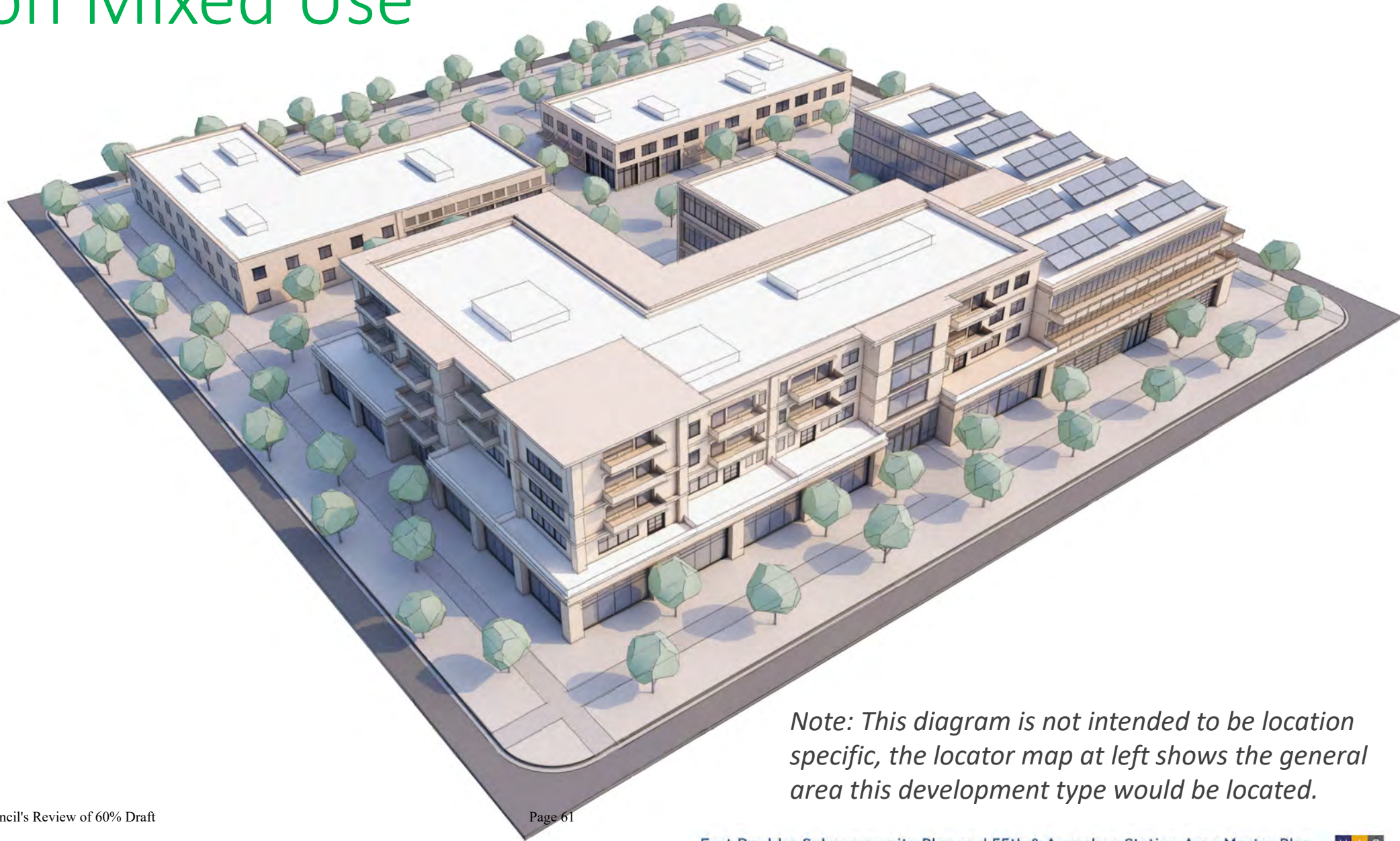
FLEX
(OFFICE/ LIGHT IND.)



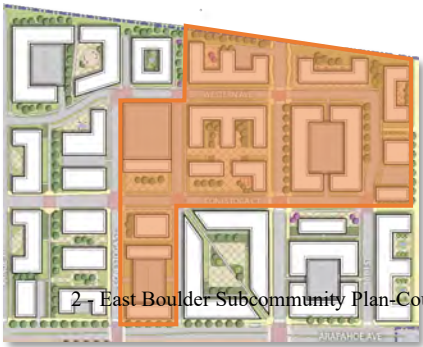
LIGHT INDUSTRIAL
(MAKER SPACE)



Innovation Mixed Use



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.



Innovation Mixed Use

Legend

OFFICE



RESIDENTIAL

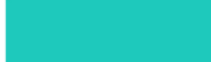


COMMERCIAL

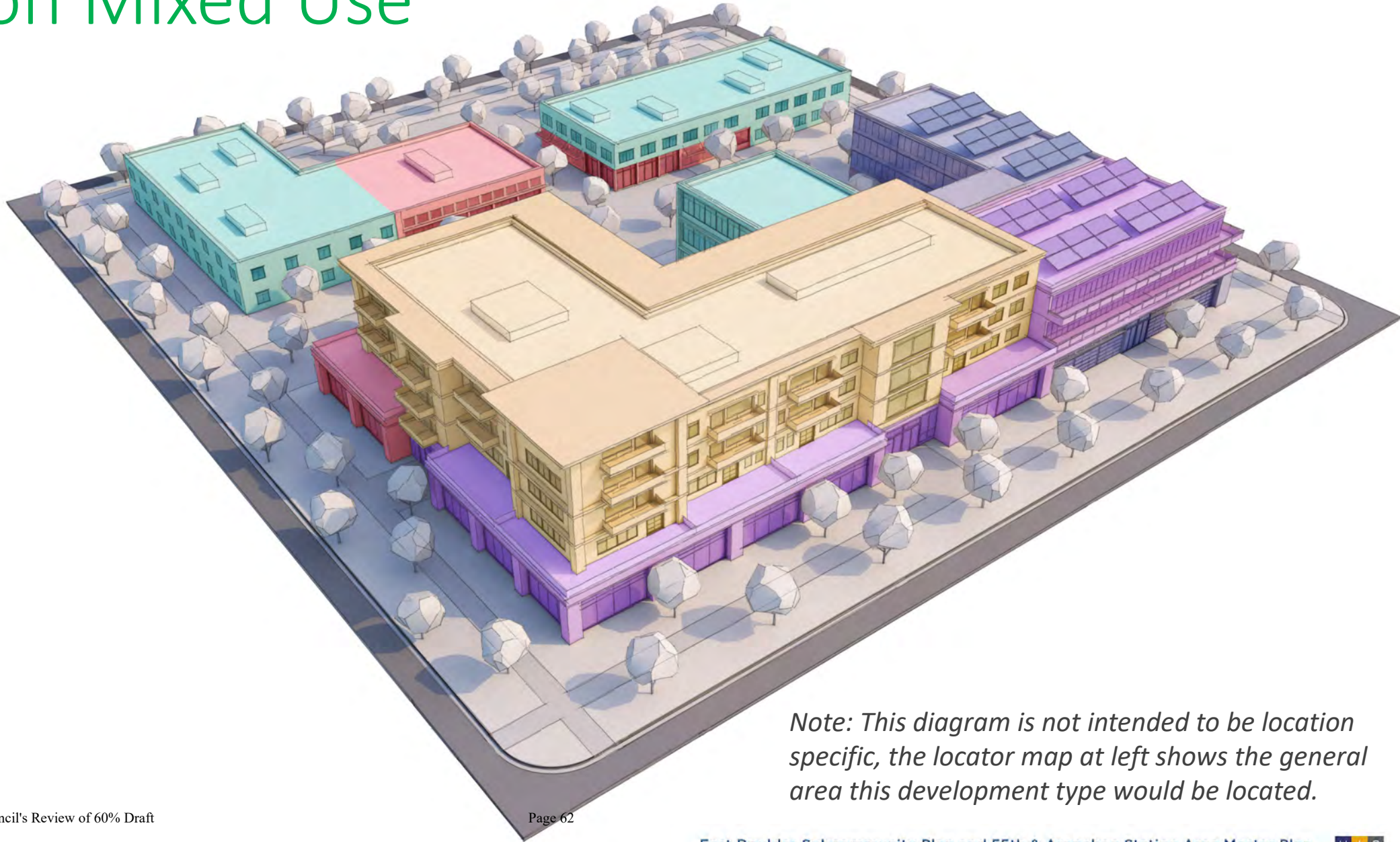


FLEX

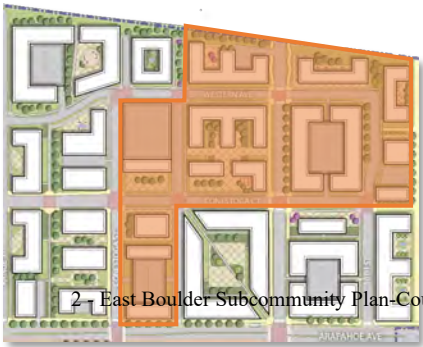
(OFFICE/ LIGHT IND.)



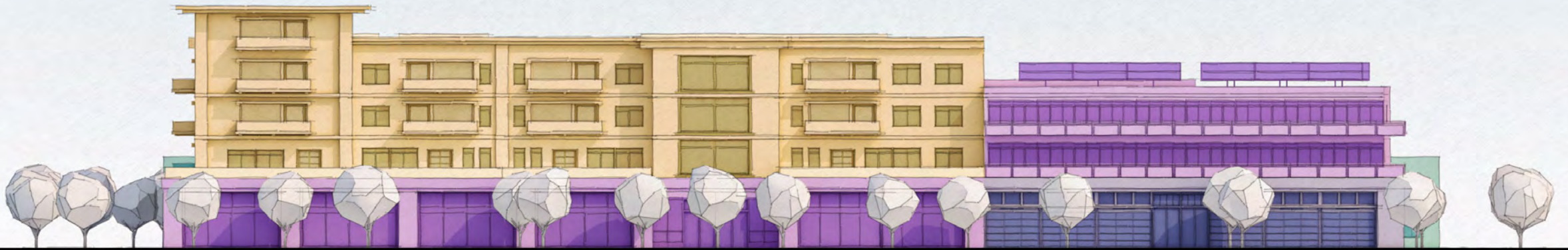
LIGHT INDUSTRIAL
(MAKER SPACE)



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.



Innovation Mixed Use

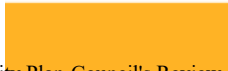


Legend

OFFICE



RESIDENTIAL



COMMERCIAL



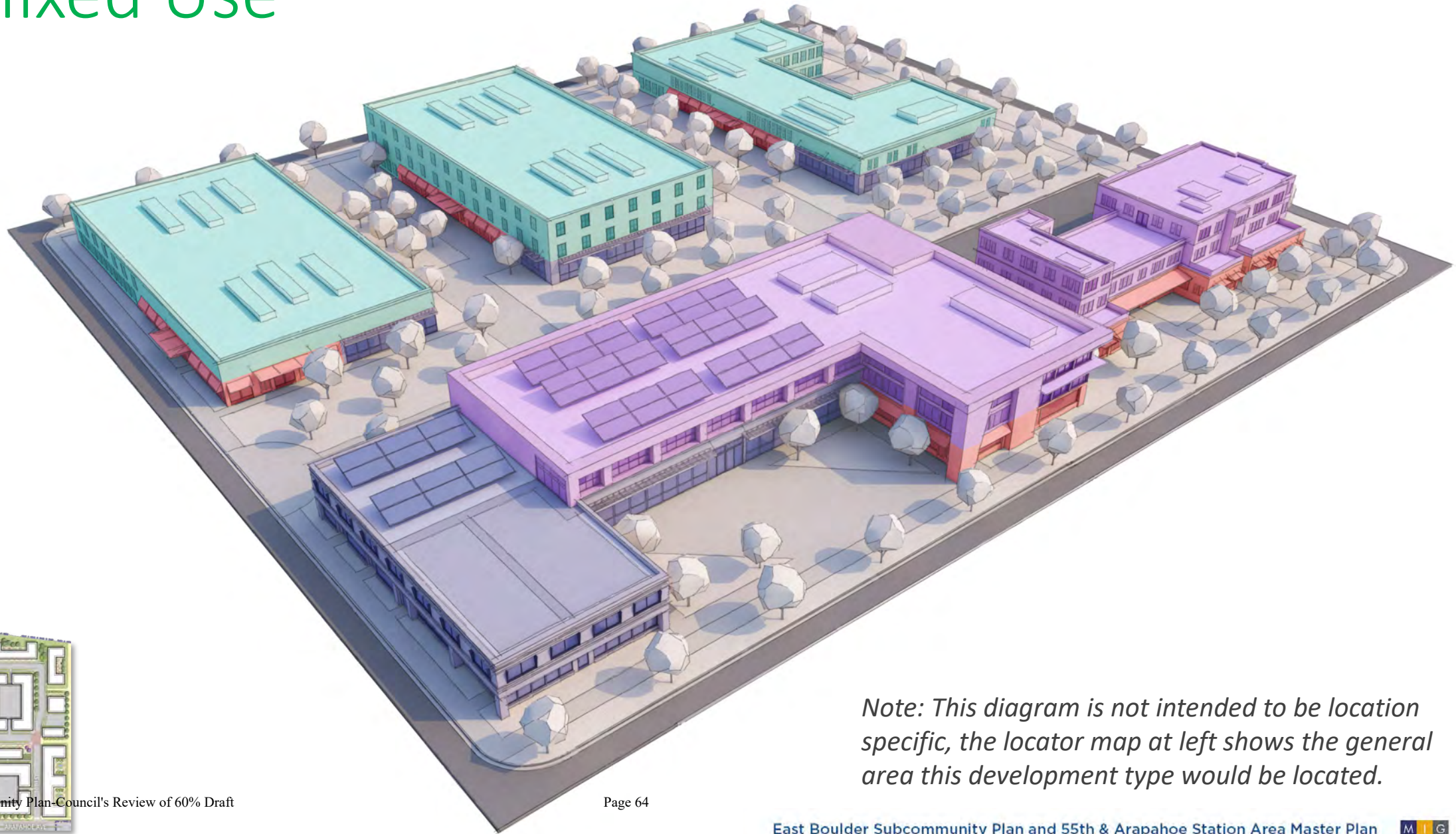
FLEX
(OFFICE/ LIGHT IND.)



LIGHT INDUSTRIAL
(MAKER SPACE)



Flex Mixed Use



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.

Flex Mixed Use

Legend

OFFICE



RESIDENTIAL

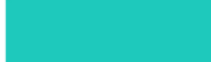


COMMERCIAL

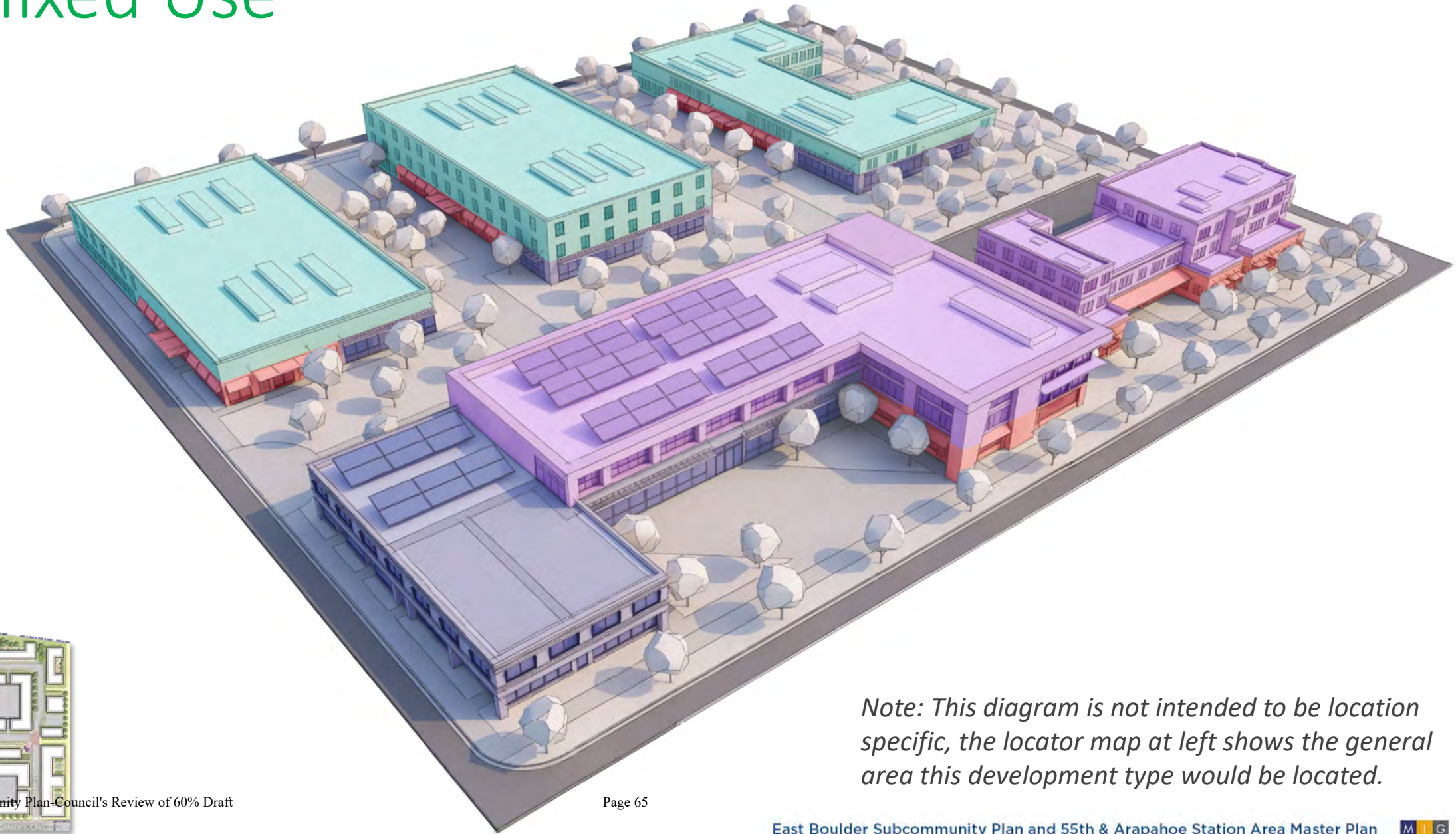


FLEX

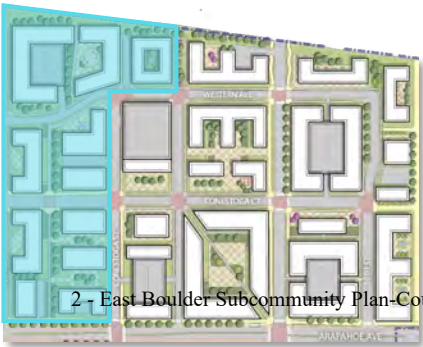
(OFFICE/ LIGHT IND.)



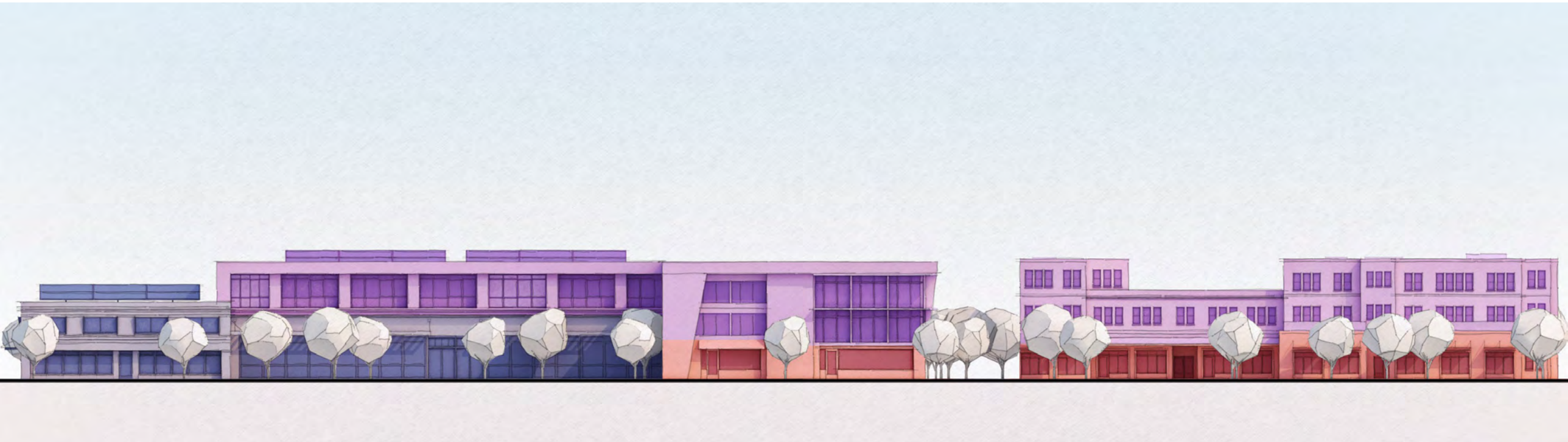
LIGHT INDUSTRIAL
(MAKER SPACE)



Note: This diagram is not intended to be location specific, the locator map at left shows the general area this development type would be located.



Flex Mixed Use



Legend

OFFICE



RESIDENTIAL



COMMERCIAL



FLEX
(OFFICE/ LIGHT IND.)



LIGHT INDUSTRIAL
(MAKER SPACE)







Proposed



Existing





