CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: December 5, 2024

AGENDA TITLE

Public hearing and City Council consideration of the following items as part of the implementation of the East Boulder Subcommunity Plan:

(1) Amendments to the East Boulder Subcommunity Plan (EBSP), including the 55th and Arapahoe Station Area Plan, to align East Boulder Connections Plan with the refined vision for East Boulder areas of change and to include additional supporting information.

(2) Second reading and consideration of a motion to adopt Ordinance 8669, amending Title 9, "Land Use Code," B.R.C. 1981, by adopting form-based code standards for parts of East Boulder, moving the form-based code from Appendix M to Chapter 9-14, "Form-Based Code," B.R.C. 1981, revising rezoning and trip reduction standards for East Boulder; and setting forth related details.

PRESENTER(S)

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EXECUTIVE SUMMARY

The East Boulder Subcommunity Plan (EBSP) was adopted by Planning Board and City Council in 2022. City staff have been working with boards, council and community members to implement a project identified in the Plan (Project D9), the East Boulder Zoning Update. The project launched in May 2023 and included a community engagement process to inform general updates to the city's Form-Based Code (FBC) and new regulations to specifically apply to East Boulder. Community feedback described an interest in streamlining the citywide FBC review process in general, revising some requirements in the current FBC to reflect the latest material technology and construction best practices, and ensuring any new codes for East Boulder are aligned with the vision for maintaining some of the area's industrial and funky aesthetic. The project team has continued to work with property owners and technical specialists in the community to revise and refine the code updates and deliver feasible outcomes that meet the vision of the subcommunity plan.

The code updates included in Ordinance 8669 will amend Title 9, "Land Use Code," B.R.C. 1981, by adopting form-based code standards for parts of East Boulder, moving the form-based code from Appendix M to Chapter 9-14, "Form-Based Code," B.R.C. 1981, and revising rezoning and trip reduction standards for East Boulder; and setting forth related details. Sites with prior approvals, such as a Planned Unit Development (PUD) or Site Review, may amend or redevelop under existing zoning rules and the Site Review Amendment process rather than the FBC. Alternatively, they maintain the option to rescind their prior approval and redevelop under the FBC.

At this second reading of the ordinance and public hearing Council will also consider amendments to the East Boulder Subcommunity Plan to align the EBSP Connections Plan with a refined vision for East Boulder areas of change and add a recommended rezoning map to guide future rezonings requested by property owners. Amendments to

the subcommunity plan must be reviewed and approved by City Council and Planning Board as described on page 103 and 104 of the East Boulder Subcommunity Plan.

STAFF RECOMMENDATION

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motions:

Motion to amend the East Boulder Subcommunity Plan (EBSP), including the 55th and Arapahoe Station Area Plan, to align East Boulder Connections Plan with the refined vision for East Boulder areas of change and to include additional supporting information.

Motion to adopt Ordinance 8669, amending Title 9, "Land Use Code," B.R.C. 1981, by adopting form-based code standards for parts of East Boulder, moving the form-based code from Appendix M to Chapter 9-14, "Form-Based Code," B.R.C. 1981, revising rezoning and trip reduction standards for East Boulder; and setting forth related details.

BOARD AND COMMISSION FEEDBACK

Planning Board

The Planning Board reviewed the draft Ordinance 8669 on October 15, 2024, and unanimously (6-0, one member absent) recommends adoption of the proposed code updates to City Council.

Planning Board also suggested the following revisions, which were considered by staff and incorporated into the code updates for Council's consideration:

Form-Based Code

- Façade Requirements for Existing Buildings
  - Several members commented that the draft façade replacement requirement was too stringent for existing buildings, potentially forcing costly upgrades. A consensus was reached that the revision to the facade requirements for existing buildings should be more flexible to allow for on-going maintenance and renovations while keeping core form-based code standards for new building additions to better blend with surroundings.
- Outdoor Space Requirements
  - Several members favored a size-based threshold (e.g., square feet) over a unit-count threshold for outdoor space requirements to be consistent with other recent code updates.

9-9-22 Trip Generation Requirements

- Some members advocated for an increased percent reduction in generated trips from the draft 20 percent reduction to 30 percent, arguing for a stronger approach to align with Boulder's sustainability goals.

Additionally, board members shared the following comments on the overall ordinance:

- Appreciation for the balance of providing flexibility for owner desires while striving to implement the vision of the subcommunity plan
- Members expressed appreciation for the production business space regulation as a strategy to maintain some small local business space in the area
- Members discussed the flexibility that exists for sites with prior approvals, such as per a Planned Unit Development (PUD) or Site Review, given they may continue to amend or redevelop under existing zoning rules and the Site Review Amendment process.
- The residential requirement in the General and Row Building types for projects that exceed the maximum size threshold is important to the board and to maintain the goals of the EBSP. (Note, staff increased the size threshold from 15,000 sf to 35,000 sf to enable more flexibility for the creation of new non-residential structures in areas limited to the General Building type based on previous Council feedback.)

Subcommunity Plan Amendments

Staff presented an updated Land Use Plan and associated Place Types Diagram as well as an updated Connections Plan as proposed amendments to the EBSP. Planning Board approved the recommended amendments with one exception, and made the following motions related to the subcommunity plan:

Move to approve amendments to the East Boulder Subcommunity Plan, including the 55th and Arapahoe Station Area Plan, to align the East Boulder Land Use Plan, Connections Plan and Place Types Diagram with the refined vision for East Boulder areas of change and additional supporting information.

Move to amend one exception which is that the areas shown as Mixed Use TOD Land Use and Innovation TOD Place Type in the adopted East Boulder Subcommunity Plan shall remain unchanged.

The motions received unanimous support by the Planning Board (6-0, one member absent). Board discussion on the topic included the following:

- Strong support for maintaining the existing Land Use Plan and Place Types Diagram as previously adopted in the East Boulder Subcommunity Plan, rather than accepting proposed changes, with the understanding that the subcommunity planning process included broad community engagement and support at the time of its adoption.
- Concern that the proposed amendments to the Land Use Plan and Place Types Diagram were responsive to select members of the community and did not have broad community support or input.

- The decision to intentionally but gradually evolve a few areas of change in all of East Boulder includes an understanding that the community supports a vision to transform these few single-use, industrial areas of the city to walkable, mixed-use neighborhoods, including the 55th Street corridor north of the rail tracks.
- It is important to the overall vision that the 55th street corridor maintain its land use designation of Mixed Use TOD-Residential as it acts as the main north-south artery through East Boulder and connecting two key areas of change, the 55th and Arapahoe Station Area and the Valmont Park East neighborhoods.

Transportation Advisory Board

Staff presented proposed amendments to the East Boulder Subcommunity Plan's Connections Plan (pg. 49-52) to the Transportation Advisory Board on September 9, 2024. TAB members were supportive of the amendments and expressed appreciation for the enhanced pedestrian and bicycle connections. Some members expressed concern regarding future maintenance costs associated with new roads.

PUBLIC FEEDBACK

Community Engagement

The original East Boulder Subcommunity Plan process included three years of robust community engagement from 2019 through 2022, to help define a community vision for the future of the subcommunity. The plan describes community expectations for desired land uses, building character, street-level activation, streetscape character, access and mobility, and parking. As described in the Boulder Valley Comprehensive Plan, a key tool the city uses to manage the execution of that vision through redevelopment is the Boulder Revised Code (B.R.C. 1981).

This implementation project began in 2023 and included a technical analysis of zoning options, a review of the existing FBC, and development of new standards to apply to specifically to East Boulder. To inform this process, the project included engagement with the community through three channels:

Technical Advisory Committee (TAC)

The TAC was composed of 12 members of the local design and construction community. Members represented various disciplines and specialties in the design process and brought a critical eye to inform potential rezonings, code changes and the potential update to the city's Form-Based Code. Three TAC meetings were held, the first on September 12, 2023, and the second on December 12, 2023. The third meeting was held on June 10th, 2024. All meetings were focused on technical issues of the FBC.
Key themes from these three sessions included:

- Updates should reflect lessons learned from recently completed projects
- Staff should examine how FBC requirements impact project costs and ultimately residential unit costs
- Desire for additional flexibility in design
- Desire for a more consistent process and less discretionary decision-making (e.g., call ups)

Focus Group Sessions

The project team assembled four focus group sessions focused on key issues to inform future zoning recommendations and code changes. The four groups included participants representing area property owners and developers, local business owners, mobility service providers and advocates, and long-range planning advocates. The Focus Group sessions introduced the project to participants and collected feedback on their interests, concerns and plans for potential zoning changes in the area. Key themes from these sessions included:

- Interest in ability to create more and wider variety of housing options in East Boulder
- Concerns for affordability of commercial space and the subcommunity's ability to support small businesses in the face of redevelopment
- Interest in more green and open spaces in redevelopment projects

Community-wide Communications Channels

In addition to collecting targeted input from impacted community members and those working in the design and development industries, the project team has provided information about the project to the broader community through updates to the East Boulder Subcommunity Plan project webpage. An initial draft of the proposed updates to the Appendix L map and Appendix M FBC code language were uploaded to the webpage on May 28, 2024. Staff held office hours that were open to the public on June 5 and accepted community comments on the drafts until June 21, 2024. Staff and some members of council also received letters from community members. Staff made several important revisions to the initial draft in response to community feedback and the revised draft was posted for public review on the project webpage on September 18, 2024. The project team has continued to collect feedback from community members and refine the code updates in response to this feedback. The proposed code updates included in Ordinance 8669 represent multiple iterations and collaboration across city departments, and with local property owners and the design and development community.

East Boulder Business Questionnaire

To ensure the FBC updates reflected the needs of local businesses in East Boulder, the project team posted a questionnaire on BeHeardBoulder from March 10, 2024, to April 4, 2024. Staff also went door to door to collect feedback in person and help business owners complete the questionnaire. The questionnaire was specifically related to space and design needs for business owners who currently rent or own spaces in the area. Responses were used to prepare the space requirements included in the updates for the East Boulder areas that will be subject to FBC in the future. Twenty-six businesses, of diverse types, responded to the questionnaire. There was consensus from respondents about the need for ceiling heights over twelve feet, roll up/garage doors, and loading/unloading capabilities. About one third of respondents were concerned about an increase in transparency requirements due to concerns about theft of property. However, the majority of respondents desired their business to be visible and accessible to the public. A little over half of respondents agreed that their current parking was adequate and shared with other businesses. Finally, staff heard concerns about the rising cost of rent and being "priced out" of Boulder because of anticipated redevelopment.

Boulder Chamber Engagement

The project team met with the Boulder Chamber Commercial Brokers group on Monday, May 13, 2024, to provide a project update and share the results of the East Boulder Business Questionnaire. Approximately 40-50 members were in attendance. The project team presented to Chamber members to receive further feedback surrounding the needs of businesses in the area. Concerns from this group mirrored several of the concerns staff have been hearing from both the Technical Advisory Committee and Focus Group members. In addition, they were interested in expanding allowed uses in areas zoned as industrial. The project team also met with Chamber members at the August 21, 2024, Collaborative Planning and Development (CPD) Forum to provide an overview of the FBC and key updates made since the first draft, and to collect additional feedback on the proposed code changes. Members were generally receptive about the proposed changes, especially the revisions made since the first draft in May. They continued to express an interest in finding ways to make the FBC review process more administrative and consistent, with fewer discretionary decisions or processes, such as call-ups, that can add time and expense to project approvals.

Public Hearing Comments and Letters to Boards and Council

Planning Board held a public hearing on the Form-Based Code and associated amendments to the East Boulder Subcommunity Plan on October 15, 2024. Five community members spoke to the board at this hearing. Below are some themes from public testimony:

- Interest in allowing flexibility to meet the needs of Research & Development (R&D) users
- Concern for the required residential and production business space standards
- Support for the required residential standards
- Desire for additional review time of the code updates

Additionally, in advance of the public hearing Planning Board and staff received letters from community members regarding the updates to the Form-Based Code and the application of FBC to neighborhoods in East Boulder. Some letters expressed support for the update project and expansion of FBC as a regulatory tool to new neighborhoods in the city. Some of the letters also expressed concerns about FBC.

The below table outlines major themes around concerns and how these issues have been addressed in the latest version of the code updates. To see all letters received, please refer to Attachment D.

Community Member Concern	How staff have addressed this by further revising the FBC
Design constraints, such as floor-to-floor heights don't match the needs of R&D facilities	Increased allowed range of heights for the Shopfront and Service bases, and maximum floor-to-floor heights in the General Building type.

Requirements of façade design, particularly for small repairs or updates are overly restrictive	Increased flexibility for maintenance, renovation, and upgrades to existing buildings before FBC standards would apply. Several triggers were removed and the amount of façade change allowed before FBC applies was increased from replacement of 30% to 60%.
Risk of existing buildings becoming non-conforming	Revised standards to clarify existing buildings, structures, and uses may continue under regulations that applied prior to the effective date and will not be made non-conforming.
Production business space is not well defined	Revised definition of production business space to expand the potential for many different uses to meet the use requirements for the space.
Applicability of the residential requirement in the General Building limiting opportunities for future business and industrial uses	Revised the size threshold from 15,000 sf to 35,000 sf before a residential requirement applies.

BACKGROUND

East Boulder Subcommunity Plan

The BVCP describes that a subcommunity plan is a tool for residents, landowners, business owners, city officials and city staff that communicates expectations about the future of a subcommunity and guides decision-making about subcommunity resilience and evolution into the future. The East Boulder Subcommunity Plan identifies a few areas within the East Boulder Subcommunity where the community supports the concept of evolving solely industrial-focused neighborhoods to mixed-use communities with access to green space and a variety of mobility options. By identifying and mapping "Place Types," the plan provides specific guidance on issues such as future land uses, building character, street level activation, streetscape character, access and mobility, and parking. The Place Types map and performance standards serve as the basis for regulations included in the Form-Based Code update, including associated regulating plans.

Form-Based Code

In 2016, City Council adopted Appendix M: Form-Based Code (FBC) for the purpose of establishing building form and design requirements for development within specified areas (designated in Appendix L: Form-Based Code Areas). The FBC was a deliverable of the city's Design Excellence Initiative, a program created by City Council to provide recommendations that would help increase the predictability of the discretionary review process, improve the public realm and lead to the design of better buildings in Boulder. The requirements for these form-based code areas implement the desired development, including functional characteristics, form, and design character and quality, as guided by the adopted plans for each designated area and the BVCP. Only two areas are currently designated for FBC Review: Boulder Junction Phase I (59 acres) and Alpine-Balsam (8 acres). These areas include approximately 66 parcels. Amending Appendix L to include

the mixed-use neighborhoods identified in the East Boulder subcommunity plan, would add three new areas, approximately 330 acres and 175 parcels to all areas citywide subject to the city's FBC (bringing the total area subject to FBC to 397 acres, and approximately 241 parcels).

Rezoning Criteria for East Boulder

At the time the East Boulder Subcommunity Plan was adopted, City Council also adopted Ordinance 8544, amending Section 9-2-19 of the Boulder Revised Code (B.R.C. 1981) to specifically address criteria for rezonings in East Boulder. The purpose of this ordinance was to ensure that the city had regulations in place to manage redevelopment in East Boulder before rezoning applications would be considered. If Ordinance 8669 is adopted by City Council, the rezoning criteria identified in Ordinance 8544 will no longer be necessary and will be removed from the code.

Applicability of Form Based Code

Form-based code is applied as an overlay to the existing zoning code that applies to a property and generally replaces the Form and Intensity modules of the Modular Zone System. The Use Module defined by the zone district still applies and is unchanged by FBC. Properties with an existing approval, in particular a Planned Unit Development (PUD) or Site Review, are not subject to the standards set forth by the FBC. Amendments to and redevelopment of properties with existing approvals may proceed under existing zoning rules and the Site Review Amendment process (B.R.C., 1981 Section 9-2-14). The FBC review process will apply to properties without these types of prior approvals and those where the prior approvals are rescinded by the applicant.

SUMMARY OF PROPOSED CHANGES IN ORDINANCE 8669

General Updates to the FBC

The East Boulder Zoning Update provided city staff and the community the opportunity to reflect on how the FBC has delivered the type of buildings, public spaces, and pedestrian experiences that it set out to achieve in 2016. Many changes included in the ordinance are general updates to improve the FBC and FBC Review process. These updates are in response to feedback received from community, boards and council as well as city staff conducting Development Review. Below is a summary of general updates to the FBC.

Form Base Code Simplification and Organization:

(a) The FBC is moved from Title 9, Appendix M, to Chapter 14 to be better integrated into the B.R.C. and other applicable zoning regulations.
(b) General clean-up of definitions and removal of repetition throughout the code is completed to provide greater clarity and usability throughout.
(c) Language is simplified throughout.
(d) The outdoor space requirements are revised for clarity and improved organization.
(e) Façade materials are reorganized into table format for ease of use.

Increased Flexibility in Design Elements:

(a) Increased material options along Type B and C frontages.
(b) Removed building proportion (e.g., golden ratio) requirements.

(c) Revised design elements to only apply to frontages defined as Type A, B, or C, so rear and interior side facades are more flexible.
(d) Minor revisions to allow more horizontal windows in upper stories.
(e) Minor revisions to principal entryways.
(f) Increased allowed range of heights for the shopfront and service bases.
(g) Increased allowed maximum floor-to-floor heights in the General building form.
(h) Greater allowance for measuring taller spaces in a building (i.e., multi-story lobbies, mezzanines, etc.).
(i) Modified the varied building height standard to be only a portion required on one Type A frontage and not all Type A frontages.
(j) Revised paseo design standards to allow a mix of surface treatments and lighting styles.
(k) Increased flexibility for maintenance, renovation, and upgrades to existing buildings before FBC standards would apply.
(l) Increased flexibility for non-residential redevelopment within the General and Row building forms by changing the existing threshold from 15,000 sf to 35,000 sf before residential uses are required.
(m) Relaxed standards for existing uses such that they do not become nonconforming based on form-based code location-based use requirements but may be continued as conforming uses in their existing buildings.

New Features:

(a) Added a new definition for mobility hub and added mobility hubs as an allowed element within an outdoor space.
(b) Added an option for a 1,600 sf courtyard or a 1,400 sf playground to count towards outdoor space requirements.

FBC Updates Specific to East Boulder

In addition to the general updates made throughout the FBC, the ordinance adds three new regulating plans for East Boulder mixed use neighborhoods. It also includes the following additions which are specific to East Boulder and responsive to community feedback collected throughout the project process as well as the direction of the East Boulder Subcommunity Plan:

Regulating Plans

(a) Added a new street frontage type, Type C, to address 'back of house' and loading/unloading needs of East Boulder businesses.

Building Types

(a) Added a new Workshop building type to support industrial uses in mixed use neighborhoods. The regulations associated with the Workshop building type respond to local business input collected from the East Boulder business questionnaire.
(b) Added new Service base type. This base type can be applied to General and Workshop building types and responds to local business input about building needs to support the types of businesses that exist in East Boulder today.
(c) Introduced a new design standard for streetwall variation on Type A and B frontages, which requires courtyards and streetscape plazas. These spaces will allow for informal street level pedestrian gathering places and/or mobility hubs along Type A and B streets as described by the EBSP.
(d) Applied the required residential standard for General or Row buildings from the existing FBC to Mixed Use TOD-Residential areas and locations directly adjacent to Valmont City Park. Note, staff also increased the size threshold from 15,000 sf to 35,000 sf before the residential requirement applies.
(e) Introduced a new standard for "production business space" in General or Workshop buildings over 15,000 sf to create light industrial space in new structures to accommodate the space needs described by local businesses.

Site Design

(a) Added Large Site Development Standards for properties larger than four acres. Many East Boulder parcels are significant in size, relative to other parts of the city. These standards require that large sites provide walkable block patterns in development proposals.
(b) Added a new requirement for mid-block pathways to break down large block frontages greater than 450 feet in length to support a smaller scale pedestrian network in redeveloping areas.

Revisions to Section 9-2-19 Rezoning

Rezoning criteria specific to East Boulder were defined in Section 9-2-19(g) to ensure that the city had regulations in place to manage redevelopment in the area before rezoning applications would be considered. The FBC updates will put in place the regulations needed to guide future redevelopment, so these rezoning criteria are proposed to be removed from the code as part of this ordinance.

Revisions to Section 9-9-22 Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts

Mixed Use and Residential High zone districts would be appropriate and are recommended for some locations identified in the East Boulder Subcommunity Plan, especially near the 55th and Arapahoe station area. The MU-4 and RH-6 and RH-7 zones were originally created for the Boulder Junction area and impose a 55% trip reduction requirement for development proposing new floor area or dwelling units unless the development is located within a general improvement district that provides travel demand management and parking management programs. The 55% trip reduction requirement was based on the transit system anticipated for that area and was also intended to incentivize joining a general improvement district that manages parking and travel demand. Currently no property in East Boulder is zoned MU-4, RH-6 or RH-7, This ordinance proposes changes to this section of the code to require a 30% reduction in trip generation for redevelopment of properties in East Boulder that are rezoned to MU-4, RH-6, or RH-7 zone districts. The reduction in trip generation would be based on the Institute of Transportation Engineers (ITE) tables as is the current practice.

While this is a relatively modest amount of trip reduction, it is appropriate due to the current lack of frequent and reliable local and regional transit service in the East Boulder area. Additionally, there is currently no established General Improvement District, as there is at Boulder Junction, for the 55th and Arapahoe Station Area for travel demand and parking management in the area. At some time in the future when the East Arapahoe Bus Rapid Transit system is in service, the trip reduction standards could be revisited.

General Revisions Throughout the Code

The ordinance proposes to move the FBC from its current location as Title 9 Appendix M within the B.R.C., to Title 9 Chapter 14, which is currently reserved as open. This move will require minor clerical revisions throughout the code to modify all references to Appendix M to now reference Chapter 14 as necessary.

SUMMARY OF PROPOSED AMENDMENTS TO THE EAST BOULDER SUBCOMMUNITY PLAN

As the project team and community members worked through this implementation project, a few key updates to the East Boulder Subcommunity Plan were identified as needed, in order to align the subcommunity plan and recommended FBC regulating plans. Additionally, another key project included in the EBSP Implementation Plan, the East Arapahoe Transportation Plan (Program M8), has advanced since adoption. Associated amendments are included to reflect the latest design for the East Arapahoe corridor in East Boulder.

Note that no changes are made to the EBSP Land Use Plan along 55th Avenue, north of the railroad tracks, as per the Planning Board approval motion that the current EBSP Land Use Plan (and associated Place Types Diagram) be maintained.

Connections Plan

The EBSP Connections Plan includes two components (1) New Connections and (2) System Enhancements. The proposed amendment would revise new connections 1A and 1E in the plan (highlighted in red boxes on the diagram below):

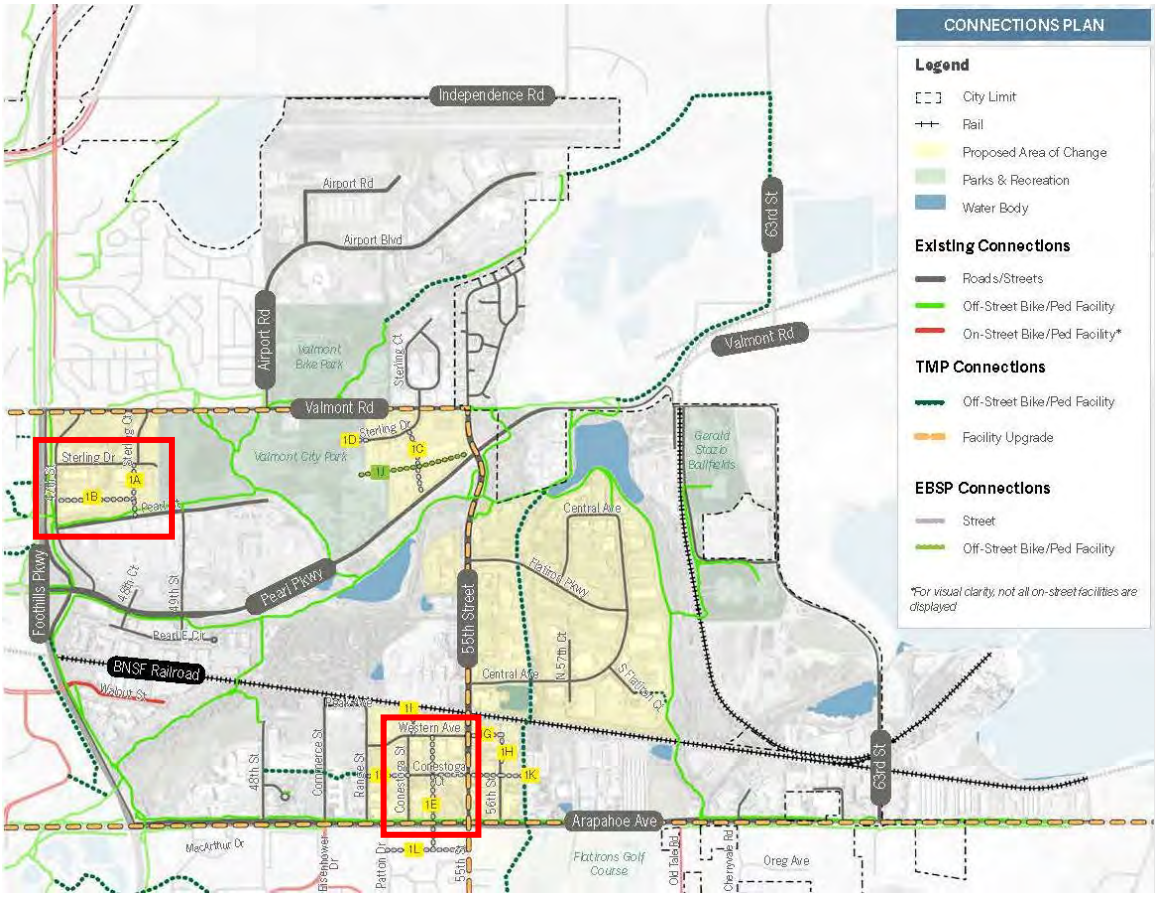


Figure 1: 2022 EBSP Connections Plan

The proposed amendment revises **Connection 1A** to address needs identified through the East Boulder Zoning Update process and be consistent with the described intent of Connection 1A:

- Terminate the vehicular connection north of Goose Creek.
- Create a new north-south Off-Street Bike/Ped Facility using the existing bridge that crosses Goose Creek to connect this area with Pearl Street (**new Connection 1N**).

The proposed revisions to Connection 1A will more equitably distribute right-of-way needs for a new street connection among property owners in the Valmont Park West neighborhood by better aligning the proposed connection with existing property/parcel lines. Additionally, it was determined that the feasibility of installing a new vehicular bridge over Goose Creek to connect with Pearl Street on the other side is unrealistic within the horizon of the subcommunity plan. A revised approach incorporates a north-south bicycle/pedestrian connection on the existing bridge that crosses Goose Creek, allowing bicyclists and pedestrians to move between neighborhoods on either side of the

creek. The proposed Form-Based Code regulating plan for the area was drafted to be consistent with this proposed amendment.

Additionally, the following revisions to **Connection 1E** are proposed to address needs identified through the East Boulder Zoning Update process and be consistent with the described intent of Connection 1E:

- Terminate the planned north-south vehicular connection one block north of Arapahoe and extend a new east-west connection north of Arapahoe Avenue and south of Conestoga Court (**Connection 1Q**).
- Create a new north-south Off-Street Bike/Ped Facility to connect Arapahoe with the realigned street (**Connection 1M**).

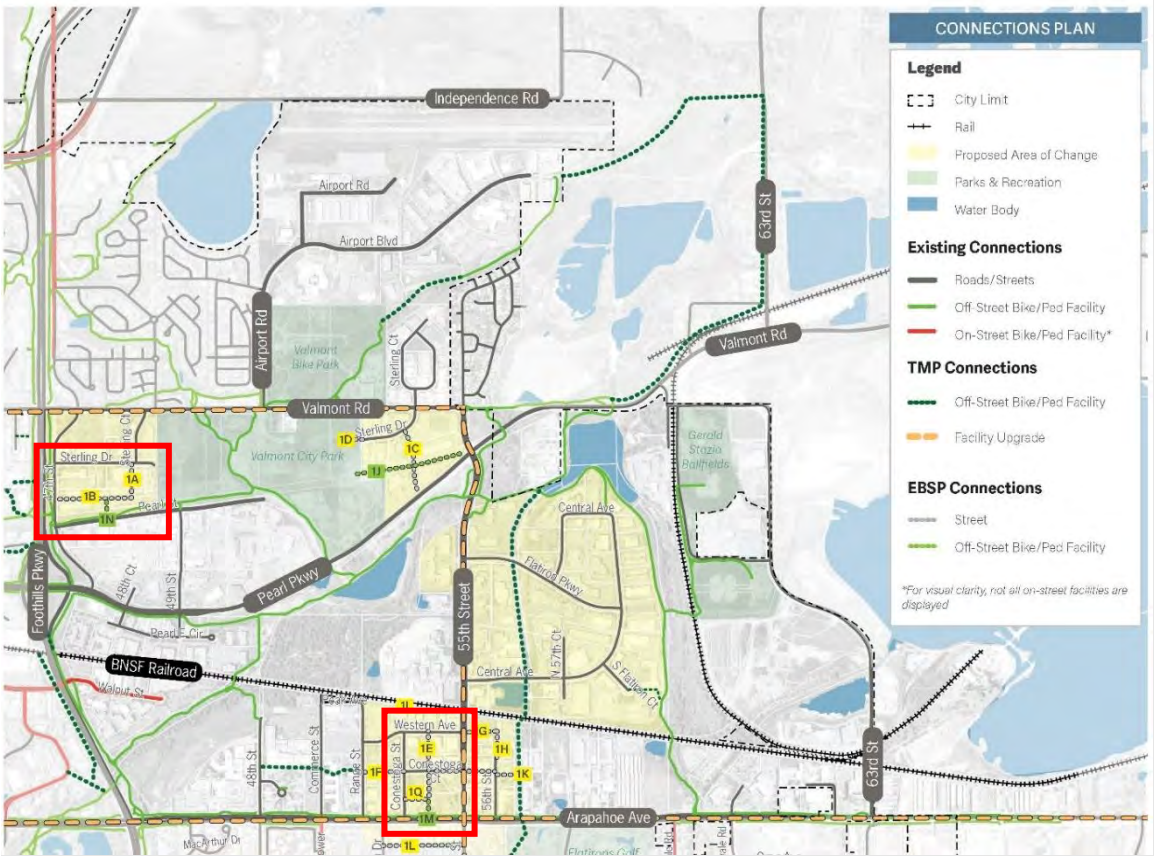


Figure 2: 2024 EBSP Connections Plan with amendments

Access management strategies along the Arapahoe Avenue corridor include reducing the number of curb cuts and consolidating access off East Arapahoe when possible. For this reason, the proposed revision to Connection 1E uses an existing curb cut (and traffic signal) at Conestoga to provide north side access into the 55th and Arapahoe neighborhood rather than incorporating a new vehicular curb cut immediately to the east. New **Connection 1Q** will provide east-west access at the mid-block between Conestoga St and 1E. While the vehicular connection has been revised, the proposed north-south connection (new **Connection 1M**) will be designated as a paseo, creating pedestrian and cycling access through this area from Arapahoe Avenue to the new street and creating a new walkable frontage to this new block face in the neighborhood. The proposed Form-

Based Code regulating plan for the area was drafted to be consistent with this proposed amendment.

The Transportation Advisory Board reviewed and supported proposed amendments to the EBSP Connections Plan on September 9, 2024.

In addition to revisions to the Connections Plan, *Chapter 4: Mobility and Connections: Transportation* of the EBSP also includes an amendment to add updated cross sections for East Arapahoe Avenue and revise any associated text as necessary. City staff have been working closely with the Colorado Department of Transportation (CDOT) to advance the design and engineering of the Colorado State Highway 7 (CO 7) project. The purpose of the project is to improve traveler safety, improve personal travel efficiency and operations, and improve access to multimodal travel along a nearly 25 mile stretch of CO 7 between Brighton and Boulder. The street sections are consistent with the facilities described in both the EBSP as well as the city's East Arapahoe Transportation Plan and the CDOT Preliminary Engineering and Environmental Study for CO7 between 28th St and 63rd St.

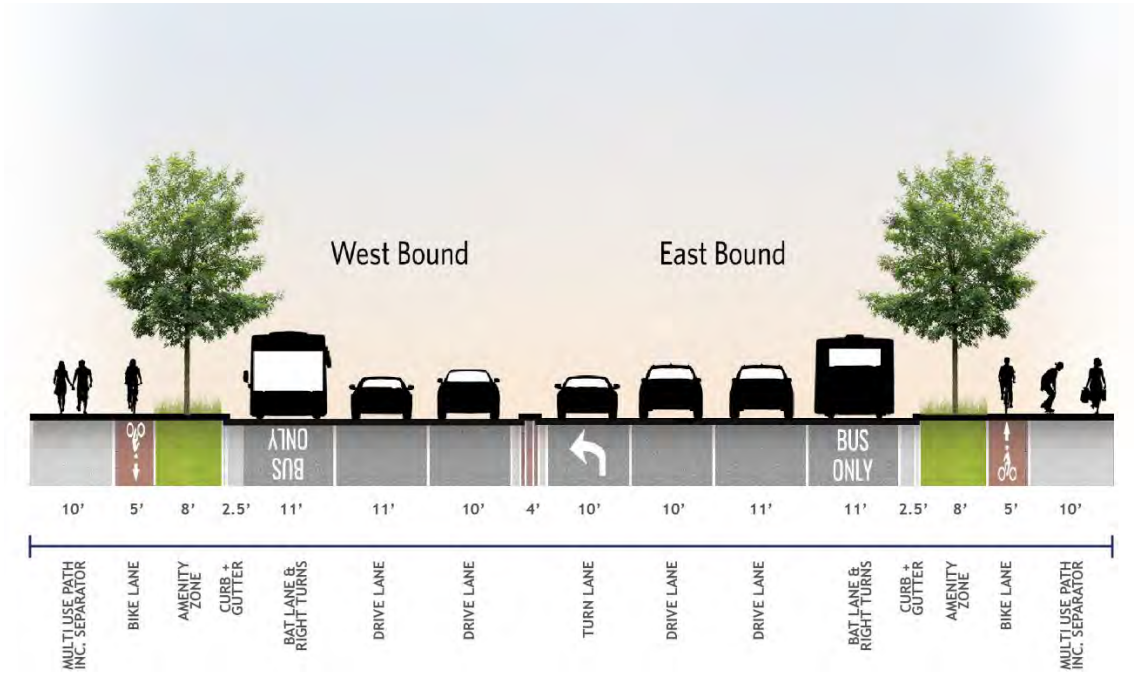


Figure 3: East Arapahoe Avenue street section at 55th Street as described by the CO 7 Project. Section depicts four general purpose travel lanes, a center turn lane, outside transit lanes, as well as a landscape buffer with trees, an off-street bike lane and multi-use paths on both the north and south sides of the street.

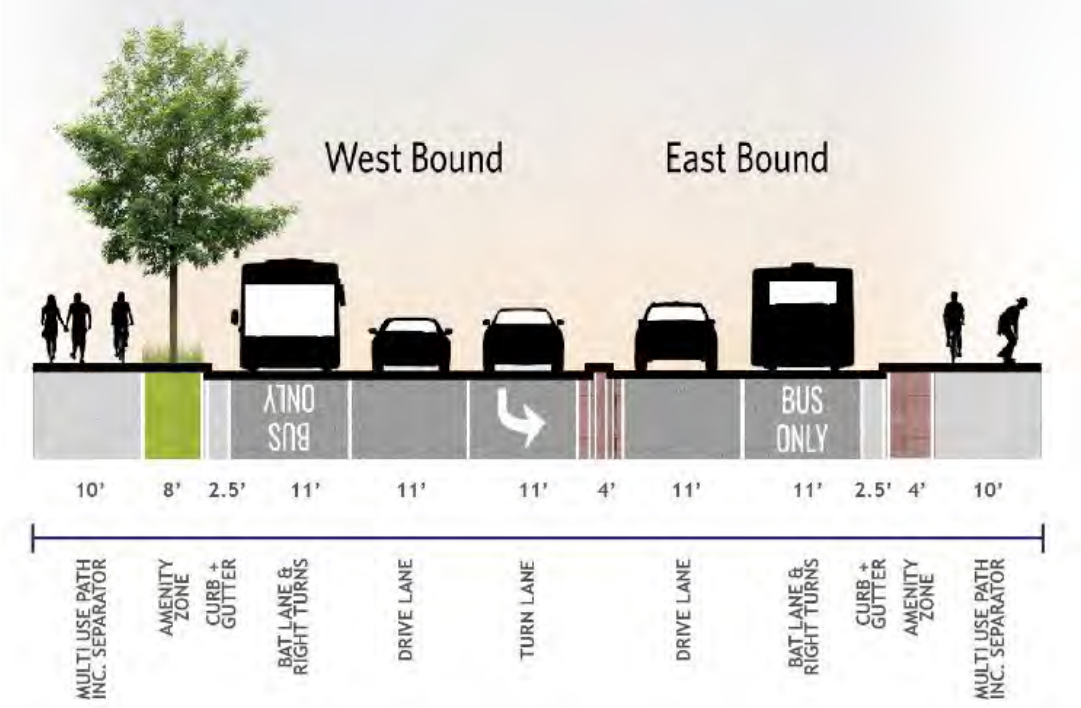


Figure 4: East Arapahoe Avenue street section just east of 63rd Street as described by the CO 7 Project. Section depicts two general purpose travel lanes, outside transit lanes, as well as amenity zone buffers and multi-use paths on both the north and south sides of the street.

Recommended Zoning Diagram

Another addition to the EBSP is the "Recommended Zoning" diagram. This diagram is intended to describe appropriate zone districts that are consistent with the recommended land use and place types in the EBSP. The recommended zoning diagram is also associated with the FBC regulating plans for East Boulder areas identified on the Appendix L map **(Attachment C)**. Note, rezoning is not required in East Boulder and the intention of the diagram is to provide clarity for property owners, development review staff and Planning Board as redevelopment plans take shape and all parties consider future rezoning applications.

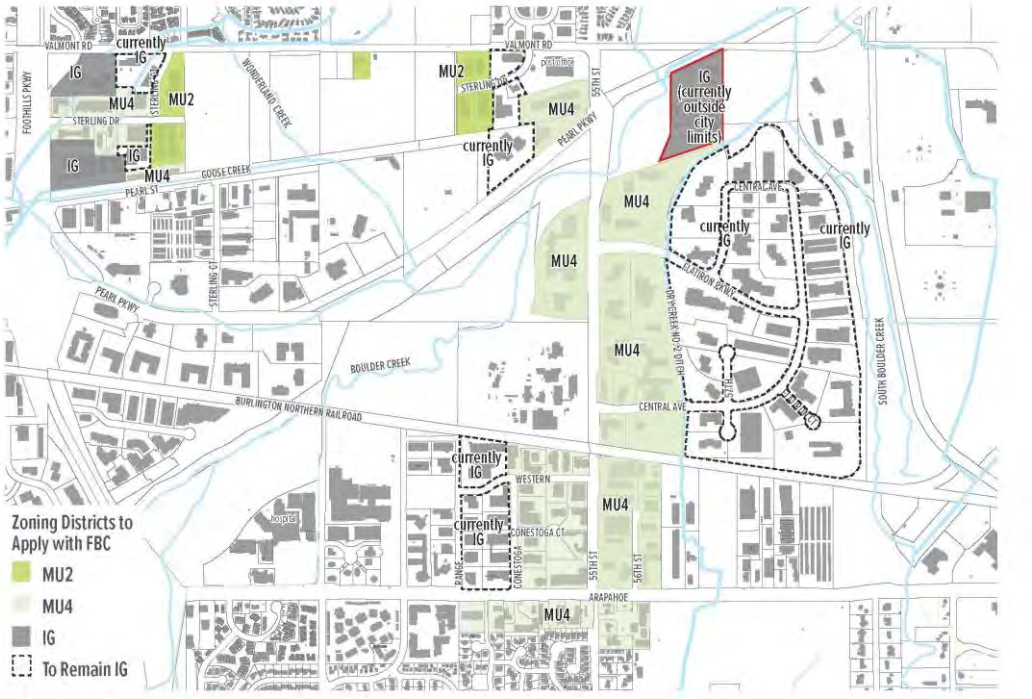


Figure 5: Recommended Zoning diagram for East Boulder which is added to the amended EBSP to provide guidance on potential rezonings in the area that would be consistent with the EBSP and the FBC.

The proposed amendments to the East Boulder Subcommunity Plan and 55th and Arapahoe Station Area Plan are incorporated into the plans as **Attachments E and F** to this memo.

ANALYSIS

Staff has identified the following key issues to help guide Council's discussion:

1. Does City Council support the recommended amendments to the East Boulder Subcommunity Plan?
2. Does City Council find that the proposed ordinance implements the adopted policies of the Boulder Valley Comprehensive Plan and the East Boulder Subcommunity Plan?

Are the amendments to the East Boulder Subcommunity Plan and associated 55th and Arapahoe Station Area Plan consistent with the BVCP?

Staff finds that the proposed amendments to the East Boulder Subcommunity Plan are consistent with community feedback collected during this process and key policies of the BVCP. The amendments carry forward the Planning Board motions made on October 15, 2024, maintaining the Land Use Plan adopted in 2022.

Amendments to the Connections Plan help realize the following BVCP policies in East Boulder:

- 2.24 Commitment to a Walkable & Accessible City
- 2.25 Improve Mobility Grid & Connections

How will this ordinance implement the Boulder Valley Comprehensive Plan and East Boulder Subcommunity Plan?

The ordinance will directly implement project D9 of the East Boulder Subcommunity Plan and deliver the necessary regulation to meet the community vision described in the plan. Additionally, while the ordinance considers many of the policies in the Boulder Valley Comprehensive Plan, it will directly implement the following BVCP policies:

2.03 Compact Development Pattern
2.09 Neighborhoods as Building Blocks
2.14 Mix of Complementary Land Uses
2.16 Mixed Use & Higher Density Development
2.19 Neighborhood Centers
2.21 Light Industrial Areas
2.24 Commitment to a Walkable & Accessible City
2.25 Improve Mobility Grid & Connections
2.33 Sensitive Infill & Redevelopment
5.01 Revitalizing Commercial & Industrial Areas
6.21 Mobility Hubs
7.11 Balancing Housing Supply with Employment Base

Are there consequences in not approving this ordinance or amendments to the Subcommunity Plan?

If the ordinance is not approved, the Form-Based Code as it exists today, in Title 9 Appendix M of the B.R.C., will continue to regulate properties as identified on the current Appendix L, Form-Based Code areas map. This is limited to Boulder Junction Phase 1 and the Alpine Balsam site. Form-Based Code would not apply to properties in East Boulder and future changes would follow typical by-right or Site Review processes. Additionally, the Rezoning Criteria of 9-2-19(g) would remain in place and would potentially limit rezoning and redevelopment in the area.

If the amendments to the East Boulder Subcommunity Plan are different than the amendments approved by the Planning Board, staff would return to Planning Board for reconsideration of the Council's proposed changes. If all the amendments are not agreed upon, only the changes that received approval from both Planning Board and City Council would be carried forward. If no amendments are agreed upon, the existing plan will continue to provide a vision for East Boulder and guidance on future Land Use, Place Types, Transportation Connections, and policies. However, the plan would not reflect the most recent community input and could incorrectly influence future redevelopment review processes.

NEXT STEPS

If City Council adopts Ordinance 8669, the form-based code changes and other associated amendments go into effect 30 days after adoption (January 4, 2025).

If City Council approves the same amendments to the East Boulder Subcommunity Plan as Planning Board, the process is complete, and the plan will be revised. If City Council approves amendments to the East Boulder Subcommunity Plan that are different than Planning Board, staff will bring the proposed amendments back to Planning Board to attempt to reconcile the differences. Only amendments that have received approval from both Planning Board and City Council will be made in the revised plan.

ATTACHMENT(S)

Attachment A: Proposed Ordinance 8669
Attachment B: East Boulder Zoning Update Engagement Summary
Attachment C: Amended Appendix L Map
Attachment D: Letters from Community Members
Attachment E: Amended East Boulder Subcommunity Plan
Attachment F: Amended 55th and Arapahoe Station Area Plan

ORDINANCE 8669

AN ORDINANCE AMENDING TITLE 9, "LAND USE CODE," B.R.C. 1981, BY ADOPTING FORM-BASED CODE STANDARDS FOR PARTS OF EAST BOULDER, MOVING THE FORM-BASED CODE FROM APPENDIX M TO A NEW CHAPTER 9-14, "FORM-BASED CODE" B.R.C. 1981, REVISING REZONING AND TRIP REDUCTION STANDARDS FOR EAST BOULDER; AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 9-1-2, "How to Use this Code," B.R.C. 1981, is amended to read as follows:

9-1-2. How to Use This Code.

A general description of these land use regulations follows. This description is intended to provide the reader with some guidance using this code. This section is not intended to be a substitute for the standards, criteria and procedures contained in this code.

(a) Organization: This title is divided into sixteen chapters. Each chapter is further subdivided into sections, subsections, paragraphs and subparagraphs. A consistent numbering and formatting convention is used throughout the title to identify these divisions and to help orient the user to the organization of information. The example below illustrates the formatting and numbering convention:

….

(c) Modular Zone System: Zoning districts in Boulder are comprised of standards from three modules: use, form and intensity. Combining elements of the three modules creates a zoning district. The zoning districts are identified in Section 9-5-2, "Zoning Districts," B.R.C. 1981.

…

(2) Form Module: The form module establishes the physical parameters for development such as setbacks, building coverage, height and special building design characteristics. Solar access standards, located in Section 9-9-17, "Solar Access," B.R.C. 1981, may also impact building form and should be reviewed in conjunction with the form standards. On parcels and lots designated in Appendix

L, "Form-Based Code Areas," the regulations of ~~Appendix M~~Chapter 9-14, "Form-~~b~~Based Code," apply.

(3) Intensity Module: The intensity module establishes the density at which development may occur and includes: minimum lot sizes, minimum open space per dwelling unit, number of dwelling units per acre, minimum open space per lot or parcel, and floor area ratios when applicable. On parcels and lots designated in Appendix L, "Form-Based Code Areas," the regulations of ~~Appendix M~~Chapter 9-14, "Form-Based Code," apply.

(4) The requirements for the form-based code review process are found in Section 9-2-16, "Form-Based Code Review," B.R.C. 1981. Parcels and lots designated in Appendix L, "Form-Based Code Areas," are subject to the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," and will be required to complete a form-based code review. Projects required to complete a form-based code review, are not eligible for the variance process and site review process.

Section 3. Section 9-2-16, "Form-Based Code Review," B.R.C. 1981, is amended to read as follows:

9-2-16. Form-Based Code Review.

(a) Purpose: The purpose of form-based code review, is to improve the character and quality of new development to promote the health, safety and welfare of the public and the users of the development. The form-based code review regulations are established to create a sense of place in the area being developed or redeveloped and ensure a site and building design that:

…

(b) Scope and Application:

(1) The requirements of this section apply to all development on parcels and lots designated in Appendix L, "Form-Based Code Areas." No person shall develop or apply for a building permit for a project on, or for, subdivision of a parcel or lot designated in Appendix L, "Form-Based Code Areas," until a form-based code review has been completed.

(2) Projects required to complete a form-based code review are neither required nor eligible to complete the processes under Sections 9-2-13, "Concept Plan," and 9-2-14, "Site Review," B.R.C. 1981.

(3) Administrative Form-Based Code Review for Minor Floor Area Expansions: Projects to expand floor area by no more than 500 square feet that are limited to one story and do not entail changes to existing form-based code review approvals

may be reviewed as an administrative form-based code review pursuant to the process of Section 9-2-2, "Administrative Review Procedures," B.R.C, 1981, and applicants for such projects shall not be required to complete a pre-application review under Subsection (c) of this section; otherwise, such projects shall meet all of the requirements of this section and the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code."

(4) Exceptions to Form-Based Code Review Process: The following developments shall not be required to complete a form-based code review:

(A) Administrative form-based code reviews pursuant to Paragraph 9-2-16(b)(3), B.R.C. 1981;

(B) Minor modifications to approved form-based code review applications;

(C) Previously Approved Developments: Any development on a lot or parcel designated in Appendix L, "Form-Based Code Areas," for which an application for site review was made prior to the adoption of an ordinance including said lot or parcel in the designation of said appendix and that is approved or for which valid planned unit development (PUD) approval exists shall not be subject to these requirements and may be amended or modified in accordance with the minor modification and amendment provisions of Section 9-2-4, "Site Review," B.R.C. 1981; such minor modification or amendment shall not be approved unless the proposed changes are, to the extent practicable, compatible in terms of building height, mass, scale, orientation, architecture, and project configuration with the regulations applicable to the area pursuant to Appendix L, "Form-Based Code Areas," and ~~Appendix M~~Chapter 9-14, "Form-Based Code," and consistent with the standards established in Subsection ~~M-1-~~9-14-5(c), "Expansions and Modifications to Existing Structures That Do Not Meet the Standards of this Chapter," B.R.C. 1981. ~~of Appendix M, "Form-Based Code";~~

(D) Interior building remodels or modifications that do not include an expansion of floor area, do not change the exterior appearance of the building, and otherwise conform to this section and ~~Appendix M~~Chapter 9-14, "Form-Based Code," B.R.C. 1981;

(E) Subdivisions solely for the purpose of amalgamating lots or parcels of land; and

(F) Subdivisions solely for the purpose of conveying property to the ~~C~~city.

…

(d) Application Requirements: An application for approval of a form-based code review, may be filed by any person having a demonstrable property interest in land to be included in a form-based code review on a form provided by the city manager that includes, without limitation:

…

(4) Site Plan: A site plan with a north arrow showing the major details of the proposed development, prepared on a scale of not less than one-inch equals one hundred feet, providing sufficient detail to evaluate the features of the development required by this section. The site plan shall contain, insofar as applicable, the information set forth as follows:

(A) Topography. The existing topographic character of the land, showing contours at two-foot intervals;

(B) Flood Areas. If applicable, the areas subject to the one hundred-year flood as defined in Chapter 9-16, "Definitions," B.R.C. 1981, and any area of the site that is within a designated space conveyance zone or high hazard zone;

(C) Building Footprints. The location and size of all existing and proposed buildings, structures and improvements with dimensions indicating the distance from lot lines, structure low point elevations pursuant to the definition of "height," and the general location of adjacent streets, structures and properties;

(D) Uses. Site and location of existing and proposed uses, including density and type of uses;

(E) Outdoor Spaces. The following shall be illustrated on a site plan:

(i) The areas intended to function as outdoor space as specified within ~~Appendix M~~Chapter 9-14, "Form-Based Code";
(ii) Detailed design for outdoor space, illustrating hardscape and site furnishings; and
(iii) Any other areas that qualify as useable open space per Section 9-9-11, B.R.C. 1981;

(F) Public Spaces. The following shall be illustrated on a site plan:

(i) The areas that are to be conveyed, dedicated or reserved as parks, recreation areas, playgrounds, outlots or open space and as sites for schools and other public buildings; and
(ii) The areas that are to be conveyed, dedicated or reserved for streets, alleys, paths, sidewalks, and utility easements.

(G) Streets and Block Layout. For project sites that are subject to the requirements of Section 9-14-13, “Large Site Development Standards,” B.R.C. 1981, a block plan analysis demonstrating compliance with the standards of that section, Section 9-9-5, “Site Access Control,” B.R.C. 1981, and Section 9-9-8, “Reservation, Dedication, and Improvement of Rights of Way, B.R.C. 1981, including, but not limited to the following information:

(i) Block length of each portion of a block;
(ii) Total block perimeter;
(iii) On- and off-street parking;
(iv) Paseos;
(v) Type A, B and C frontage designations; and
(vi) If, applicable, terminated vistas.

…

(8) Streetscape Plan. A detailed streetscape plan, consistent with Sections 9-9-13~~,~~ and ~~B.R.C. 1981, and Section M-1~~9-14-10, B.R.C. 1981 ~~of Appendix M to this title~~, shall include the following:

(A) The location of street trees;

(B) Designation of ground plane vegetation for any landscape bed areas, planter areas, and open tree wells;

(C) The location and quantities of all pedestrian and vehicular lighting. Cut sheets and samples shall also be submitted;

(D) Specification of materials and patterns for street and sidewalk pavement design;

(E) The location and quantities of furnishings, such as benches, seat walls, planters, planter fences, tree grates, tree guards, and trash receptacles on each street and for other public way where furnishings are required or proposed; and

(F) The location and quantities of any other elements designed to establish the identity of the street, such as pavement markers or artwork.

…

(14) Architectural Plans. Detailed architectural plans that include the following:

(A) Building Schematic Floor plans. Building floor plans shall be included for each floor, illustrating the location of uses, common spaces, doors, and windows;

(B) Building Details. Plans, sections, and elevations illustrating compliance with Sections ~~M-1-13~~9-14-14 through 9-14-33~~M-1-28~~, B.R.C. 1981~~of Appendix M, "Form-Based Code," to this title~~;

…

~~(D) Golden Rectangle Use. Diagram or series of diagrams demonstrating the use of the golden rectangle in the design of each building, to demonstrate compliance with Section M-1-29, of Appendix M, "Form-Based Code," to this title.~~

(15) View Corridor Analysis. A view corridor analysis, including the following:

(A) A plan illustrating location of mountain range and notation of Flatirons 1 through 5, location of other features subject to view corridor protection, location of building footprints with heights noted, location of streets, and location of outdoor spaces;

(B) A three-dimensional, geographically accurate digital site and proposed building model illustrating views required to be preserved through the site and photographically depicting the mountains in their accurate geographic locations. Refer to Figure 14-9~~M-1(4)~~, "Example Documentation of Preserved Views from Junction Place Bridge," in ~~Appendix M~~Chapter 9-14, "Form-Based Code";

(C) Additional Submittal Requirements by Request. The city manager may request additional information to illustrate compliance with the requirements of this section; and

(D) Waiver. The city manager may waive submittal requirements if the city manager finds that the requirement is not applicable to a project and would not illustrate compliance with the requirements of this section.

…

(g) Criteria for Review: No form-based code review application shall be approved unless the approving agency finds that:

(1) Consistency with ~~Appendix M~~Chapter 9-14, "Form-Based Code." The proposed plans and building designs are consistent with the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code."

…

(i) Exceptions: Exceptions to the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," may be approved under the form-based code review process pursuant to the following standards:

(1) Application Requirements: If an application includes a request for an exception to the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," the requested exceptions shall be noted on the plans and the application shall include a written statement describing how the standards applicable to the exception are being met.

(2) Exceptions:

(A) An exception may be granted by the approving authority if the following criteria are met:

(i) The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area, and

(ii) The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within ~~Appendix M~~Chapter 9-14, "Form-Based Code".

(B) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a provision of ~~Appendix M~~Chapter 9-14, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of ~~Appendix M~~Chapter 9-14 that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

(C) An exception may be granted by the approving authority if otherwise the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," would result in a violation of federal or state legislation, including but not limited to the Americans with Disabilities Act, and the exception would be the minimum modification of the requirements of ~~Appendix M~~Chapter 9-14 that provides relief; or

(D) An exception may be granted by the approving authority if the building or property has been designated as an individual landmark or recognized as a contributing building to a designated historic district and as part of the review of an alternation certificate pursuant to Chapter 9-11, "Historic Preservation," B.R.C. 1981, the approving authority has found that the development in conforming locations on the lot or parcel or conforming with other requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," would have an adverse impact upon the historic character of the individual landmark or the contributing building and the historic district, if a historic district is involved. The exception may be approved only if the modification to the requirements of ~~Appendix M~~Chapter 9-14, B.R.C. 1981, is the minimum modification that provides relief.

(j) Minor Modifications to Approved Form-Based Code Reviews: Modifications to the site plan, building plans, landscaping and parking plans previously approved through a form-based code review application may be approved by the city manager without requiring an amendment to the approved form-based code review if such changes are minor. All minor modifications shall be noted, signed, and dated on the approved form-based code review plans. For proposed minor modification of form-based code review projects that are partially or totally developed, the applicant shall provide notice to any owners of property within the development that might be affected, as determined by the manager. The following standards apply to minor modifications:

(1) On a street facing façade, the following shall be met:

(i) Window sizes, types, and dimensions are not shifted by more than 10 feet in either direction per floor, transparency requirements are not reduced by more than 10 percent of the approved percentage and required minimum transparency per floor is maintained, and the general pattern of the windows is not substantially altered from the form-based code review approval;

(ii) The approved total percentage of major materials is not reduced; and

(iii) Building bay configurations may be shifted or transposed, if otherwise consistent with these criteria;

(2) No modification or cumulative modifications from the form-based code review approval results in an expansion or shifting of floor area by more than ten percent of the floor area of the project;

(3) The sum of all cumulative modifications to the site plan, building plans, landscaping and parking plans approved under this subsection (j) does not exceed ten modifications per building and may be considered under one or more minor modification applications so long as ten modifications per building is not exceeded. For the purposes of this subsection, one modification shall mean one aspect of the design that is changing in respect to a~~n~~ Chapter 9-14 ~~Appendix M~~ standard and not every individual change. For example, one particular dimensional change applied to ten windows shall count as one modification, not ten modifications; and

(4) All modifications are consistent with the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code," and do not include any exception requests.

(k) Amendments to Approved Form-Based Code Reviews:

(1) No proposal to expand or otherwise modify any approved form-based code review, other than a minor modification, shall be approved unless the form-based code review is amended and approved in accordance with the procedures prescribed by this section for approval of a form-based code review, except for the notice and consent provision of this subsection.

(2) If an applicant requests approval of an amendment to an approved form-based code review, the city manager shall provide public notice pursuant to Section 9-4-3, "Public Notice Requirements," B.R.C. 1981.

(3) The owners of all property for which an amendment is requested shall sign the application.

(l) Existing Buildings: Existing buildings may be modified and expanded pursuant to the standards established in ~~Appendix M~~Chapter 9-14, "Form-Based Code."

…

Section 4. Section 9-2-19, "Rezoning," B.R.C., 1981, is amended to read as follows:

9-2-19. Rezoning.

(a) Initiation: An amendment to rezone any area of the city may be initiated by the city council, the planning board or a person with an ownership interest in property proposed for rezoning.

…

~~(g) Additional Criteria for Land within the East Boulder Subcommunity Plan and 55th and Arapahoe Station Area Plan Boundaries. In the East Boulder Subcommunity Plan boundary and in the 55th and Arapahoe Station Area Plan boundary, for an application not incidental to a general revision of the zoning map, the city council shall also find, in addition to requirements in Subsection (e) above, that the land use code contains standards necessary to achieve the vision of the East Boulder Subcommunity Plan for the area proposed for rezoning. The intent of this requirement is to ensure that the land use code contains standards that will result in development of the area proposed for rezoning consistent with the vision of the plan, to ensure the rezoning will not otherwise negatively impact the achievement of the vision of the plan, and to not prevent rezoning until all anticipated land use code projects and programs of the plan have been completed. In making this determination, council shall consider, to the extent applicable for the area proposed for rezoning:~~

~~(1) The ability of the proposed rezoning to achieve the place types and meet the place type performance standards established in the plan,~~

~~(2) The ability of the proposed rezoning to achieve new and upgraded transportation connections designated in the East Boulder Subcommunity Connections Plan concurrent with development or redevelopment, and~~

~~(3) Whether the proposed rezoning may impact the city's ability to incentivize the creation of or participation in one or more general improvement districts, or an equivalent organization, proposed in the plan.~~

(h) Solar Access Areas: A request for rezoning may seek to amend a solar access area, as defined in Subsection 9-9-17(c), B.R.C. 1981, if all applicable requirements of Subsection 9-9-17(e), B.R.C. 1981, are met.

Section 5. Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, is amended to read as follows:

9-6-1. Schedule of Permitted Land Uses.

The schedule in Table 6-1 shows the uses that are permitted, conditionally permitted, prohibited, or that may be permitted through use review.

…

(b) Additional Standards:

(1) Uses are also subject to all other applicable requirements of this title.

(2) Additional Use Standards in Form-Based Code Areas or Overlay Districts:

(A) Uses in Form-Based Code Areas: Uses located on a lot or parcel designated in Appendix L, "Form-Based Code Areas," are subject to the requirements of this chapter, but may also be subject to additional use standards pursuant to ~~Appendix M~~Chapter 9-14, "Form-Based Code."

Section 6. Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, is amended to read as follows:

9-7-1. Schedule of Form and Bulk Standards.

The purpose of this chapter is to indicate the requirements for lot dimensions and building form, bulk, location and height for all types of development. All primary and accessory structures are subject to the dimensional standards set forth in Table 7-1 of this section with the exception of structures located in an area designated in Appendix L, "Form-Based Code Areas," subject to the standards of ~~Appendix M~~Chapter 9-14, "Form-Based Code." No person shall use any land within the City authorized by Chapter 9-6, "Use Standards," B.R.C. 1981, except according to the following form and bulk requirements unless modified through a use review under Section 9-2-15, "Use Review," B.R.C. 1981, or a site review under Section 9-2-14, "Site Review," B.R.C. 1981, or granted a variance under Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or as approved under the provisions of Section 9-2-16, "Form-based code review," B.R.C. 1981.

TABLE 7-1: FORM AND BULK STANDARDS

. . .

Footnotes to Table 7-1, Form and Bulk Standards:
In addition to the foregoing, the following miscellaneous form and bulk requirements apply to all development in the city:

(a) On corner lots, use principal building front yard setback where adjacent lot fronts upon the street.
(b) For zero lot line development, including side yard setbacks from interior lot lines for townhouses, see Subsection 9-7-2(b), B.R.C. 1981.
(c) The permitted height limit may be modified only in certain areas and only under the standards and procedures provided in Sections 9-2-14, "Site Review," and 9-7-6, "Building Height, Conditional," B.R.C. 1981.

(d) For buildings over 25 feet in height, see Subsection 9-9-11(c), B.R.C. 1981.
(e) For other setback standards regarding garages, open parking areas, and flagpoles, see Paragraph 9-7-2(d), B.R.C. 1981.
(f) Where a rear yard backs on a street, see Paragraph 9-7-2(c), B.R.C. 1981.
(g) This maximum height limit applies to poles that are light poles at government-owned recreation facilities but not to other poles. Other poles have a maximum height of 55 feet in all zones. For additional criteria regarding poles, see Section 9-2-14, "Site Review," B.R.C. 1981.
(h) For front yard setback reductions, see Subsection 9-7-2(a), B.R.C. 1981.
(i) For side yard setback requirements based on building height, see Appendix B, "Setback Relative to Building Height," of this title.
(j) The maximum percentage of the third floor area that can be in a fourth story standard may not be modified as part of a site review.
(k) For properties located in the DT-5 and P zoning districts and shown in Appendix I, the minimum setback shall be as required by Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, Table 7-1, Form and Bulk Standards or sixty-five feet measured from the centerline of Canyon Boulevard right-of-way.
(l) For buildings on nonstandard lots within the RMX-1, RL-1, RE, RR-1, and RR-2 zoning districts, refer to Table 10-1, Maximum Height Formulas, within Section 9-10-3, "Changes to Nonstandard Buildings, Structures and Lots and Nonconforming Uses."
(m) For setback requirements on corner lots in the DT-5 zoning district, refer to Subsection 9-7-6(c), B.R.C 1981.
(n) For principal and accessory buildings or structures located on a lot or parcel designated in Appendix L, "Form-Based Code Areas," and subject to the standards of ~~Appendix M~~Chapter 9-14, "Form-Based Code," refer to ~~Appendix M~~Chapter 9-14, "Form-Based Code," for design standards applicable to such lot or parcel. With the exception of Charter Section 84, "Height limit," and Sections 9-7-3, "Setback Encroachments," and 9-7-5, "Building Heights," 9-7-7, "Building Height, Appurtenances," B.R.C. 1981, the form and bulk standards of this chapter are superseded by the requirements of ~~Appendix M~~Chapter 9-14, "Form-Based Code." Building heights in areas designated in Appendix L are not subject to the height limits of Table 9-7, Form and Bulk Standards.

Section 7. Section 9-7-5, “Building height,” B.R.C. 1981, is amended to read as follows:

9-7-5. Building Height.

(a) Permitted Height: The height permitted without review within the City is set forth in Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, except as provided in Paragraph (b)(2) of this section and except under a form-based code review. Buildings greater than the permitted height may be approved under Section 9-2-14, "Site Review," B.R.C. 1981. Buildings under a form-based code review are subject to the minimum and maximum height standards established in Chapter 9-14, “Form-Based Code,” B.R.C. 1981, and shall not exceed the height limit of Charter Section 84, “Height limit.”

. . .

Section 8. Section 9-7-7, “Building Height, Appurtenances,” B.R.C. 1981, is amended to read as follows:

9-7-7. Building Height, Appurtenances.

(a) Appurtenances: Appurtenances May be added under the following circumstances:

(1) The addition of an appurtenance to a building is permitted if it does not cause the building height to exceed the height allowed in Sections 9-7-5, "Building Height," and 9-7-6, "Building Height, Conditional," or Chapter 9-14, "Form-Based Code," B.R.C. 1981, as applicable, considering, for this purpose only, the uppermost point of the appurtenance to be the uppermost point of the roof.

. . .

Section 9. Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, is amended to read as follows:

9-8-1. Schedule of Intensity Standards.

The purpose of this chapter is to indicate the requirements for the allowed intensity of all types of development, including maximum density for residential developments based on allowed number of units and occupancy. All primary and accessory structures are subject to the standards set forth in Table 8-1 of this section except that developments within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards or ~~Appendix M~~ Chapter 9-14, "Form-Based Code," are exempt from Table 8-1 and Sections 9-8-1 through 9-8-4, B.R.C. 1981. Developments within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards or ~~Appendix M~~ Chapter 9-14, "Form-Based Code," are subject to the standards of Sections 9-8-5, "Occupancy of Dwelling Units," 9-8-6, "Occupancy Equivalencies for Group Residences," and 9-8-7, "Density and Occupancy of Efficiency Living Units," B.R.C. 1981. No person shall use any land within the city authorized by Chapter 9-6, "Use Standards," B.R.C. 1981, except according to the following requirements unless modified through a use review under Section 9-2-15, "Use Review," B.R.C. 1981, or a site review under Section 9-2-14, "Site Review," B.R.C. 1981, or granted a variance under Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or approved through a form-based code review under Section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

TABLE 8-1: INTENSITY STANDARDS

. . .

Footnotes:

(a) This requirement may increase based on building height pursuant to Subsection 9-9-11(c), B.R.C. 1981.

(b) For properties within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards of ~~Appendix M~~Chapter 9-14, "Form-Based Code," the footnoted requirement is not applicable. Refer to ~~Appendix M~~Chapter 9-14, "Form-Based Code," for specific form, bulk, intensity, and outdoor space requirements.

(c) This requirement may be modified pursuant to Section 9-2-14(h)(6)(C), B.R.C. 1981, for specified zoning districts.

(d) Open space per lot in the RH-7 zoning district may be reduced from sixty percent to thirty percent of the lot as part of a site review if at least half of the open space provided meets the open space requirements of Subparagraph 9-9-11(e)(3), B.R.C. 1981.

(e) Dwelling units per acre on a lot or parcel in the RMX-2 zoning district are limited to 10 dwelling units per acre. This limitation may be modified up to 20 dwelling units per acre pursuant to a site review.
(f) Floor area ratio (FAR) in the RH-2 zoning district may be increased up to a maximum FAR of 1.07 in a site review.
(g) FAR in the BT-1 zoning district may be increased up to a maximum FAR of 1.4 in a site review.
(h) FAR in the BT-2 zoning district may be increased up to a maximum FAR of 0.9 in a site review.(-) No standard.
(-) No standard.

. . .

Section 10. Section 9-8-2, "Floor Area Ratio Requirements," B.R.C.1981, is amended as follows:

9-8-2. Floor Area Ratio Requirements.

(a) Purpose: The purpose of the floor area ratio requirements is to limit the impacts of the use that result from increased building size.

…

TABLE 8-2: FLOOR AREA RATIO ADDITIONS

…

Footnotes:
(a) FAR up to 1.85 if property is located in a general improvement district providing off-street parking.
(b) The maximum additional FAR component is 1.0. FAR additional components may be combined, but shall not exceed the 1.0 maximum total floor are ratio limit.
(c) See Subparagraph 9-2-14(h)(6)(B), B.R.C. 1981.
(d) For properties located in an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards of ~~Appendix M~~Chapter 9-14, "Form-Based Code," the floor area and floor area ratio (FAR) requirements do not apply. Refer to ~~Appendix M~~Chapter 9-14, "Form-Based Code," for specific form, bulk, intensity, and outdoor space requirements.
(e) See Subsection 9-6-3(a)(2), B.R.C. 1981.
(f) Floor area ratio (FAR) in the RH-2 zoning district may be increased up to a maximum FAR of 1.07 in a site review.
(g) FAR in the BT-1 zoning district may be increased up to a maximum FAR of 1.4 in a site review.
(h) FAR in the BC zoning districts may be increased up to a maximum FAR of 2.0 provided the lot or parcel is located within an area identified in Appendix N, "Business Community (BC) Areas Subject to Special Use Restrictions."
(-) Not applicable.

. . .

Section 11. Section 9-9-22, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981 is amended as follows:

9-9-22. Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts.

(a) Purpose. The purpose of this section is to provide the trip generation requirements for the MU-4, RH-6 and RH-7 zoning districts for developments that are not served by a general improvement district or other approved organization that provides transportation related services. Further, it is the purpose of this section to:

(1) Provide approaches to mitigate the impacts of traffic generated by development and redevelopment.

(2) Ensure that the amount of land used for parking is the minimum necessary to serve development in the area.

(3) Provide opportunities for parking that is provided in a development to be used in an efficient manner during all times of the day or evening.

(b) Scope. The applicant for any additional floor area for a property located in the MU-4, RH-6 and RH-7 zoning districts shall demonstrate that the development does not exceed the trip generation allowance standards of this section. The requirements of this section do not apply to development proposals within general improvement districts or other organizations that have service plans which include ~~travel~~ transportation demand management and parking management programs that have been approved by the city council to generally meet the objectives described in this section.

(c) ~~Property~~ Trip Generation Allowance. The applicant for any development subject to the requirements of this section shall ~~be required to~~ demonstrate that ~~fifty-five percent of the~~a certain percentage of trips generated by the development during the highest peak travel time ~~shall~~ will be by alternative modes or avoided, as specified below:

(1) In all areas except the Alpine-Balsam and East Boulder areas identified in Appendix L, "Form-Based Code Areas," B.R.C. 1981, at least fifty-five percent of the trips generated by the development shall be by alternative modes or avoided.

(2) In the Alpine-Balsam form-based code area, at least 30 percent of the trips generated by the development shall be by alternative modes or avoided.

(3) In the East Boulder form-based code areas, at least 30 percent of the trips generated by the development shall be by alternative modes or avoided.

(4) Alternative modes are~~Made by a~~ modes of transportation other than ~~that is an alternative to~~ single occupant motor-vehicle use and include~~, including~~, without limitation, walking, bicycling, carpooling, vanpooling, micromobility, or public transportation.

(5~~2~~) Trips are ~~A~~avoided through programs such as alternate work schedules, including telecommuting or compressed work week programs.

…

(e) Trip Reduction and Mitigation. The applicant shall demonstrate how it will ~~generate fifty-five percent~~ achieve the alternative mode use and trip reduction ~~as described~~required

pursuant to in subsection (c) at the highest peak travel time through a ~~travel~~ transportation demand management plan.

(f) ~~Travel~~ Transportation Demand Management Plan. A ~~travel~~ transportation demand management plan shall be submitted with all development applications that add a nonresidential use floor area or an additional dwelling unit that demonstrates compliance with the trip generation requirements. Any combination of the following methods may be incorporated into the ~~travel~~ transportation demand management plan to achieve the requirements of this section.

(1) Parking management strategies.
(2) Enhanced design and amenities.
(3) Financial incentives.
(4) Trip reduction and avoidance programs and policies.
(5) Marketing and outreach.

(g) Components of a ~~Travel~~ Transportation Demand Management Plan. An applicant may divide a ~~travel~~ transportation demand management plan into two components: (1) infrastructure and amenities; and (2) a ~~travel~~ transportation demand management operations program. As part of a development approval, the city manager will approve separate trip generation reductions attributable to each element of the ~~travel~~ transportation demand management plan.

(1) Infrastructure and Amenities. The infrastructure and amenities component of the ~~travel~~ transportation demand management plan shall include all of the elements of the ~~travel~~ transportation demand management plan that require the construction of either private or public improvements. The improvements may include, without limitation, facilities such as showers and changing facilities, parking area design, amenities that support alternate mode use such as covered and secure bicycle parking or enhanced pedestrian, bicycle and transit access. Unless otherwise approved in the infrastructure and amenities plan, all public and private improvements shall be constructed prior to or concurrent with the construction of the buildings within the development. If construction of such improvements is to occur later, the applicant shall submit, subject to the review and approval of the city manager, an improvement construction phasing plan. The applicant shall demonstrate that phasing of the construction of improvements is necessary because such improvement cannot be effectively or efficiently utilized until a given level of development has been completed on the property.

(2) Demand Management Operations Program. The demand management operations program shall be the plan that is used by the tenant or occupant of a development or a portion thereof. The demand management operations plan shall include those programs necessary to meet the trip reduction requirements of this section, including without limitation the following:

(A) Parking management strategies that may include unbundled parking, paid parking areas or carpool or vanpool preferred parking areas.

(B) Active promotion of alternate modes through marketing and outreach programs to employees or residents.

(C) Financial incentives for employees or residents to alternate modes such as public transit passes, subsidized transit or vanpool fares or a parking cash-out program.

(D) Policies and programs including bicycle or carshare services, telework stations in residential buildings or telecommuting and compressed work week programs for employees.

(E) A plan for monitoring the effectiveness of the ~~travel~~ transportation demand management plan that is submitted to the city manager on a biannual basis, using guidelines and performance measures developed by the city. The monitoring plan shall state whether the monitoring shall be done by the owner, occupant, tenant or other designated organization.

(3) Sustainable Funding. The costs of a ~~travel~~ transportation demand management program shall be the responsibility of the owner, occupants, tenants or visitors to the development. The applicant shall be required to demonstrate how the facilities and programs will be initially funded and funded over time to ensure implementation and ongoing operation of the facilities and programs.

(h) Monitoring and Evaluation. The owner of any property that has a ~~travel~~ transportation demand management plan shall be responsible for ensuring that the monitoring and evaluation component of the ~~travel~~ transportation demand management plan is completed as required by this section. Monitoring and evaluation data shall be submitted to the city manager on a biannual basis. The monitoring and evaluation data shall be in a form acceptable to the city manager and shall address the effectiveness of the approved ~~travel~~ transportation demand management plan in reaching the trip generation requirements of this section. If the monitoring data shows that the ~~travel~~ transportation demand management plan is not meeting the trip generation requirements of this section, the owner shall submit a revised ~~travel~~ transportation demand management plan that meets the requirements of this section within thirty days of a request by the city manager.

…

Section 12. A new Chapter 9-14, "Form-Based Code," B.R.C. 1981, is added to read as follows:

TITLE 9

Land Use Code

Chapter 14

Form-Based Code

GENERAL PROVISIONS

9-14-1. PURPOSE OF FORM-BASED CODE

The purpose of this chapter is to establish building form and design requirements for development within the areas designated in Appendix L to Title 9, "Form-Based Code Areas," B.R.C. 1981. The requirements for these areas implement the desired development, including functional characteristics, form, design character and quality, as guided by the plans for each designated area and the Boulder Valley Comprehensive Plan.

9-14-2. FORM-BASED CODE REQUIREMENTS

No person shall occupy, use, change the use of, alter or develop any building, structure or land within the areas shown in Appendix L, "Form-Based Code Areas," B.R.C. 1981, and subject to form-based code review pursuant to Section 9-2-16, "Form-Based Code Review," B.R.C. 1981, except in conformance with the requirements of this chapter unless modified through an exception under Subsection 9-2-16(i), B.R.C. 1981.

(a) **Specific Locations.** The locations where form-based code standards apply are shown in Appendix L, "Form-Based Code Areas," B.R.C. 1981.

9-14-3. DESIGN GOALS FOR THE FORM-BASED CODE AREAS

The requirements of this chapter are intended to accomplish the following objectives:

(a) **Character, Context, and Scale.** Preserve or enhance the character, context, and scale planned for the area while supporting a more sustainable future by accommodating future residents, reducing dependence on single occupant vehicles, increasing energy efficiency, and promoting safe transportation options for pedestrians and bicycles.

(b) **Human-Scaled Building Design.** Design to a human scale and create a safe and vibrant pedestrian experience.

(c) **Building Design Quality and Aesthetics.** Design high-quality buildings that are compatible with the character of the area or the character established by adopted plans for the area through simple, proportional, and varied design, high quality and natural building materials that create a sense of permanence, and building detailing, materials and proportions.

(d) **A Variety of Housing Types.** Produce a variety of housing types, such as attached dwelling units, townhouses, live-work units, and duplexes , as well as a variety of lot sizes, number of bedrooms per unit, and sizes of units within the form-based code area.

(e) **Adaptable Buildings.** Build adaptable buildings with flexible designs that allow changes in uses over time.

(f) **Provision of Outdoor Space.** Provide outdoor space that is accessible and close to buildings. Active and passive recreation areas will be designed to meet the needs of anticipated residents, occupants, employees, and visitors to the property.

(g) **Support of Multi-Modal Mobility.** Provide safe and convenient multi-modal connections and promote alternatives to the single occupant vehicle. Connections shall be accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, paseos, and multi-use paths.

9-14-4. ORGANIZATION AND SCOPE

This section describes how this chapter is organized to provide the user with some guidance using this chapter and it addresses the scope of its application.

(a) **Organization.** This chapter is organized into the following sections:

(1) **Sections 9-14-1 through 9-14-8: General Provisions.** The general provisions include a purpose statement for the form-based code, a description of where the requirements for the form-based code apply, a description of this chapter's organization and scope, the regulating plans for each form-based code area, and definitions that apply to the terms of this chapter.

(2) **Sections 9-14-9 through 9-14-13: Site Design.** These sections establish general site design and minimum outdoor space requirements, applicable to all form-based code areas, unless otherwise specified. Outdoor space types are established to guide the design of common outdoor spaces.

(3) **Sections 9-14-14- through 9-14-26: Building Types.** These sections establish a variety of building types and building form, design, location, and use requirements applicable to each building type. The regulating plans determine which building type may be used on a particular site.

(4) **Sections 9-14-27- through 9-14-33: Building Design.** These sections establish general building design requirements that are applicable to all of the building types, unless otherwise stated.

(b) **Scope.** The requirements of this chapter supplement those imposed on the same lands by underlying zoning provisions and generally applicable development standards of this title

and other ordinances of the city. If there is a conflict between the requirements of this chapter and Title 9, "Land Use Code," B.R.C. 1981, the standards of this section control. The following describes how specific requirements of this title relate to requirements of this chapter:

(1) **Chapter 9-6: Use Standards.** Chapter 9-6, "Use Standards," B.R.C. 1981, regulates uses which are permitted, conditionally permitted, prohibited, or which may be permitted through use review. Additional use standards may be established in this chapter.

(2) **Chapter 9-7: Form and Bulk Standards.** This chapter supersedes the standards in Chapter 9-7, "Form and Bulk Standards," B.R.C. 1981, with the exception of Sections 9-7-3, "Setback Encroachments," 9-7-5, "Building Heights," and 9-7-7, "Building Heights, Appurtenances," B.R.C. 1981. Building height shall be measured in accordance with the requirements of Section 9-7-5, B.R.C. 1981.

(3) **Chapter 9-8: Intensity Standards.** This chapter supersedes the standards in Chapter 9-8, "Intensity Standards," B.R.C. 1981, with the exception of Sections 9-8-5, "Occupancy of Dwelling Units," 9-8-6, "Occupancy Equivalencies for Group Residences," and 9-8-7, "Density and Occupancy of Efficiency Living Units," B.R.C. 1981.

(4) **Chapter 9-9: Development Standards.** Chapter 9-9, "Development Standards," B.R.C. 1981, applies to developments that are regulated by this chapter as follows:

(5) **Applicable Sections.** The following sections of Chapter 9-9, "Development Standards, " B.R.C. 1981, are applicable:

(A) **9-9-1.** Intent.
(B) **9-9-2.** General Provisions.
(C) **9-9-4.** Public Improvements.
(D) **9-9-5.** Site Access Control, in addition to the access location requirements in Section 9-14-11(a) "Driveways," B.R.C. 1981.
(E) **9-9-6.** Parking Standards.
(F) **9-9-7.** Sight Triangles.
(G) **9-9-8.** Reservations, Dedication, and Improvement of Right-of-way.
(H) **9-9-9.** Loading, except as specifically allowed in the site access requirements in Subsection 9-14-11(a) and the loading requirements in Subsection 9-14-14(l), B.R.C. 1981.
(I) **9-9-10.** Easements.
(J) **9-9-12.** Landscape and Screening Standards.
(K) **9-9-13.** Streetscape Design Standards, in addition to the requirements established in 9-14-10. Streetscape and Paseo Design Requirements.
(L) **9-9-14.** Parking Lot Landscape Standards.
(M) **9-9-15.** Fences and Walls.
(N) **9-9-16.** Lighting, Outdoor.

(O) **9-9-17.** Solar Access.
(P) **9-9-18.** Trash Storage and Recycling Areas, in addition to the requirements established in 9-14-14(j). Trash & Recycling Areas.
(Q) **9-9-19.** Swimming Pools, Spas, and Hot Tubs.
(R) **9-9-20.** Addressing.
(S) **9-9-21.** Signs.
(T) **9-9-22.** Trip Generation Requirements for the MU-4, RH-6, and RH-7 Zoning Districts.

(6) **Superseded Sections.** The following sections of Chapter 9-9, "Development Standards," B.R.C. 1981, are superseded by this chapter:

(A) 9-9-3, Building Design, is superseded by this chapter.

(B) 9-9-11, Useable Open Space, is superseded by the requirements of this chapter.

(c) **Other Sections and Ordinances.** The Boulder Revised Code and other ordinances of the city are applicable unless expressly waived or modified in this chapter. If there is a conflict between the requirements of this chapter and other portions of the Boulder Revised Code other than Title 9, "Land Use Code," B.R.C. 1981, the most restrictive standards shall control.

9-14-5. EXISTING STRUCTURES AND USES NOT CONFORMING WITH THIS CHAPTER

(a) **Purpose.** Adoption of the requirements of this chapter will create buildings, structures, and uses that were legally established but do not conform to the requirements of this chapter. The purpose of this section is to allow these preexisting buildings, structures, and uses to be continued and, to some extent, changed and upgraded without requiring their elimination and to establish when modifications and expansions of existing buildings have to comply with form-based code standards.

(b) **Scope.** The provisions of this section apply to buildings, structures, and uses that were legally established pursuant to a building permit or development approval granted under the standards applicable prior to the effective date[1] of the ordinance first adopting form-based code standards for the area the building is located in, except that this section does not apply to properties that are subject to a valid site review or planned unit development. The buildings, structures, and uses subject to this section may be continued, restored, modified, or expanded in compliance with the standards of this title that would apply if

[1] The effective date of the ordinance first adopting the form-based code for the Boulder Junction Phase I area is July 21, 2016 (Ordinance 8121), for the Alpine – Balsam area is November 11, 2021 (Ordinance 8484), and for the East Boulder area is _____, 2025 (Ordinance 8669).

the area was not identified in Appendix L, except as otherwise set forth in subsection (c) and (d) of this section.

(c) **No New Site Review.** Modifications and expansions to existing buildings, structures, and uses not already subject to a valid site review or planned unit development approval and subject to this section are not eligible for a review under Section 9-2-14, "Site Review," B.R.C. 1981.

(d) **Expansions and Modifications to Existing Structures That Must Comply with Form-Based Code Standards.** The following modifications and expansions to existing buildings and structures subject to this section must meet form-based code standards as set forth below:

(1) **Expansions of More Than 60 Percent of Floor Area.** Any expansion that adds more than sixty percent to the floor area existing at the time of the effective date[1] of the ordinance first adopting form-based code standards for the area the building is located in or otherwise legally constructed under standards in effect prior to said effective date[1] shall meet the requirements of this chapter. For the purposes of calculating the amount of floor area being added, all floor area added in the five years preceding the building permit application shall be included except for floor area that was legally added pursuant to a building permit or development approval granted under the standards applicable prior to the effective date of the ordinance first adopting form-based code standards for the area.

(2) **New Facade Due to Expansion.** Any facade being added or replaced due to expansion of floor area that is located within the frontage setback established for said facade under this chapter must meet the applicable height, façade, and base requirements found in the applicable building type table and the applicable building design requirements of sections 9-14-27 through 9-14-33 of this chapter.

(3) **Replacement of More Than 60 Percent of Existing Facade.** If a façade that is located within the frontage setback established for said façade under this chapter is modified so as to completely replace more than sixty percent of the existing façade, calculated cumulatively across the facade, the entire façade must meet the applicable façade and base requirements found in the applicable building type table and the applicable building design requirements of sections 9-14-27 through 9-14-33 of this chapter.

(4) **Replacement of More Than 60 Percent of Roof Structure.** If more than sixty percent of the structure of the roof is changed and more than thirty percent of the façade is within the frontage setback of the applicable building type, the cap type requirements of the applicable building type must be met.

(e) **Damage by Fire, Flood, Wind or Other Calamity or Act of God and Unsafe Buildings.** Notwithstanding the provisions of section, a building, structure, or use that was legally established pursuant to a building permit or development approval granted

under standards applicable prior to the currently applicable standards, that has been damaged by fire, flood, wind, or other calamity or act of God may be restored to its original condition, or any building declared unsafe under the building code or any other applicable safety or health code may be restored to a safe condition, provided that such work is consistent with the requirements of Section 9-3-3, "Regulations Governing the One-Hundred-Year Floodplain," B.R.C. 1981, started within twelve months of such event, and completed within twenty-four months of the date on which the restoration commenced.

9-14-6. REGULATING PLANS

No person shall construct, develop, use or occupy a property located in the area designated in Appendix L, "Form-Based Code Areas," except in conformance with Title 9, "Land Use Code," B.R.C. 1981, this chapter, and the regulating plan that applies to such property, except as otherwise specified in this chapter.

(a) **Boulder Junction Phase I Regulating Plan.** Within the Regulating Plan: Boulder Junction Phase I, as shown on Figure 14-1, the following standards apply:

(1) **Transportation Connections.** The arrangement, type, character, extent, and location of streets, alleys, paseos, paths, and other transportation connections shall conform to the regulating plans shown in Figure 14-1 and the Transit Village Area Plan.

(2) **Required Building Types.** The building shall be of the building type shown for the property in Figure 14-1 or the civic building type meeting the requirements of Section 9-1421, "Civic Building Type," B.R.C. 1981.

(3) **Location Based Height Limits.** No building shall exceed the maximum height and number of stories established for specific locations by Figure 14-1 and Figure 14-7. These location-based maximum height and story limitations supersede the maximum height and number of stories established in this chapter for the applicable building type.

(4) **Required Residential.** Developments that include general, main street, or row type buildings with a total combined floor area exceeding 15,000 square feet shall include a minimum of fifty percent of residential floor area.

(5) **Required Shopfront Base.** Buildings shall meet the requirements of the shopfront base in the locations shown on Figure 14-1 .

(6) **Type A and Type B Streets.** Type A and B street designations establish design standards for how a building must address the street and regulate access to the property; all buildings shall meet the standards applicable to the types of street frontages shown for the property in Figure 14-1 and Figure 14-7. (See building

type regulations and Section 9-14-14, "Requirements Applicable to All Building Types," B.R.C. 1981.)

(7) **Required Outdoor Space Locations.** Outdoor space shall be provided in the locations shown in Figure 14-1. The required outdoor space must meet the standards of Section 9-14-12, "Outdoor Space Requirements," B.R.C. 1981.

(8) **Terminated Vistas.** When a street terminates or curves on a property as designated on Figure 14-1 or Figure 14-7, the site design or building shall include a feature to terminate the view from the street consistent with the standards in Subsection 9-14-14(i), "Terminated Vistas," B.R.C. 1981.

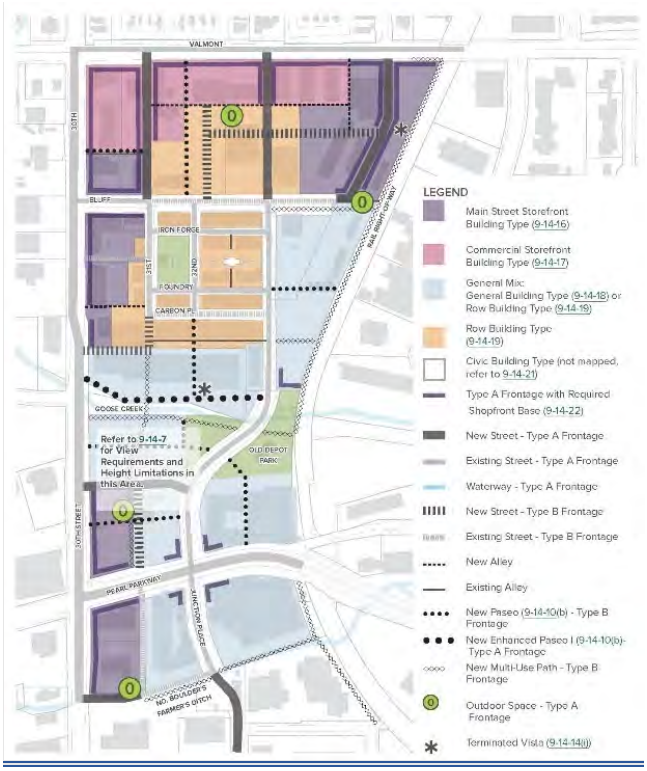


Figure 14-1. Regulating Plan: Boulder Junction Phase I

(b) **Alpine-Balsam Regulating Plan.** Within the Regulating Plan: Alpine-Balsam, as shown on Figure 14-2, the following standards apply:

(1) **Transportation Connections.** The arrangement, type, character, extent, and location of streets, alleys, paseos, multi-use paths, and other transportation connections shall conform to the regulating plans shown in Figure 14-2 and the Alpine-Balsam Area Plan.

(2) **Required Building Types.** The building shall be of the building type shown for the property in Figure 14-2.

(3) **Location-Based Height Limits.** No buildings shall exceed the maximum height and number of stories established for specific locations by Figure 14-2. These location-based maximum height and story limitations supersede the maximum height and number of stories established in this chapter for the applicable building type.

(4) **Required Residential Mix.** The area designated general mix 2 shall include at least two row buildings, and at least twelve dwelling units shall be included in row buildings.

(5) **Required Storefront.** Buildings shall have storefronts in the locations shown on Figure 9-14 (2) along the Broadway frontage, turning the corners of the building and extending west a minimum of thirty feet along the paseos.

(6) **Type A and Type B Streets.** Type A and B street designations establish design standards for how a building shall address the street and regulate access to the property; all buildings shall meet the standards application to the types of street frontages shown for the property in Figure 14-2. (See building type regulations and Section 9-14-14, "Requirements Applicable to all Building Types," B.R.C. 1981.

(7) **Required Outdoor Space Locations.** Outdoor space shall be provided in the locations shown in Figure 14-2. The required outdoor space shall be of the type specified in Figure 14-2 or, if no type is specified in Figure 14-2, meet the standards of Section 9-14-12 "Outdoor Space Requirements," B.R.C. 1981.

Figure 14-2. Regulating Plan: Alpine-Balsam

(c) East Boulder Regulating Plans. Within the regulating plans for East Boulder, as shown on Figures 14-3 through 14-6, the following standards apply:

(1) **Transportation Connections.** The arrangement, type, character, extent, and location of streets, alleys, paseos, multi-use paths, and other transportation connections shall conform to the regulating plans shown in Figures 14-3 through 14-6 and the East Boulder Subcommunity Plan.

(2) **Mid-Block Pathway.** Developments with two opposite frontages of more than 450 feet of street, park, or multi-use path frontage that is uninterrupted by a perpendicular street shall provide a mid-block pathway consistent with Subsection 9-14-11(e), "Mid-Block Pathways," B.R.C 1981.

(3) **Required Building Types.** The building shall be of the building type shown for the property in the applicable regulating plan in Figures 14-3 through 14-6.

(4) **Required Residential.** Developments that add general or row building types with a total combined new floor area of 35,000 square feet or more must include a minimum of fifty percent of residential floor area.

(A) Exception. The approving authority may approve an exception to the residential floor area requirement of this subparagraph for properties in the IG and IM zoning districts if the applicant demonstrates that:

(i) A residential use would be affected by adverse health or safety impacts associated with on-site pollution or contamination beyond that which is customarily acceptable for land that is used for residential purposes and that such impacts cannot be adequately alleviated through mitigation measures, or

(ii) Potential negative impacts from neighboring properties on the residential use cannot be reasonably mitigated.

The applicant shall provide an environmental assessment and an analysis of identified potential health and safety impacts or an assessment and analysis of potential negative impacts from neighboring properties, as applicable, including potential mitigation measures.

(B) Review Process. Residential uses in the IG, IM, and BC zoning districts required pursuant to this paragraph (4) are permitted by right, do not require a use review, as otherwise required under Chapter 9-6, "Use Standards," B.R.C. 1981, and are not required to meet the specific use standards of Paragraph 9-6-3(a)(2), "Residential Uses in The IG and IM Zoning Districts," and Subsection 9-6-2(c),"Specific Use Standards that Apply to Several Use Types," B.R.C. 1981.

(5) **Required Production Business Space.** Developments that include general or workshop type buildings with a total combined floor area exceeding 15,000 square feet shall include a minimum of ten percent of the ground story floor area of the general and workshop buildings for production business spaces.

(A) **Floor Area Calculation.** When calculating the total combined floor area under this paragraph (5) to determine whether production business space is required, automobile parking and access thereto shall not be considered floor area.

(B) **Ground Sory Floor Area Calculation.** When calculating the required minimum ten percent of ground story floor area under this paragraph (5), ground story residential floor area shall not be considered when determining the total combined ground story floor area.

(C) **Production Business Space Standards.** The production business space in the development shall meet the following standards:

(i) The space shall meet the requirements of either the service base set forth in Section 9-14-24, "Service Base," B.R.C. 1981, or the shopfront base set forth in Section 9-14-22, "Shopfront Base," B.R.C. 1981, and shall be located consistent with the applicable regulating plan in Figures 14-3 through 14-6.

(ii) Production business space shall be between 500 square feet and up to 5,000 square feet in size and provided in a variety of sizes, totaling the required ten percent of ground floor area, and shall be available to be separately leased or purchased.

(iii) Any use within the following use classification, category, or type is prohibited within the production business space:

a. Use classifications:
   1. Residential uses
   2. Public and institutional uses

b. Use categories:
   1. Retail sales uses
   2. Vehicle-related uses, except the service of vehicles use type
   3. Storage, distribution, wholesaling uses, except the wholesale business use type
   4. Industrial services uses

c. Use types:
   1. Hostel

2. Hotel and motel
3. Restaurant, brewpub, and tavern
4. Medical office
5. Office
6. Financial institution

(6) **Location-Based Maximum Building Height.** No building shall exceed the maximum height and number of stories established for specific locations in Figure 14-3 through Figure 14-6. These location-based maximum height and story limitations supersede the maximum height and number of stories established in this chapter for allowed building types in the location.

(7) **Required Shopfront Base.** Buildings shall use the shopfront base in the locations shown on Figure 14-3 through Figure 14-6, turning the corners of the building and extending a minimum of thirty feet around the corner of the building along any street, paseo, multi-use path, or outdoor space frontage. Refer to Section 9-14-22, B.R.C. 1981, for shopfront base requirements.

(8) **Type A, Type B, and Type C Streets.** Type A, B, and C street designations establish design standards for how a building shall address the street and regulate access to the property; all buildings shall meet the standards applicable to the types of street frontages shown for the property in Figure 14-3 through Figure 14-6. (See building type requirements and Section 9-14-14, "Requirements Applicable to All Building Types," B.R.C. 1981.)

(9) **Valmont City Park Frontage.** Portions of any building facade fronting on Valmont City Park shall meet the Type A frontage requirements.

(10) **Large Site Requirements.** Any development that occupies four or more acres shall meet the large site development standards in Section 9-14-13, B.R.C. 1981.

(A) All contiguous lots or parcels under common ownership or control, not subject to a planned development, planned residential development, planned unit development, site review or form-based code approval, shall be considered as part of the development for purposes of determining whether the large site development standards apply and shall be part of the development subject to the application.

(11) **Terminated Vistas.** When a street terminates or curves on a property as designated on the applicable regulating plan in Figure 14-3 through Figure 14-6, the site design or building shall include a feature to terminate the view from the street or path consistent with the standards in Subsection 9-14-14(i), B.R.C. 1981.

Figure 14-3. Regulating Plan: East Boulder – 55th and Ara

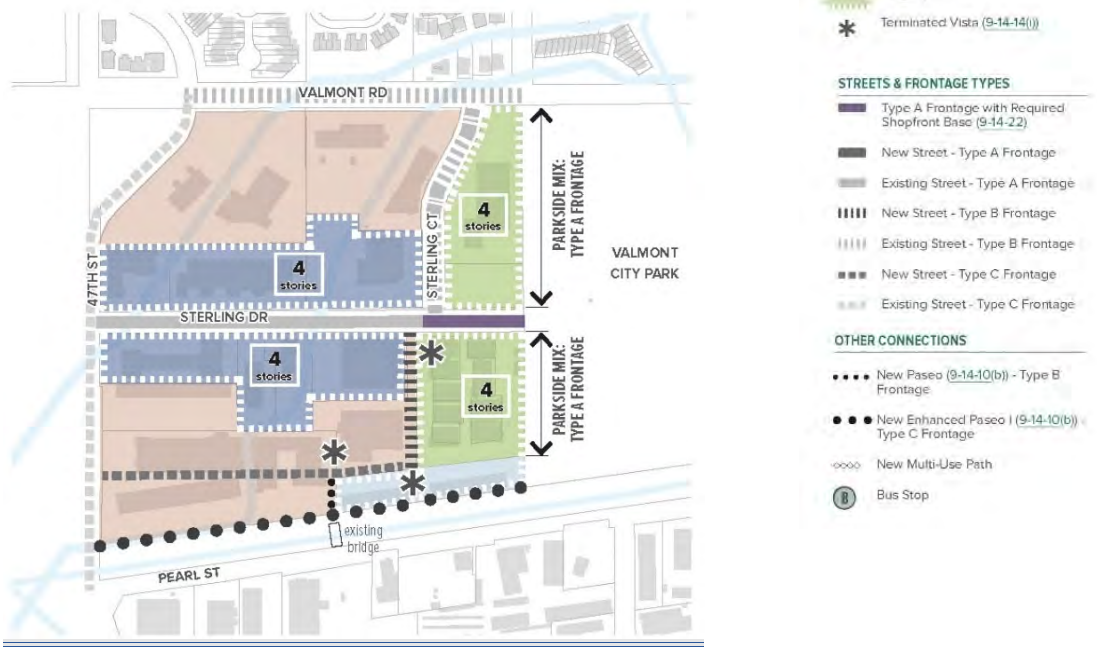


Figure 14-4. Regulating Plan: East Boulder - Valmont Park West

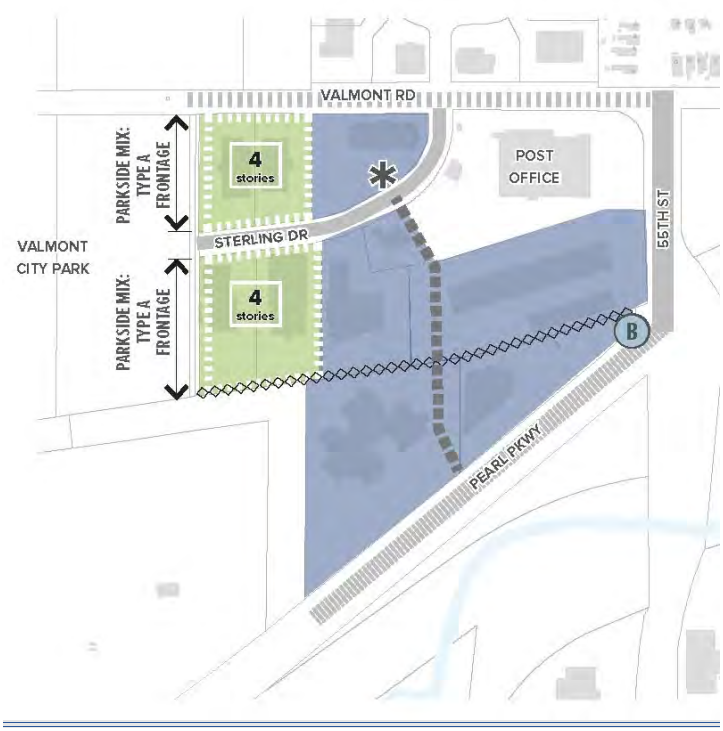


Figure 14-5. Regulating Plan: East Boulder - Valmont Park East

Figure 14-6. Regulating Plan: East Boulder – Flatiron Business Park

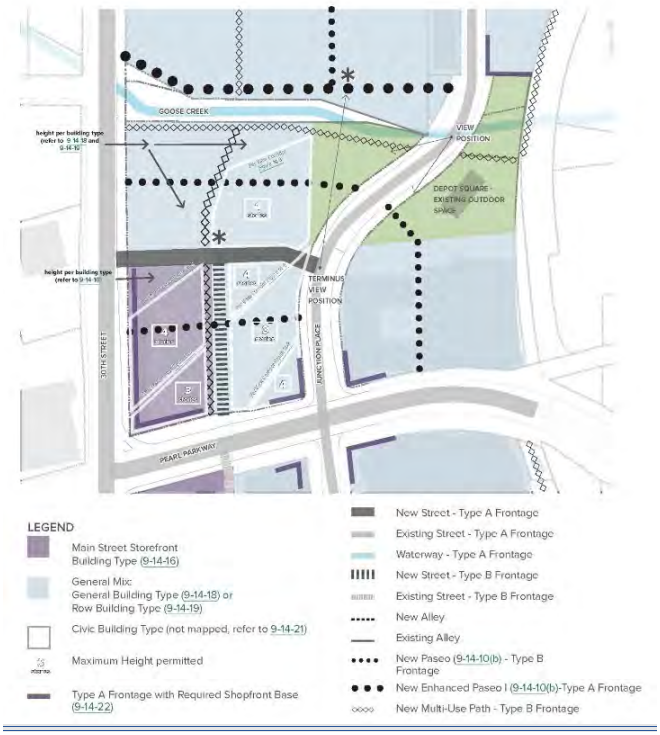


Figure 14-7. Regulating Plan Inset: SE Corner of Boulder Junction Phase I

9-14-7. VIEW CORRIDORS

(a) **Purpose.** Projects should be designed to protect important public view corridors. The purpose of this section is to identify and preserve within the built environment view corridors of identified features when viewed from the public locations described in this section.

(b) **Boulder Junction Phase I.** The view corridors identified in Figure 14-7 and Figure 14-8 shall be preserved consistent with the requirements of this section.

Figure 14-8. View Corridors to Retain

(1) **View Corridors.** The following views are intended to be preserved:

(A) From the southernmost point of the Depot Square bridge through the site to the Flatirons and west to tops of mountains as shown in yellow in Figure 914-8. The view corridor shall preserve the complete view of all five Flatirons when viewed from the identified location.

(B) From Junction Place north of the Depot Square bridge, south to the old Depot Building in Depot Square as shown in light blue in Figure 14-8. The view corridor shall preserve the view of the entire Depot Building when viewed from the identified location.

(C) From the north side of Goose Creek at approximately the intersection between the north-south multi-use path and the east-west enhanced paseo, to the old Depot Building in Depot Square as shown in light blue in Figure 14-8. The view corridor shall preserve the view of the entire Depot Building when viewed from the identified location.

(2) **Height Limitations.** Building heights shall be limited on the sites affected by the view corridors pursuant to the following standards:

(A) The maximum number of stories shall not exceed the number of stories shown for a particular location in Figure 14-7. (Refer to the building types requirements for floor-to-floor heights requirements for stories.)

(B) Roof top mechanical equipment, utilities, and appurtenances shall not be located within the view corridors.

(C) Roof decks are permitted on all roofs provided they do not exceed any overall building height limitations and do not inhibit the views established by the view corridors. Roof deck structures are to be included in building modeling.

(3) **Specific Location.** The specific location of the horizontal limits of the view corridors established in paragraph (1) of this subsection shall be established by the reviewing authority based on a view corridor analysis so as to preserve the views described in paragraph (b)(1) of this section.

Figure 14-9. Example Documentation of Preserved Views from Junction Place Bridge

9-14-8. DEFINITIONS

The definitions in Chapter 1-2, "Definitions," and Chapter 9-16, "Definitions, B.R.C. 1981, apply to this chapter unless a term is defined different in this chapter or the context clearly indicates otherwise. For the purposes of this chapter, the following terms shall have the following meanings:

(a) **Balcony.** Balcony means a platform that projects from a facade of a building above grade and is enclosed by a parapet or railing but excludes false balconies False balconies consist of a rail and door, and any outdoor platform less than eighteen inches in depth.

(b) **Courtyard.** A courtyard means any street-level area that is generally enclosed by a building or multiple buildings on three sides, is open to the sky, and includes landscape and pedestrian pathways, and may include patio, terrace, or deck space. Sides may be enclosed by buildings on abutting lots or lots across a street.

(c) **Expression Line.** Expression line means an architectural feature consisting of a decorative, three-dimensional, linear element, horizontal or vertical, protruding or recessed at least two inches from the exterior facade of a building. Vertical elements may include a column, pilaster, or other vertical ornamentation. Horizontal elements may include a cornice, belt course, molding, string courses, canopy, balcony, or other horizontal ornamentation and projections. Expression lines are typically utilized to delineate the top or bottom of floors or stories of a building or divide a facade into smaller sections. Expression lines are also subject to the following:

(1) Expression lines must extend continuously the full length of the facade. Breaks may occur in the expression line provided that they are no more than two feet in length and the cumulative length of the breaks does not exceed twenty percent of the facade length.

(2) The minimum protrusion or recession of an expression line in brick masonry may be achieved through the use of up to three consecutively vertically stacked bricks that are corbeled or racked.

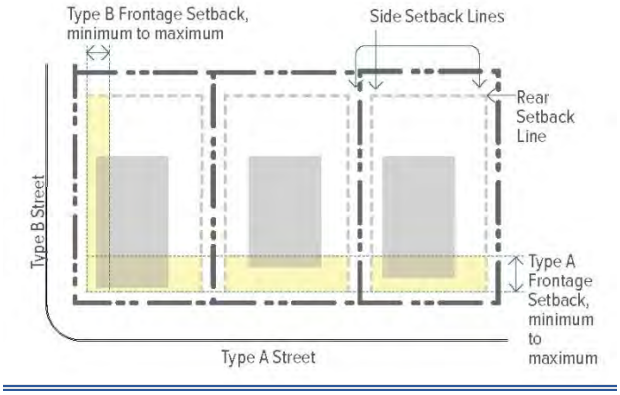


Figure 14-10. Minimum and Maximum Frontage Setback Lines

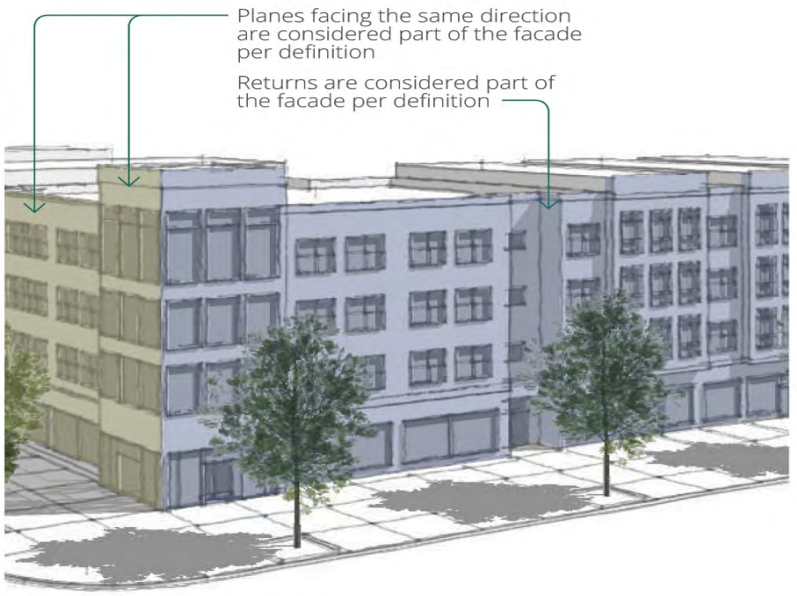


Figure 14-11. Facade Definition

(d) **Facade.** Facade means the exterior walls of a building exposed to public view and includes walls as shown in Figure 14-11. Facade Definition.

(e) **Frontage Setback.** Frontage setback means a minimum and maximum setback and is the area in which the facade of a building shall be placed; it may or may not be located directly adjacent to a lot line. The frontage setback dictates the minimum and maximum distance a structure may be placed from a lot or parcel line, easement, or outdoor space in accordance with the measurement requirements of Subsection 9-14-2(b), Frontage Setback," B.R.C. 1981. Refer to Figure 14-10. Minimum and Maximum Frontage Setback Lines, and Figure 14-11. Facade Definition.

(f) **Impervious Site Coverage.** Impervious site coverage means the percentage of a lot or parcel developed with principal or accessory structures and other surfaces that prevent

the absorption of stormwater into the ground, including without limitation, driveways, sidewalks, and patios.

(g) **Major Material.** Major material means a façade material meeting the standards for major materials established in Section 9-14-28 "Façade Materials," B.R.C. 1981.

(h) **Minor Material.** Minor material means a façade material meeting the standards for minor materials established in Section 9-14-28, "Façade Materials," B.R.C. 1981.

(i) **Mobility Hub.** Mobility hub means a designated, easily accessible outdoor space where people can access and transfer between multiple transportation modes, such as public transit, bike share, ride-share, taxis, and micromobility devices.

(j) **Occupied Building Space.** Occupied building space means interior building spaces regularly occupied by the building users. It does not include storage areas, utility space, vehicle service areas, parking, or other uninhabitable spaces.

(k) **Parking Yard.** Parking yard means an area extending from the rear building facade to the rear property line between the side yards or, on a corner property, between the street adjacent side and side yards. Parking yards are fully screened from Type A frontages by the building and do not extend to any side lot line or street lot line.

(l) **Paseo.** Paseo means a path designed for use by pedestrians and by vehicles that may generally be operated on a sidewalk in the city. The paseo is located mid-block, allowing pedestrian movement through the block from one street to another without traveling along the block's perimeter.

(m) **Permeable Surface.** Permeable surface means a surface that allows water and air to permeate through it, for example, soil or a semi-pervious material.

(n) **Porch.** Porch means a roofed, raised structure at the entrance to the building, providing a transition between the interior of the building and the exterior yard or adjacent sidewalk. Refer to Figure 14-12. Example of a Porch.

(o) **Public Way.** Public way means streets, paseos, and multi-use paths, but not alleys.

(p) **Semi-Pervious Surface or Material.** Semi-pervious surface or material means a material such as pervious pavers, permeable asphalt and concrete, or a green roof that allows for absorption of water into the ground or roof.

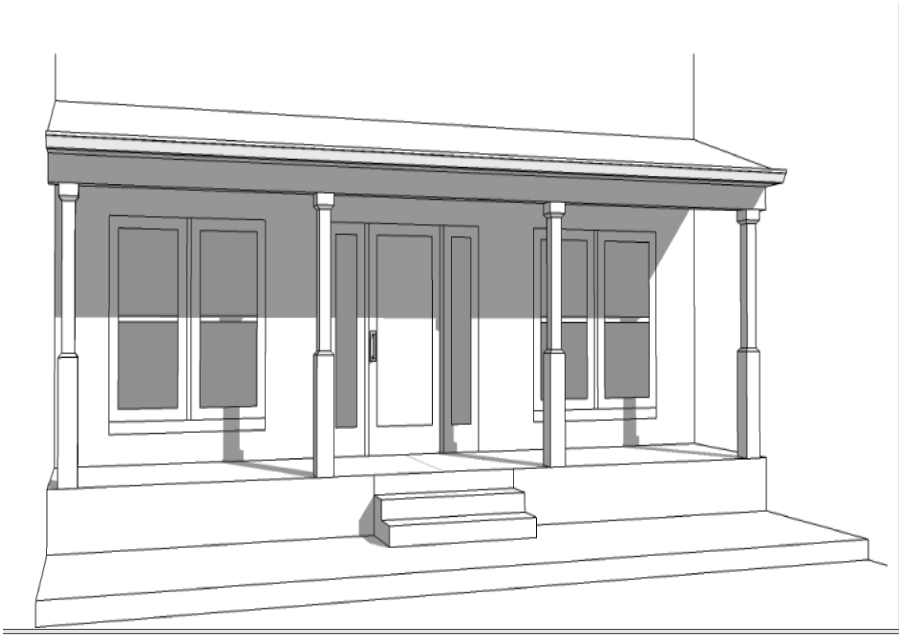


Figure 14-12. Example of a Porch

Figure 14-13. Example of a Stoop

(q) **Stoop.** Stoop means an elevated or at grade platform entranceway at the door to a building, providing a transition between the interior of the building and the sidewalk outside the building. A stoop may be covered by a canopy or awning. Refer to Figure 14-13. Example of a Stoop.

(r) **Story, Ground.** Ground story means the first floor of a building that is level to or elevated above the finished grade on the front and corner facades. The ground story excludes basements or cellars. Refer to Section 9-16-1, "General Definitions," B.R.C. 1981, for a definition for basement.

(s) **Story, Half.** Half story means either a story in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with windows or doors facing the street.

(t) **Story, Upper.** Upper story means a story located one story or more above the ground story of a building.

(u) **Streetwall.** Streetwall means the portion of the building façade that is located generally parallel to and facing the street right-of-way line. Refer to definition of facade.

(v) **Street Yard.** Street yard means any yard located between the principal building and a street right-of-way.

(w) **Transparency.** Transparency means the measurement of the percentage of a facade that has highly transparent, low reflectance windows with

(1) on a storefront base, a minimum sixty percent transmittance factor and a reflectance factor of not greater than 0.25, and
(2) on any façade other than a storefront base, a minimum fifty percent transmittance factor and a reflectance factor of not greater than 0.25.

(x) **Type A Frontage.** Type A frontage means a frontage along a Type A street or other feature as defined in this chapter that receives priority over other frontages in terms of locating principal entrances, prioritizing facade design elements, and incorporating design requirements associated with pedestrian orientation.

(y) **Type A Street.** Type A street means a street designated on the regulating plan that receives priority over other streets in terms of setting front lot lines and locating building entrances.

(z) **Type B Frontage.** Type B frontage means a frontage along a Type B street or other feature as defined in this chapter that allows for a lower level of facade treatment as well as permits limited locations for garage and parking lot driveway entrances.

(aa) **Type B Street.** Type B street means a street designated on the regulating plan that receives lower priority than Type A street in terms of building frontage and facade requirements; it allows for a lower level of facade treatment as well as permits locations for garage and parking lot driveways entrances.

(ab) **Type C Frontage.** Type C frontage means a frontage along a Type C street or other feature as defined in this chapter that allows for a lower level of façade treatment as well

as typically permits limited locations for multiple garage and parking lot driveway entrances.

(ac) **Type C Street**. Type C street means a street designated on the regulating plan that receives lower priority than Type A and Type B street in terms of building frontage and facade requirements.

(ad) **Visible Basement.** Visible basement means a half story partially below grade and partially exposed above.

(ae) **Yard Definition.** Yard is defined in Section 9-16-1, "General Definitions," B.R.C. 1981. For the purposes of this chapter, the following standards shall supplement and, where inconsistent, supersede the definition of Section 9-16-1, B.R.C. 1981:

(1) **Side and Rear Yards.** On a property located in an area designated in Appendix L, "Form-Based Code Areas," only yards not abutting a Type A, B, or C frontage as designated on the regulating plan are considered side or rear yards.

(2) **Front Yards, Side Adjacent Street Yards, and Side Equals Front Yards.** Front yards, side adjacent street yards, and side equals front yards are regulated through the designation of Type A, Type B, and Type C frontages on the regulating plan.

SITE DESIGN

9-14-9. RIGHTS-OF-WAY

The arrangement, type, character, extent, and location of all rights-of-way shall conform to the requirements of Section 9-14-6, "Regulating Plans," and Section 9-9-8, "Reservations, Dedication, and Improvement of Rights-of-Way," B.R.C. 1981, unless modified in accordance with this section.

(a) **Amendments.** Amendments to the location of rights-of-ways and addition to or deletion of rights-of-ways shown in the connections plan of the applicable area or subcommunity plan or the regulating plan may be approved pursuant to the process and criteria established in the applicable area or subcommunity plan for amendments to such plans. A request for such an amendment may be processed in conjunction with a form-based code review under Section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

9-14-10. STREETSCAPE AND PASEO DESIGN REQUIREMENTS

(a) **General Requirements.** In addition to the requirements of the Boulder Revised Code and the City of Boulder Design and Construction Standards, the streetscape of all new and existing streets, and the design of all paseos and enhanced paseos shall meet the standards of this section.

(1) **Conformance to Plans.** The streetscape and paseos shall be designed and completed consistent with the streetscape guidelines of the connections plan of the applicable area or subcommunity plan.

(2) **Compatible Design.** The design, including but not limited to paving patterns, seating areas, and bulb-outs, of all street frontages and paseos within the development shall be compatible in character.

(3) **Additional Design Requirements.** The streetscape and paseo design shall meet the following standards:

(A) **Bulb-outs.** To shorten pedestrian crossings, pedestrian bulb-outs shall be installed at each end of any pedestrian crossing located at an intersection except in locations where the city manager determines that the street design would not adequately accommodate the turning movements of emergency vehicles.

(B) **Sight Triangle Area.** The requirements of Section 9-9-7, "Sight Triangle," B.R.C. 1981, shall be complied with.

(i) **Alternative Method of Compliance.** The approving authority may approve an alternative design to the sight triangle requirements of Section 9-9-7, "Sight Triangle," B.R.C. 1981, if the applicant demonstrates that accepted engineering practice would indicate that a modified visibility distance, either greater or lesser, would be acceptable or necessary for the safety of pedestrians, motorists, and bicyclists.

(C) **Street Furnishings.** At least two benches and one trash receptacle shall be installed in each block of a street in either the streetscape or street yard.

(D) **Permeable Surface Area for Trees.** For each tree planted, permeable surface area shall be provided meeting the minimum size requirements established in Table 14-1. Permeable surface means the ground surface above the tree's critical root area that allows water and air to penetrate down to the roots.

(i) Per Tree. Permeable area for one tree shall not count towards that of another tree.

(ii) Suspended Pavement System. When the required permeable surface area of a tree extends below any non-permeable hardscape, a modular suspended pavement system (Silva Cells, Root Space, or an approved equivalent) shall be used below that hardscape to ensure root growth and access to air and water.

Table 14-1. Minimum Required Permeable Surface Area

TREE SIZE	ESTIMATED MATURE CANOPY SIZE	MINIMUM REQUIRED PERMEABLE SURFACE AREA
Small	300 sq. ft.	120 sq. ft. (e.g. 4 ft. x 30 ft.)
Medium	700 sq. ft.	240 sq. ft. (e.g. 8 ft. x 30 ft.)
Large	1,000 sq. ft.	400 sq. ft. (e.g. 8 ft. x 50 ft.)

(b) **Paseos.** Paseos shall be designed consistent with the following:

(1) **General Paseo Design Requirements.** Paseos shall be designed to meet the standards of Table14-2. Table of Paseo Design Requirements.

(2) **Paseo Surface Design.** Comprehensively designed paving patterns and materials shall be utilized for the entire length of the paseo. Designs may include intentional changes to material, color, and pattern to distinguish different functional areas.

(3) **Maintenance.** Paseos shall be maintained by the property owner in good repair and safe and unobstructed condition. Any repairs or replacements to the paseo must be consistent with the form-based code review approval.

(A) If the city manager finds that any portion of a paseo does not meet this standard, the manager may require that the owner of the paseo or underlying property repair or replace the non-complying portion to bring it into conformity with city standards.

(B) If the city manager determines to proceed under paragraph (A) of this section, the manager shall notify the property owner of the duty to repair or replace and that such owner has thirty days from the date of the notice to commence such repair or replacement and has sixty days from the date of the notice to complete such repair or replacement. The manager may extend the time limit if weather would impede the work. Notice under this section is sufficient if it is mailed first class to the address of the last known owner of property on the records of the Boulder County Assessor, or hand-delivered to an owner.

(C) If the property owner fails to commence or complete repair or replacement as required by the notice prescribed by paragraph (B) of this section, the manager may perform the repair or replacement and charge the costs

thereof, plus up to fifteen percent for administrative costs, to the property owner.

(D) If any person fails or refuses to pay when due any charge imposed under this section, including any agreed charge, the city manager may, in addition to taking other collection remedies, certify due and unpaid charges to the Boulder County Treasurer for collection as provided by Section 2-2-12, "City Manager May Certify Taxes, Charges and Assessments to County Treasurer for Collection," B.R.C. 1981.

Table 14-2. Table of Paseo Design Requirements

DESIGN STANDARDS	NARROW PASEO	WIDE PASEO	ENHANCED PASEO I	ENHANCED PASEO II
Minimum Width of Paseo	9 feet	20 feet	25 feet	35 feet
Minimum Width of Public Access Easement	6 feet	6 feet	10 feet	20 feet minimum
Elements within public access easement	All elements in the public access easement must receive approval as part of a revocable permit or lease, as applicable. Doors shall be recessed and shall not open into the public access easement.			
Minimum Width of Pedestrian Travel Way	6 feet	6 feet	10 feet	10 feet
Surface Treatment of Pedestrian Travel Way	Brick and pavers, permeable interlocking concrete pavers, Buff or gray concrete with decorative scoring pattern. Brick and pavers shall constitute at least 30% of the surface treatment. See Figure 14-14. Images of Paseo Surface Treatment.			
Minimum distance between Pedestrian Travel Way and Adjacent Buildings	18 inches	18 inches	18 inches	18 inches
Minimum Slope between Pedestrian Travel Way and Adjacent Buildings	2%	2%	2%	2%
Minimum dimensions for adjacent outdoor seating areas	6 feet by 6 feet	6 feet by 6 feet	5 feet by 10 feet	3 feet by 5 feet

Outdoor Lighting	Pedestrian-scaled, wall mounted lighting at intervals of no less than 15 feet on center; catenary lighting between buildings or above outdoor seating areas and building entries. Pedestrian scaled pole mounted lighting except in narrow paseo.
Special Design Requirements	See paragraph 9-14-10(b)(6) for special design requirements for each paseo.

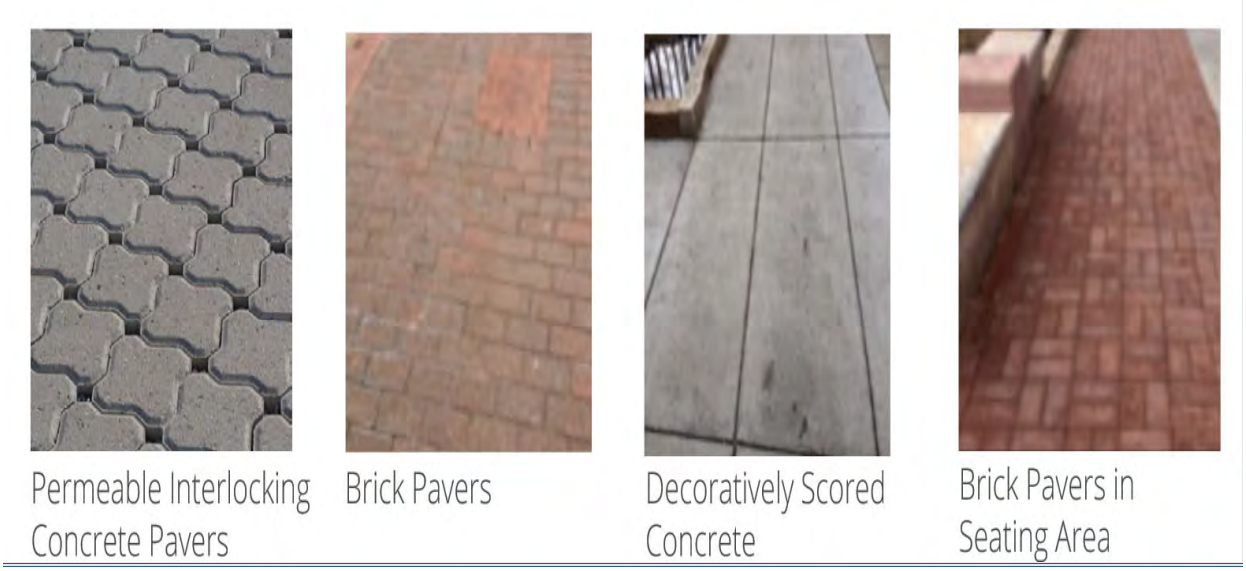
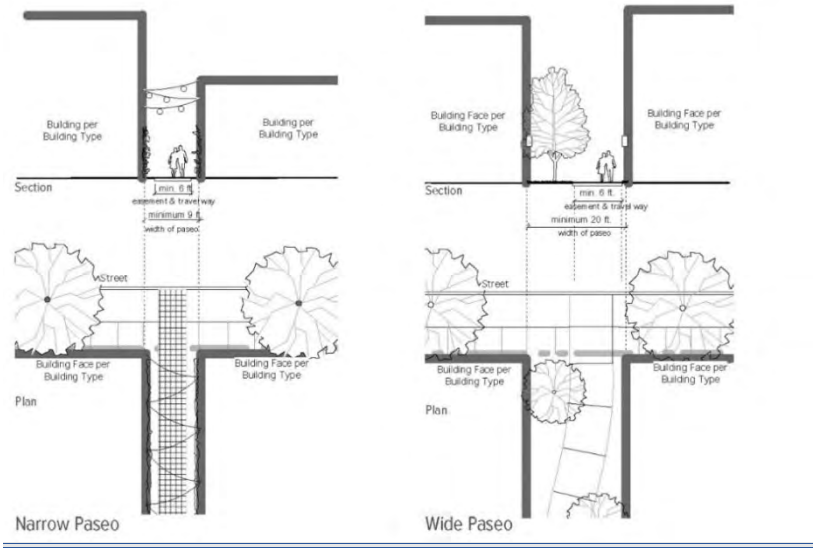


Figure 14-14. Images of Paseo Surface Treatment

Illustrative Examples of Paseos



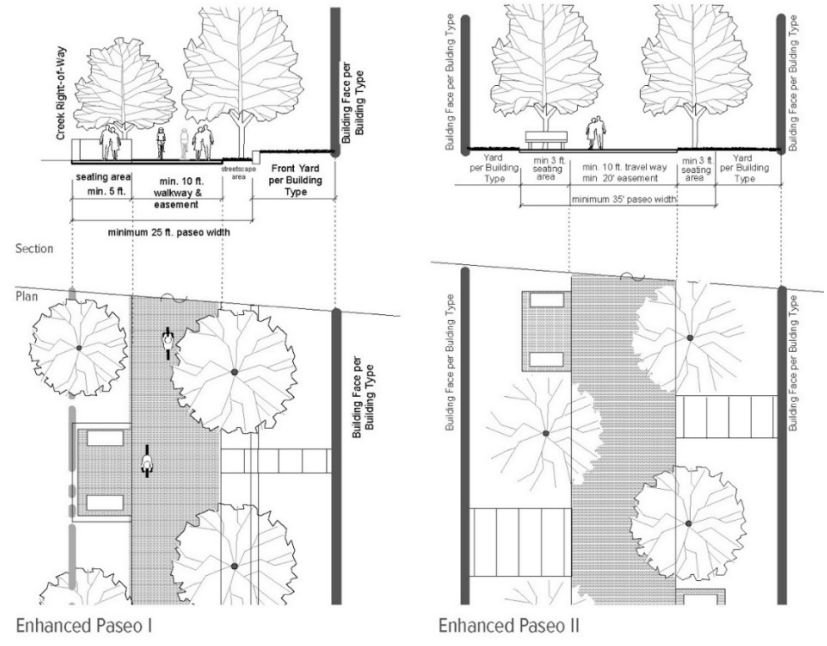


Figure 14-15. Paseo Illustrations

(4) **Outdoor Lighting.** The city manager may waive lighting standards under Subsection 9-9-16(g), "Outdoor Lighting," B.R.C. 1981, to allow catenary lighting between buildings and over paseos for bulbs greater than seven watts and no greater than eleven watts.

(5) **Fire Access.** Where required by the City of Boulder Fire Code or City of Boulder Design and Construction Standards, the easement and travel way may be expanded to accommodate the fire truck access, where required. All other elements required must be included in the paseo design.

(6) **Special Design Requirements. Refer to Figure 14-15 for paseo illustrations.**

(A) **Narrow Paseo.**

(i) Narrow paseos shall be open to the sky. At least one of the buildings along a paseo shall be two stories or less along the paseo or the third and higher stories shall be set back a minimum of fifteen feet from the paseo.

(ii) Narrow paseos shall be designed to include landscaping in decorative pots and planters where sufficient space exists between the pedestrian travel path and the buildings.

(B) **Wide Paseo.**

(i) Wide paseos shall be open to the sky with the exception of canopies and trellises.

(ii) Wide Paseos shall be designed to include art, such as a sculpture or mural.

(iii) Wide paseos shall include a mix of hardscaping and landscaping; no less than twenty-five percent of the paseo shall be landscaped, evenly distributed for the length of the paseo. Planters shall be at least six feet and no more than eleven feet wide and at least six feet, but no more than twenty feet long. Planters may be longer than twenty feet where not adjacent to a patio. Planting over underground parking structures shall be accommodated in recessed, extensive green roof planters and/or full depth vaults and shall not project above the grade of the adjacent paseo. Ornamental or columnar trees adapted to the low light conditions of the paseo shall be planted where possible, at a distribution of no less than one per every fifty linear feet.

(C) **Enhanced Paseo I and II.**

(i) Where a transitioning of grades occurs in an enhanced paseo I or II, the grades shall transition with terraced retaining walls of a

height not to exceed thirty-six inches; if the walls are intended for seating, their height shall not exceed twenty-four inches.

(ii) Enhanced paseos I and II shall include a mix of hardscaping and landscaping; all areas other than pedestrian travel ways, seating areas, and entranceways to buildings must be landscaped.

(iii) In East Boulder, the width of the enhanced paseo I along the Goose Creek frontage shall be measured from the outer northern edge of the ditch easement. The approving authority may approve a different configuration if the applicant is able to obtain ditch company approvals for the incorporation of the North Boulder Farmer's Ditch and associated easement area into the paseo design.

(iv) In East Boulder, the enhanced paseo I along the Goose Creek frontage is designated as Type C, allowing a service base consistent with the service base requirements in Section 9-14-24, B.R.C. 1981. Garage access for motor vehicles may not be located on a paseo.

9-14-11. SITE DESIGN REQUIREMENTS

(a) **Site Access.** Site access locations shall be consistent with Section 9-9-5, "Site Access Control," B.R.C. 1981, except as modified below:

(1) **Frontage Hierarchy.** For the purposes of this chapter and determining site access, Type C frontages are lower category streets than Type B frontages, and Type B frontages are lower category streets than Type A frontages.

(2) **Service Base Access.** Multiple access points will be allowed on a lot or parcel to serve a building with a service base, provided the requirements of Section 9-14-24, "Service Base," B.R.C. 1981, are met.

(3) **Driveways.** Driveways may not be located in any street yard or setback unless consistent with Section 9-9-5, "Site Access Control," B.R.C. 1981, to cross perpendicularly through the setback to access or connect to an adjacent parking lot per subsection (d), Inter-Lot Drives, of this section.

(4) **Trash and Recycling Areas.** One mountable, rolled curb section is allowed at a Type B or C street per development, maximum ten feet in width, in order to roll receptacles out to the street.

(b) **Street Yard Design.** Street yards, including courtyards and streetscape plazas designed to meet the requirements of Subsection 9-14-14(h), "Required Streetwall Variation," B.R.C. 1981, shall be designed consistent with the following:

(1) **Coordinated Design.** The combined streetscape and street yard area from building facade to the back of curb is coordinated and comprehensibly designed

with a combination of hardscape and landscape areas, although differences in materials and functional areas may exist.

(2) **Shopfront Streetscape.** Where the shopfront base is required, hardscape is located within 24 inches or less of the shopfront windows and that hardscape is connected to the path between the public sidewalk and the building entrances.

(3) **Trees.** At least one tree is planted for every 1,000 square feet of any street yard, courtyard, or streetscape plaza area, located in planting areas or tree wells. Street yard trees meet the minimum permeable area requirements in Paragraph 9-14-10(a)(3)(D), B.R.C. 1981.

(4) **Hardscape.** Hardscape areas are paved with unit pavers, such as bricks, quarry tiles, porous pavers, or poured-in-place materials. If poured-in-place materials are selected, they must be of decorative color or textures.

(5) **Landscape Beds.** A minimum of twenty-five percent of the street yard areas, including courtyards and streetscape plazas to meet the requirements in Subsection 9-14-14(h), B.R.C. 1981, include landscape beds with shrubs, perennials, grasses, and/or annual plants.

(6) **Seating and Amenities.** Seating and amenities shall be provided in courtyards and streetscape plazas required per Subsection 9-14-14(h), B.R.C. 1981, consistent with the following:

(A) Temporary or permanent seating is provided. Temporary seating shall be available or in place between March 15 and November 15.

(B) In addition to seating, at least one other amenity is provided, such as a pergola, multiple trellises, catenary or string overhead lighting, a fountain, or artwork (sculpture or mural).

(c) **Yards and Setbacks.** Setbacks and yards, with the exception of street yards, courtyards, street yard plazas, parking areas, driveways, loading zones, mechanical equipment, and refuse and recycling areas, shall meet the following standards:

(1) **Trees.** To the extent practical and achievable, trees shall be planted at a minimum of one per 1,500 square feet, located in planting areas or tree wells.

(2) **Landscape Areas.** Yards and setbacks shall be designed for a mix of paved and landscaped areas, consistent with the maximum impervious and semi-pervious areas allowed per the building type.

(d) **Inter-Lot Drives.** Adjacent parking lots in a development shall be connected with a shared drive that perpendicularly crosses any side and/or rear setback.

(e) **Mid-Block Pathways.** In East Boulder, mid-block pathways are required on longer blocks consistent with the following:

(1) Pathway Location. Mid-block pathways shall continuously connect the two opposite frontages specified in Paragraph 9-14-6(c)(2), B.R.C. 1981, and be located within 50 feet of the midpoint of the frontage.

(2) Pathway Width. The minimum width of the pathway area between building facades shall be ten feet with a minimum pathway of five feet. The unpaved areas shall be landscaped.

(3) Path Construction Standards. The pathway shall be constructed to accommodate pedestrians and vehicles that may generally be operated on a sidewalk in the city and shall meet the construction standards of a concrete walk and multi-use paths in the City of Design and Constructions Standards.

(4) Open-Air. Mid-block pathways shall be open to the sky, except buildings may bridge over the pathways for distances along the pathway of no more than thirty feet and covering no more than thirty percent of the length of the mid-block pathway. The clear opening under the bridge shall be at least fifteen feet in height.

9-14-12. OUTDOOR SPACE REQUIREMENTS

(a) **Intent.** The intent of the outdoor space requirements is the provision of common outdoor spaces for gathering and socializing between neighbors as well as to provide breaks in the urban fabric of the area buildings. Outdoor spaces are intended to be directly accessible from the street and other public ways.

(b) **Applicability.** Outdoor space shall be designed and constructed or improved consistent with the requirements of this section.

(c) **Outdoor Space Types.** All required outdoor space shall comply with one of the outdoor space types defined in subsections 9-14-12(m) through (q) of this section and the specifications applicable to the type used.

(1) **Specified Type.** If a type of outdoor space is specified in Figure 14-17 for Boulder Junction or Figure 14-18 for Alpine-Balsam for the project site, such type shall be utilized.

(2) **No Specified Type.** If no type is specified in Figure 14-17 or Figure 14-18 or the type is designated as flexible, any one of the outdoor space types defined in subsections 9-14-12(m) through (q) of this section may be utilized provided that the type utilized will result in a mix of outdoor spaces in the vicinity of the development.

(d) **Outdoor Space Required.** At least one outdoor space shall be provided in the development, except, if the development is located in an East Boulder form-based code area and includes more than 75,000 square feet of residential floor area, at least two outdoor spaces shall be provided.

(1) **Specific Locations.** Outdoor space shall be provided within 150 feet of the locations shown in Figure 14-17. Boulder Junction: Required Locations for Outdoor Space or Figure 14-18. Alpine-Balsam: Required Locations for Outdoor Space, as applicable.

(2) **Underpass Outdoor Space.** Outdoor space shall be provided in any location where Figure 14-17 shows a future underpass. The minimum size of such outdoor space shall be determined by the city manager. The space shall be not less than 200 feet in length and 35 feet in width and must be long enough to provide for transition grades and wide enough to allow for landscaping and paving area.

(3) **Existing Public Space.** An outdoor space requirement of this section may be met with an outdoor space outside of the development that is located within 1/8 of a mile of all public entrances to buildings in the development provided the space is a public outdoor space or a space to which the anticipated residents, tenants, employees, customers, and visitors to the development have a right of access and use.

(4) **Optional Areas.** Where two outdoor spaces are required, the following may be utilized to meet the requirement for one or both outdoor spaces:

(A) **Courtyard.** A courtyard in the development meeting the requirements of Subsections 9-14-14(g) or (h), B.R.C, 1981, and of a size of at least 1,600 square feet.

(B) **Playground.** An outdoor area dedicated to playground use and including playground equipment, play surfaces, and seating areas. The playground surface area shall be a at least 1,400 square-feet in size, with the perimeter edged by walls, seating areas, or fences meeting the requirements of subsection (g) to provide enclosure and protection from streets and public ways. A playground located wholly or partially within another outdoor space type does not count as a separate outdoor space.

(5) **Small Projects Exception.** If the project site is smaller than 0.7 acres in size, the minimum size requirement of an outdoor space type is fifteen percent of the project site. All contiguous lots or parcels under common ownership or control are considered the project site for purposes of determining the project site under this subparagraph. Contiguity shall not be affected by the existence of a platted street or alley or any other public or private right-of-way.

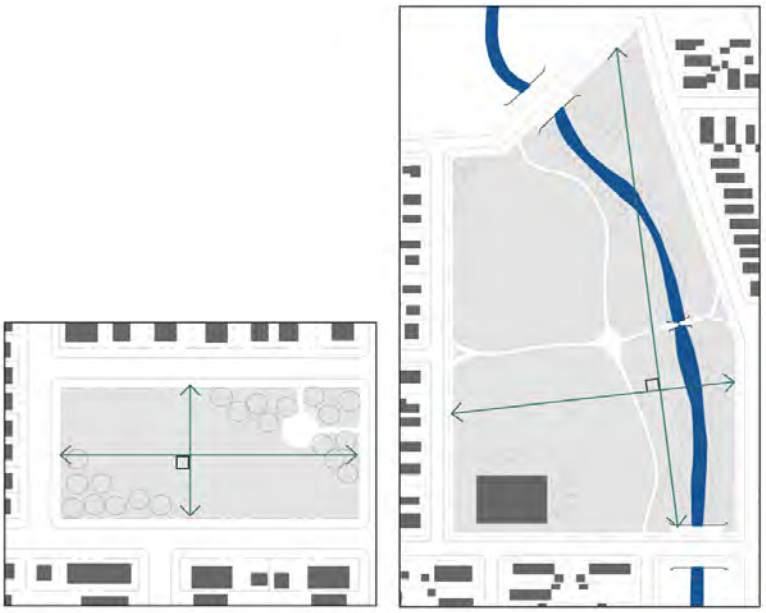


Figure 14-16. Outdoor Space: Measuring Minimum Dimensions

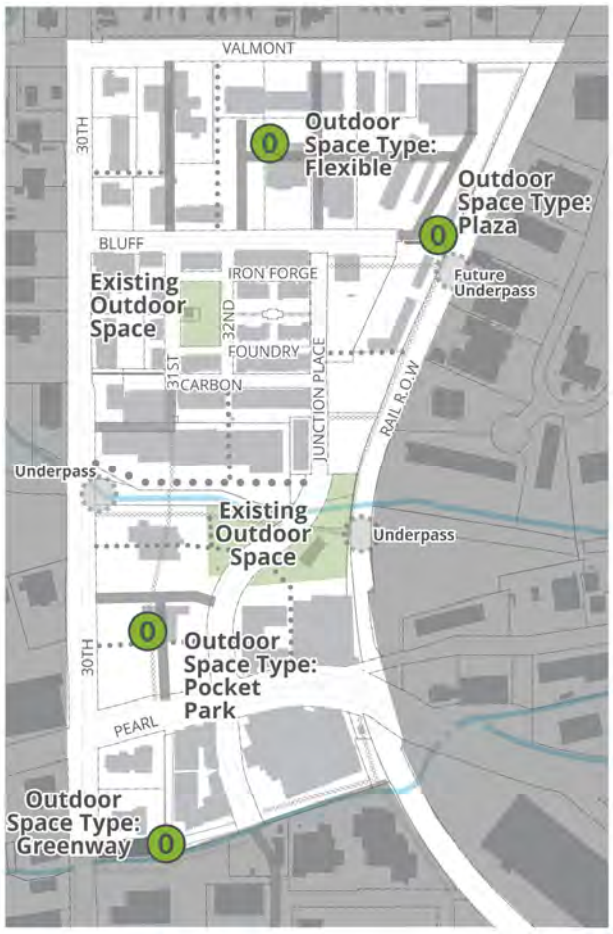


Figure 14-17. Boulder Junction: Required Locations for Outdoor Space

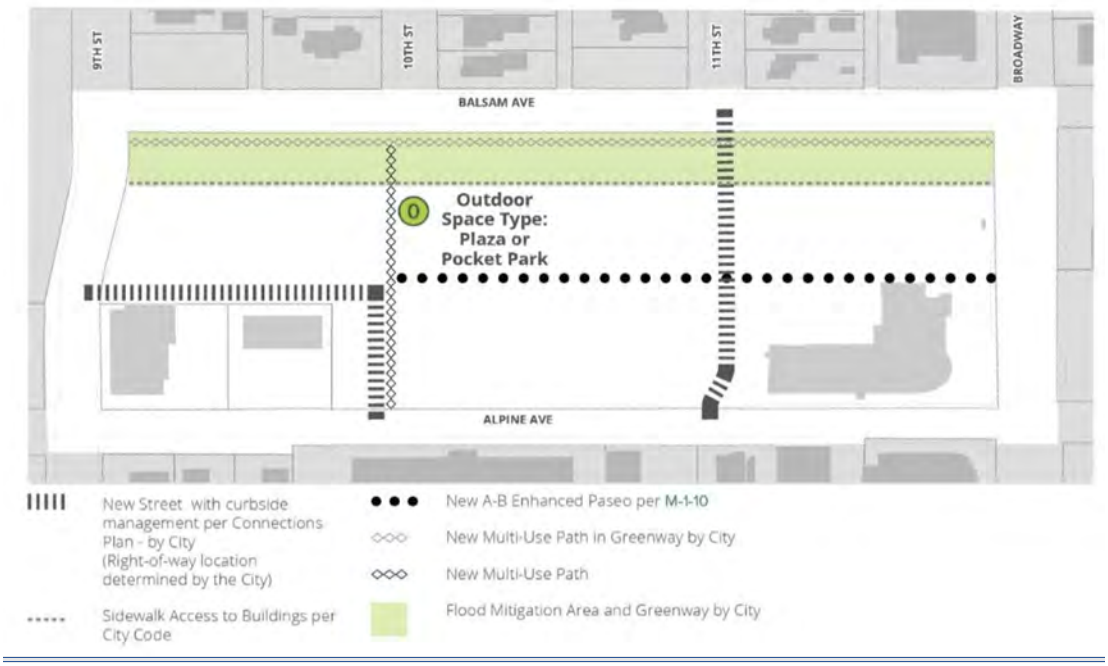


Figure 14-18. Alpine-Balsam: Required Locations for Outdoor Space

(e) **General Design Standards.** All outdoor space shall be designed and maintained to meet the following standards:

(1) **Landscaped Areas.** Landscaped areas must meet the requirements of Section 9-9-12, "Landscaping and Screening Standards," B.R.C. 1981;

(2) **Exterior Paved Areas.** Exterior paved areas shall meet the standards of Subparagraphs 9-9-11(e)(5)(A) and (B), B.R.C. 1981; and

(3) **Recreational Amenities.** Seating and other elements encouraging use and occupation of the space and spatially defining the space shall be included in the design so as to make the space attractive and an integral part of the circulation pattern of the development. Such elements may include benches, tables, ornamental lighting, sculptures, landscape planters or movable containers, trees, tree grates, water features, or other recreational amenities.

(f) **Access.** All required outdoor spaces shall be accessible from a pedestrian route associated with a vehicular right-of-way and/or adjacent building entrances or exits.

(g) **Fencing.** Outdoor space types may incorporate fencing provided that the following requirements are met:

(1) **Height.** No fence shall exceed forty-eight inches in height. This maximum fence height may be modified by the approving authority to ensure functionality and

safety of the users of the outdoor space, for example, in proximity to railroad right-of-way and around swimming pools, ball fields, and ballcourts.

(2) **Level of Opacity.** Fence opacity shall not exceed sixty percent.

(3) **Type.** Chain-link fencing is prohibited along any street frontage. The approving authority may modify this standard around sports field or courts to ensure the safety of the users and visitors to the property and functionality of the outdoor space use.

(4) **Openings.** Openings or operable, unlocked gates shall be provided on every street frontage at a minimum of one per every 100 feet of frontage.

(h) **Parking Requirements.** Parking shall not be required for any outdoor space type, unless a use other than open space is determined by the city manager.

(i) **Continuity.** New outdoor space shall connect to abutting or proximate existing or planned public way or open space.

(j) **Measuring Size.** When determining whether dimensions requirements of this section are met, the following standards apply:

(1) **Size.** The size of the outdoor space is measured to include all landscape and hardscape areas associated directly with the outdoor space.

(2) **Minimum Dimension.** The minimum length or width of the outdoor space type shall be measured along the longest two straight lines intersecting at a right angle defining the maximum length and width of the lot consistent with Figure 14-16. Outdoor Space: Measuring Minimum Dimensions. B.R.C. 1981.

(3) **Minimum Percentage of Street Frontage Required.** A minimum percentage of the outdoor space perimeter, as measured along the outer edge of the space, shall be located directly adjacent to a street.

(k) **Improvements.** When determining the specific improvement standards applicable to each outdoor space type, the following shall apply:

(1) **Designated Sports Fields.** Designated sports field shall mean sports fields or ball courts designated for one or more particular sports, including but not limited to baseball fields, softball fields, soccer fields, basketball courts, football fields, and tennis courts.

(2) **Playgrounds.** Playgrounds shall mean a defined area with play structures and equipment typically designed for children under twelve years of age, such as slides, swings, climbing structures, and skate parks. Where a playground is

required, it shall include soft surfacing and structures and shall be a minimum of 1,800 square feet in total area.

(3) **Mobility Hub.** Mobility hubs may be incorporated into an outdoor space if noted in the applicable outdoor space type table. Mobility hubs may range from pick-up locations for taxis or ride-share services to stations for bike-share systems and may range in size. A mobility hub incorporated into an outdoor space shall have a designated space and include paving, seating, and landscaping.

(4) **Fully Enclosed Structures.** Where permitted, fully enclosed structures may include such uses as small cafes, kiosks, community centers, and restrooms. For some outdoor space types, fully enclosed structures are subject to a maximum building coverage limitation, limiting the building coverage to a percentage of the outdoor space area.

(5) **Semi-Enclosed Structures.** Semi-enclosed structure shall mean open-air structure, such as a gazebo. Semi-enclosed structures are permitted in all outdoor space types.

(6) **Maximum Impervious and Semi-Pervious Surface.** Limitations on impervious and semi-pervious surfaces are provided separately for each open space type to allow an additional amount of semi-pervious surface, such as permeable paving, above the impervious surfaces permitted, including, but not limited to, sidewalks, paths, and structures as permitted.

(7) **Maximum Percentage of Open Water Body.** Maximum percentage of open water body shall mean the maximum amount of area within the outdoor space that may be covered by an open water body, including but not limited to ponds, lakes, and pools.

(l) **Stormwater in Outdoor Space Types.** Stormwater management practices, such as storage and retention facilities, may be integrated into any of the outdoor space types and utilized to meet stormwater requirements for surrounding parcels subject to the following standards:

(1) **Stormwater Features.** Stormwater features in outdoor space may be designed as formal or natural amenities with additional uses other than stormwater management, such as an amphitheater, sports field, pond, or pool, as part of the landscape design.

(2) **Fencing.** Stormwater features shall not be fenced and shall not impede public use of the space.

(3) **Walls.** Retaining walls over 2.5 feet in height are not allowed in any outdoor space accommodating stormwater, except in a Greenway type and as required by

the City of Boulder. Exposed concrete is prohibited; all concrete shall be faced with stone or brick.

(4) **Structures.** All inlets, pipes, overflows, outfalls, and other structures required for the stormwater facility shall be incorporated into a landscape design and designed as unobtrusively as feasible. Exposed concrete is prohibited; all concrete shall be faced with stone or brick.

(5) **Qualified Professional.** A qualified landscape architect shall be utilized to design the space for use by people, incorporating the stormwater features into the design.

Figure 14-19. Example of a Plaza

(m) **Plaza.** The intent of the plaza is to provide a formal outdoor space of medium scale that may serve as a gathering place for civic, social, and commercial purposes. The plaza may contain a greater amount of impervious coverage than any other type of outdoor space regulated in this section. Special features, such as fountains and public art installations, are encouraged. Plazas shall be designed to meet the standards of Table 14-3. Plaza Requirements. See Figure 14-19. Example of a Plaza.

Table 14-3. PLAZA REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1 acre
Minimum Dimension	80 feet

Minimum Percentage of Street or Public Way Frontage Required	25%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Not permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Permitted; may cover maximum 5% of plaza area
Maximum Impervious Surface + Semi-Pervious Surface	60%+ 20%
Maximum Percentage of Open Water	30%

Figure 14-20. Example of a Green

(n) **Green.** The intent of the green is to provide an informal outdoor space of medium scale for active or passive recreation located within walking distance for building occupants and visitors. The green is intended to be fronted mainly by streets. Greens shall be designed to meet the standards of Table 14-4. See Figure 14-20. Example of Green.

Table 14-4. GREEN REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	2 acres
Minimum Dimension	45 feet

Minimum Percentage of Street or Public Way Frontage Required	100% for greens less than 1.25 acres; 50% for greens 1.25 or more acres in size
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	20% + 15%
Maximum Percentage of Open Water	30%

Figure 14-21. Example of a Commons

(o) **Commons.** The intent of the commons is to provide an informal, small to medium scale outdoor space for active or passive recreation. Commons are typically internal to a block and tend to serve adjacent building occupants. Commons shall be designed to meet the standards of Table 14-5. See Figure 14-21. Example of Commons.

Table 14-5. COMMONS REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	1.5 acres
Minimum Dimension	45 feet
Minimum Percentage of Street or Public Way Frontage Required	0%; requires a minimum of two access points (minimum 20 feet wide)
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Mobility Hub	Not permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%

Figure 14-22. Example of a Pocket Park

(p) **Pocket Park.** The intent of the pocket park is to provide a small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance. Pocket parks shall be designed to meet the standards of Table 14-6. See Figure 14-22. Example of Plaza.

Table 14-6. POCKET PARK REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1
Minimum Dimension	None
Minimum Percentage of Street Frontage Required	30%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Required
Mobility Hub	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%

Figure 14-23. Example of a Park/Greenway

(q) **Park/Greenway.** The intent of the park/greenway is to provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees. Parks/greenways shall be designed to meet the standards of Table 14-7. See Figure 14-23. Example of Parks/Greenways.

Table 14-7. PARK/GREENWAY REQUIREMENTS

Dimensions	
Minimum Size	2 acres
Maximum Size	None
Minimum Dimension	30 feet; minimum average width of 80 feet
Minimum Percentage of Street Frontage Required	30% for parks less than 5 acres; 20% for parks 5 or more acres in size
Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Mobility Hub	Permitted
Fully Enclosed Structures	Permitted in parks 5 acres or larger in size
Maximum Impervious Surface + Semi-Pervious Surface	20% + 10%
Maximum Percentage of Open Water	50%

9-14-13. LARGE SITE DEVELOPMENT STANDARDS

(a) **Applicability.** A development four acres in size or larger shall meet the requirements of this section.

(b) **Streets and Block Layout.** The development shall provide safe and convenient vehicular and pedestrian transportation between and through lots and parcels to adequately serve the new development. To accomplish this, the approving authority may require connections in addition to those required under the regulating plan and any approved connections plan for the area consistent with the following considerations and requirements:

(1) Block Length. Block lengths is approximately 400 feet or less.

(2) Block Perimeter. Block perimeter is approximately 1,600 feet or less.

(3) Cul-de-Sac and Dead-End Streets. Cul-de-sac and dead-end streets are not allowed except due to site constraints or natural features.

(4) Configuration. Additional connections shall be consistent with the standards of Section 9-9-8, "Reservation, Dedication, and Improvement of Rights of Way," B.R.C. 1981, and other required connections.

(A) On-Street Parking. Parking lanes shall be provided on both sides of the street.

(5) Paseos. Paseos shall meet the standards in Section 9-14-10, B.R.C. 1981.

(6) Plan Amendments. Any additions or other amendments to a connections plan for the area shall be reviewed pursuant to the process and criteria established therefor in the applicable plan and in conjunction with the form-based code review of the application.

(c) **Type A, B, and C Frontage Designation.** Frontages along new connections shall be designated as Type A, B, or C frontages consistent with the standards in Section 9-14-15, "Type A, B, and C Frontages," B.R.C. 1981, and the following:

(1) Frontage designation shall be consistent with the intent of the area or subcommunity plan.

(2) A minimum of 25% of frontages of new and existing streets in and abutting the development shall be designated as Type A frontage.

(d) **Terminated Vistas.** Views down streets that terminate at parcels, including where streets angle at less than 90 degrees, shall meet the terminated vista requirements in Subsection 9-14-14(i), B.R.C. 1981.

BUILDING TYPES

9-14-14. REQUIREMENTS APPLICABLE TO ALL BUILDING TYPES

(a) **Purpose.** The purpose of the building type requirements is to establish standards for building design, building form, siting of buildings, and specific uses based on the building type that may be utilized on a property pursuant to the applicable regulating plan or as otherwise authorized.

(b) **Building Types Requirements.** No person shall develop, use, or occupy any building or other property located within the area designated in Appendix L, "Form-Based Code Areas," B.R.C. 1981, except in conformance with the building type standards of sections 9-14-16 through 9-14-21 of this chapter unless modified through an exception under Subsection 9-2-16(i), B.R.C. 1981. This following generally describes the building types:

(1) **Main Street Storefront Description.** The main street storefront building type is a highly pedestrian-oriented, mixed-use building. Ground story storefront is required along all Type A streets with only personal service, retail, dining, and entertainment uses to provide activity. Upper story uses are flexible. Parking is in the rear of the lot or located off-site. Refer to Section 9-14-16, B.R.C. 1981, for requirements.

(2) **Commercial Storefront Description.** The commercial storefront building type permits single use buildings and more parking locations, but still addresses pedestrian orientation with buildings built up to the sidewalk and storefront glass requirements. This building type allows a broader variety of commercial, retail, and industrial uses on the ground story, including vehicle-related uses. Refer to Section 9-14-17, B.R.C. 1981, for requirements.

(3) **General Building Description.** The general building type is a basic building that serves as urban fabric, built along the sidewalk connecting the more commercial spaces with open spaces. This building can accommodate a wide range of uses. It differs from the storefront by its lower requirement for ground story glass and allowance for an above-sidewalk level ground story elevation. Refer to Section 9-14-18, B.R.C. 1981, for requirements.

(4) **Row Building Description.** The row building type is similar to the general building but is smaller in scale. The ground story is required to be divided into different units, each with separate entrances. Townhouses, rowhouses, live-work units, incubator space, or small width industrial or craftsman spaces fit well into this building type. Refer to Section 9-14-19, B.R.C. 1981, for requirements.

(5) **Workshop Building Description.** The workshop building type is similar to the general building but allows the service base with garage door access more widely. The ground story is also typically taller to allow for production uses. Refer to Section 9-14-20, B.R.C. 1981, for requirements.

(6) **Civic Building Description.** The civic building type is the most flexible building, meant to allow for more iconic designs within the urban fabric of the area. This building type is limited to specific public and institutional uses, such as governmental facilities, religious assemblies, schools, colleges, and universities, as well as parks and recreation uses, museums, and live theaters. Refer to Section 9-14-21, B.R.C. 1981, for requirements.

(c) **Uses in Building Types.** All uses of a property shall meet the requirements of Chapter 9-6, "Use Standards," B.R.C. 1981. Where use regulations are imposed by this chapter based on the building type, the use of the property shall also be consistent with those standards.

(d) **General Building Design Requirements.** All buildings shall comply with the building design requirements of sections 9-14-22 through 9-14-33 of this chapter.

(e) **Multiple Principal Structures.** Multiple structures may be constructed on a lot or parcel. All structures shall meet the applicable building type requirements, including the frontage setback requirements.

(f) **Build to the Corner.** On corners, a building or structure shall be located at the intersection of the two frontage setbacks as shown in Figure 14-24. The standards of Subparagraph 9-14-10(a)(3)(B), "Sight Triangle Area," B.R.C. 1981. must also be met.

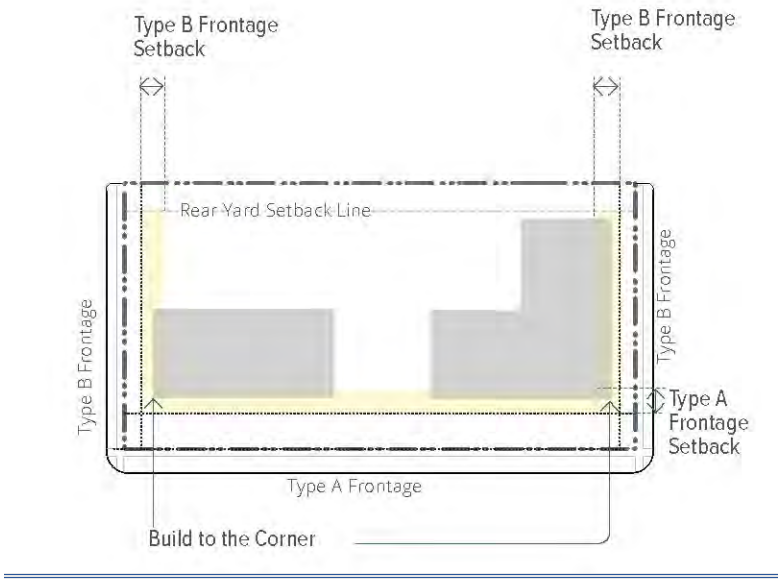


Figure 14-24. Build-to Corner and Frontage Setbacks

(g) **Streetwall Courtyards.** Where minimum streetwall is required and streetwall variation is not required, courtyards meeting the requirements of Paragraph 9-14-14(h)(1), B.R.C. 1981, are allowed provided they do not exceed thirty-five percent of the streetwall. The courtyard counts towards the required minimum streetwall percentage.

(h) **Required Streetwall Variation.** Where streetwall variation is required, a courtyard or streetscape plaza meeting the following requirements shall be provided for streetwall increment required per the building type:

(1) **Courtyard.** Courtyards shall meet the following requirements:

(A) The courtyard is at least thirty feet in width and thirty feet in depth.

(B) The courtyard abuts the frontage setback.

(C) There is no motor vehicle parking in the courtyard.

(D) The courtyard facades are treated with the frontage type of the adjacent street frontage per facade requirements for the building type and building design requirements in Sections 9-14-27 through 9-14-33, B.R.C. 1981.

(E) The courtyard design includes the following:

(i) No more than sixty-five percent of the area is paved and the hardscape includes special paving materials and patterns.
(ii) Landscape beds and trees consistent with Subsection 9-14-11(b), "Street Yard Design," B.R.C. 1981.
(iii) Seating and amenities consistent with Subsection 9-14-11(b), "Street Yard Design," B.R.C. 1981.

(2) **Streetscape Plaza**. Streetscape plazas shall meet the following requirements:

(A) The streetscape plaza is located within the maximum setback.

(B) At least thirty-five percent of the streetwall fronts one or more streetwall plazas extending from the right-of-way to the maximum setback.

(C) The minimum width of each streetscape plaza along the frontage is 20 feet.

(D) The streetscape plaza is designed to integrate with the street yard and streetscape design and includes the following:

(i) Hardscape in the plaza includes special paving materials and patterns.
(ii) Landscape beds and trees are provided consistent with the requirements of Subsection 9-14-11(b), "Street Yard Design," B.R.C. 1981.
(iii) Seating and amenities are provided consistent with the requirements of Subsection 9-14-11(b), "Street Yard Design," B.R.C. 1981.

(i) **Terminated Vistas.** street terminates or curves on or adjacent to a property as designated on the regulating plan, the site or building design shall include a feature to terminate the view from the street or path. The project shall meet the following standards:

(1) Open Space. If the property where the vista is required to be terminated is open space, one of the outdoor space types established in Section 9-14-12, "Outdoor Space Requirements," B.R.C. 1981, shall be utilized, and a vertical feature shall terminate the view. Acceptable vertical features include, but are not limited to, a stand or grid of at least three large maturing trees, listed in the approved tree list published annually by the city manager, a sculpture, a gazebo, or a fountain.

(2) Building. If the property where the vista is required to be terminated is not utilized as open space, the facade of a building shall terminate the view. At the termination point designated on the regulating plan, a minimum of sixty feet of the building facade shall meet the standards applicable to a Type A frontage,

whether or not fronting on a Type A street, with the exception of the entrance requirements. The building shall include a feature that terminates the view, such as, a tower, cupola, bay, courtyard, or a streetscape plaza consistent with the streetwall variation requirements in Section 9-14-14(h), B.R.C. 1981.

(3) Parking or Other Facades. A parking structure, surface parking lot, or side or rear facade shall not terminate a vista.

(j) **Trash and Recycling Areas.** Unless otherwise allowed by the building type, all trash, recycling, and other waste areas shall be located inside the building or in the parking yard consistent with the following requirements:

(1) Interior of the Building. Refuse, recycling, and other waste areas located inside the building shall meet the following requirements:

(A) Access doors to the area shall be located on the rear or interior side facade.

(B) If no rear or interior side facade exists, access doors may be located off a Type B or C street facade.

(C) Access doors or gates on a street facade shall have a minimum opacity of 80 percent.

(D) Access gates shall be set back a minimum of five feet from any street facade.

(2) Other Locations. When no parking yard exists, the parking or rear yard is less than ten feet in depth, and an interior building location is not available, trash, recycling, and other waste areas may be located in the rear yard, interior side yard, or in a Type B or C street yard.

(k) **Garage Entrances.** Garage doors shall be located on a Type B frontage, Type C frontage, rear or interior yard, or along an interior side facade, except that on the service base garage doors may also be located consistent with the standards in Section 9-14-24, "Service Base," B.R.C. 1981.

(1) Garage doors on Type B frontages shall be set back from the majority of the frontage facade a minimum of three feet.

(2) Garage doors on Type B frontages shall meet minimum facade transparency requirements unless art is incorporated into the door.

(l) **Loading Locations.** All on-site loading areas shall be located in the rear or interior yard for all building types, except that on the service base on-site loading areas may also be located consistent with the standards in Section 9-14-24, B.R.C. 1981.

(m) **Modifications.** The approving authority may approve the following modifications to building type requirements if it finds the proposed design substantially meets the intent of the requirement being modified:

(1) **Building Location.** The location of the building within up to one foot from any minimum setback or frontage setback width or location requirement.

(2) **Impervious Coverage.** Up to a ten percent increase in total impervious coverage, not to exceed the total amount of allowed impervious plus semi-pervious coverage.

(3) **Type A Frontage Streetwall.** For the commercial storefront building only, up to ten percent decrease in Type A frontage streetwall requirements.

(4) **Story Height.** An additional height of any floor-to-floor story height up to two feet, provided the overall building height does not exceed the maximum permitted height.

(5) **Transparency.** Up to two percent reduction of the required transparency on a non-Type A frontage facade; and up to four square feet increase of the blank wall area limitation of paragraph 9-14-26(g)(2) on a non-Type A frontage facade.

9-14-15. TYPE A, B, AND C FRONTAGES

A hierarchy of frontages is established for properties located within the area shown on Appendix L, "Form-Based Code Areas." Frontages are designated on the regulating plans pursuant to the standards of this section.

(a) **Type A Frontage.** Type A frontages shall be provided as follows:

(1) **Regulating Plans.** Type A frontage requirements shall be met in those locations where a Type A frontage is designated on the regulating plan.

(2) **Outdoor Space Types.** Where a lot or parcel contains or abuts a required outdoor space, the frontage of a building abutting the outdoor space shall meet Type A frontage requirements, unless otherwise defined on the regulating plan.

(3) **Building Type Requirements.** Type A frontages shall meet the Type A frontage requirements established for the applicable building type.

(4) **Corners.** Where a Type A frontage façade is located perpendicular to a Type B or C frontage, or a rail corridor façade, the Type A frontage façade requirements, such as transparency, entrance, and materials requirements, shall be continued around the corner along the perpendicular façade for a minimum of thirty feet.

(5) **Multiple Type A Frontages and No Type B Frontage.** If multiple Type A frontages and no Type B or C frontages exist on a site, one Type A frontage may be treated as a Type B frontage for the building type requirements if the approving authority finds that one of the following standards is met with regard to such frontage:

(A) Configuration of other parcels along the street, including fronts of buildings and locations of vehicular access, are more consistent with Type B requirements.

(B) The classification of the street is more focused on traffic movement than pedestrian orientation.

(C) The area plan prioritizes the street lower than other Type A frontages.

(6) **No Type A Frontage.** If no Type A frontage is designated on a parcel, a Type B frontage shall be treated as a Type A frontage for the building type requirements. If no Type A or B frontage is designated for a parcel, a Type C frontage shall be treated as a Type A frontage for the building type requirements.

(b) **Type B Frontages.** Type B frontages have to be provided as follows:

(1) **Regulating Plan.** Type B frontage requirements shall be met in those locations where a Type B frontage is designated on the regulating plan.

(2) **Building Type Requirements.** Type B frontages shall meet the Type B frontage requirements established for the applicable building type.

(3) **Alternate Treatment.** A designated Type B frontage may alternatively be treated as a Type A frontage.

(c) **Type C Frontages**. Type C frontages shall be provided as follows:

(1) **Regulating Plan.** Type C frontage requirements shall be met only in those locations where a Type C frontage is designated on the regulating plan.

(2) **Building Type Requirements.** Type C frontages shall meet the Type C frontage requirements established for the applicable building type.

(3) **Alternate Treatment.** A designated Type C frontage may alternatively be treated as a Type A or Type B frontage.

9-14-16. MAIN STREET STOREFRONT BUILDING TYPE

Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981, for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	**REFERENCES/ ADDITIONAL REQUIREMENTS**
BUILDING SITING Refer to Figure 14-25.			
1	**Type A Frontage Streetwall, minimum**	90%	Refer to Subsection 9-14-14(g), B.R.C. 1981, for courtyard allowance.
2	**Type A Frontage Setback,** minimum to maximum	0 ft. to 5 ft.	Refer to Subsection 9-14-26(b), B.R.C. 1981, for measuring minimum and maximum setbacks.
3	**Type B Frontage Setback,** minimum to maximum	0 ft. to 5 ft.	
4	**Side Yard Setback,** minimum	5 ft.; 0 ft. required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	**Rear Yard Setback,** minimum	10 ft.; minimum 25 ft. if no alley; 0 ft. required at paseo or multi-use path	
6	**Building Length along any Type A & B Frontage,** maximum	150 ft.	Refer to Section 9-14-31, B.R.C. 1981, for building massing requirements.
7	**Site Impervious Coverage, maximum** **Additional Semi-Pervious Coverage**	70% 25%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	**Surface or Accessory Parking Location**	Parking yard only	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981, for trash & recycling, garage entrances, and loading.
HEIGHT Refer to Figure 14-26.			

9	**Overall:** Minimum Height Maximum Height	2 stories minimum 3 stories maximum and up to 40' in height north of Goose Creek and west of Junction Place; 5 stories maximum elsewhere up to 55' Heights shown may be otherwise regulated by Section 9-14-6, "Regulating Plans," and/or Section 9-14- 7, "View Corridors," B.R.C. 1981	Refer to subsection 9-14-26(e) for height measuring requirements and section 9-14-31 for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
10	**Story:** Minimum Height Maximum Height	9' 12' Refer to allowed base types for story height requirements in ground story.	Stories are measured floor to floor. Refer to subsection 9-14-26(f) for explanation of measurement.

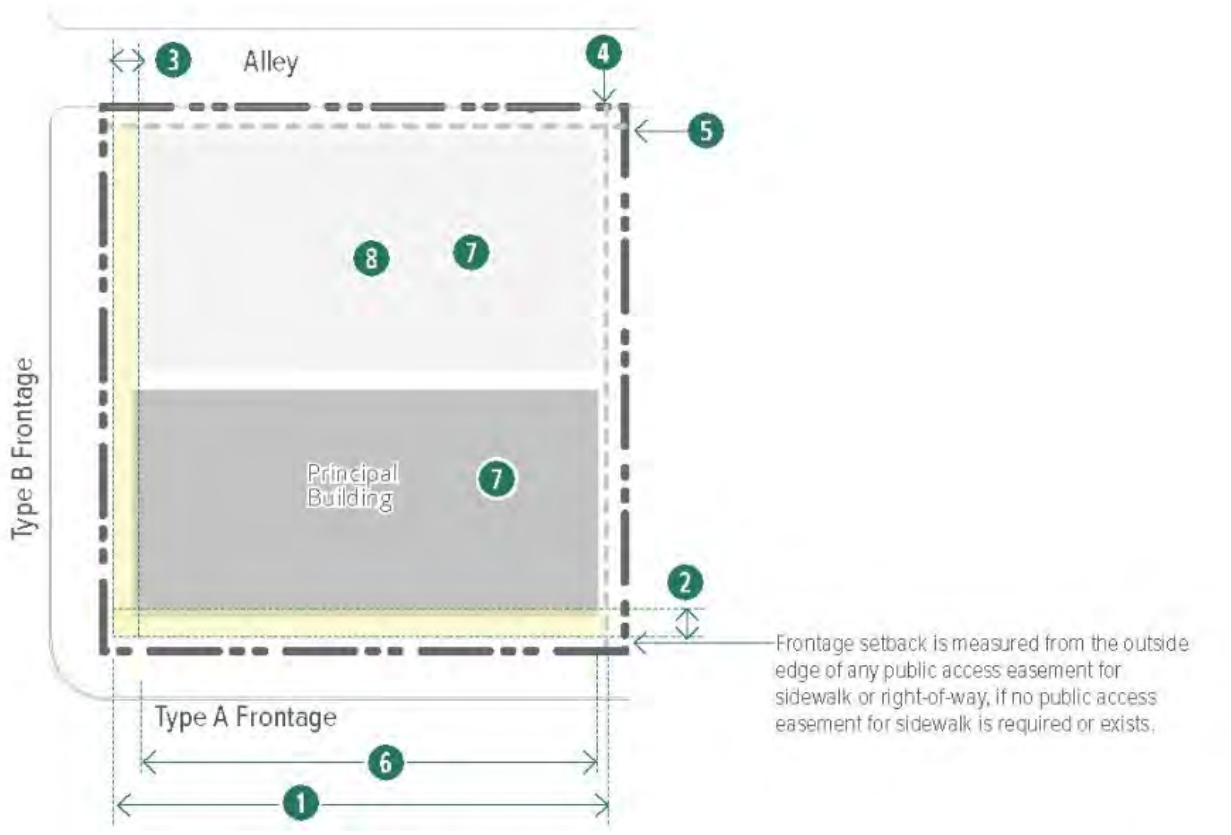


Figure 14-25. Main Street Storefront Building: Building Siting

		BOULDER JUNCTION PHASE I	REFERENCES/ADDITIONAL REQUIREMENTS
USES Refer to Figure 14-26.			
11	**All Frontages & Stories**	All uses consistent with chapter 9-6 Base Types: refer to allowed base types for use requirements in ground story.	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
12	**Required Occupied Building Space,** minimum depth from Type A or B frontage facade, all stories	20 ft.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
13	**Parking within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.	Refer to occupied building space requirement above.
FACADE REQUIREMENTS Refer to Figure 14-27.			
14	**Transparency on All Type A, B, and C Frontage Facades,** minimum	20% Blank wall limitations defined in Section 9-14-26(g)). Additional transparency required on ground story by allowed base type.	Measured per each story. Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
15	**Horizontal Facade Divisions**	At least one expression line, minimum 2" deep, is required within 3 ft. of the top of the ground story and the bottom of any 5th story.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line.
BASE REQUIREMENTS Refer to Figure 14-27.			
16	All ground story Type A, B, and C frontage facades shall meet the requirements of an allowed or required base type.		
	Shopfront Base	Provide where required per regulating plans, Section 9-14-6, B.R.C. 1981; Allowed on any frontage.	Refer to Section 9-14-22, B.R.C. 1981, for shopfront base requirements.

	Stoop Base	Allowed on any frontage, except where shopfront base is required.	Refer to Section 9-14-23, B.R.C. 1981, for stoop base requirements.
	Service Base	Not allowed.	Refer to Section 9-14-24, B.R.C. 1981, for service base requirements.
CAP REQUIREMENTS Refer to Figure 14-27.			
17	**Permitted Cap Types, all not listed are prohibited**	Parapet, pitched, flat	Refer to Section 9-14-25, B.R.C. 1981, for cap types, and other cap requirements.

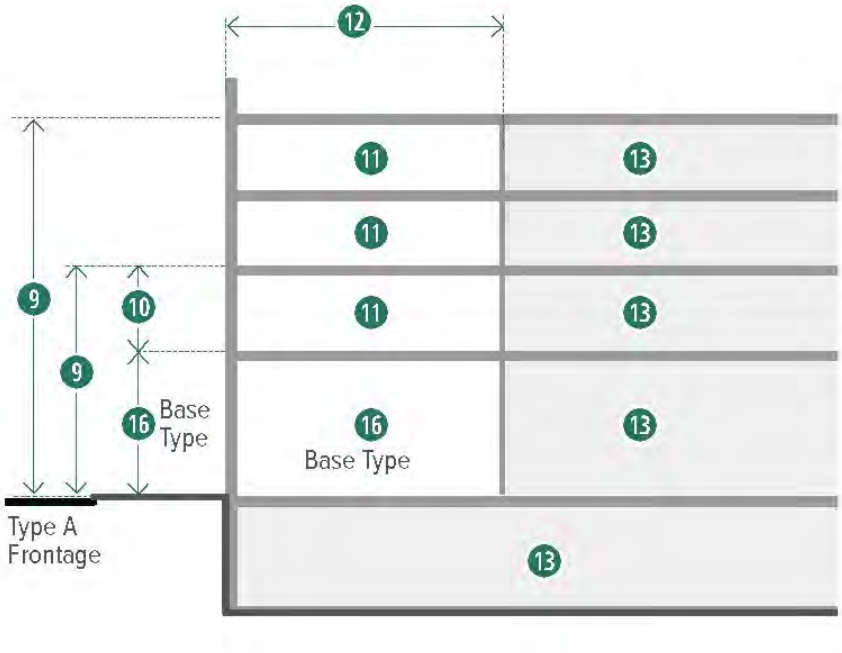


Figure 14-26. Main Street Storefront Building Section: Height & Use Requirements

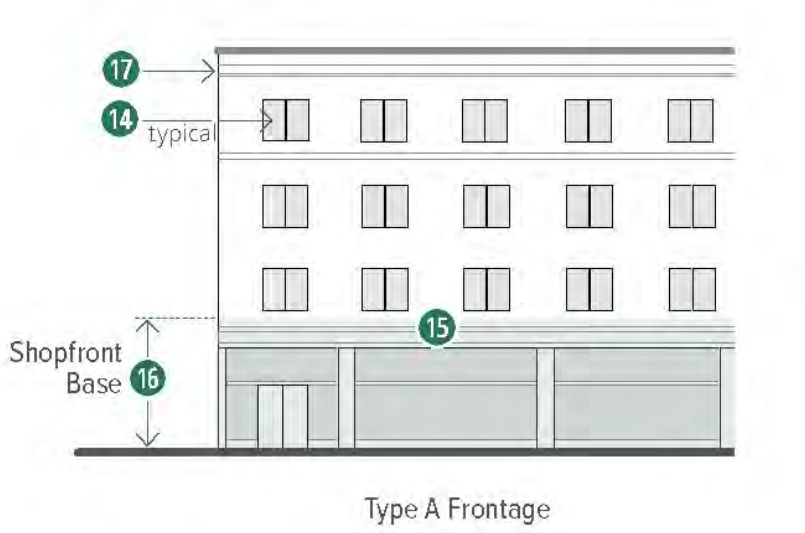


Figure 14-27. Main Street Storefront Building Elevation: Facade Design Requirements

9-14-17. COMMERCIAL STOREFRONT BUILDING TYPE

Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981, for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to Figure 14-28.			
1	**Type A Frontage Streetwall,** minimum	60% required	-
2	**Type A Frontage Setback,** minimum to maximum	12 ft. to 20 ft. along Valmont and 30th Street; 0 ft. to 10 ft. along new streets	
3	**Type B Frontage Setback,** minimum to maximum	0 ft. to 10 ft.	
4	**Side Yard Setback,** minimum	5 ft.; 0 ft. required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.

5	**Rear Yard Setback,** minimum	15 ft.; 25 ft. required if no alley; 0 ft. required at paseo or multi-use path	
6	**Building Length any Type A & B Frontage,** maximum	90 ft.	Refer to Section 9-14-31, B.R.C. 1981, for building massing requirements.
7	**Site Impervious Coverage, maximum** **Additional Semi-Pervious Coverage**	70% 25%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	**Surface or Accessory Parking**	Parking yard & interior side yard	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981, for trash & recycling, garage entrances, and loading.
HEIGHT Refer to Figure 14-29.			
9	**Overall:** Minimum Height Maximum Height	 1 story 3 stories, 35 ft.	Refer to Subsection 9-14-26(e), B.R.C. 1981, for height measuring requirements and Section, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.9-14-31, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
10	**Ground Story:** Minimum Height Maximum Height	 12 ft. 18 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
11	**Story Height:** Minimum Height	 9 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-

	Maximum Height	14 ft.	26(f), B.R.C. 1981, for explanation of measurement.

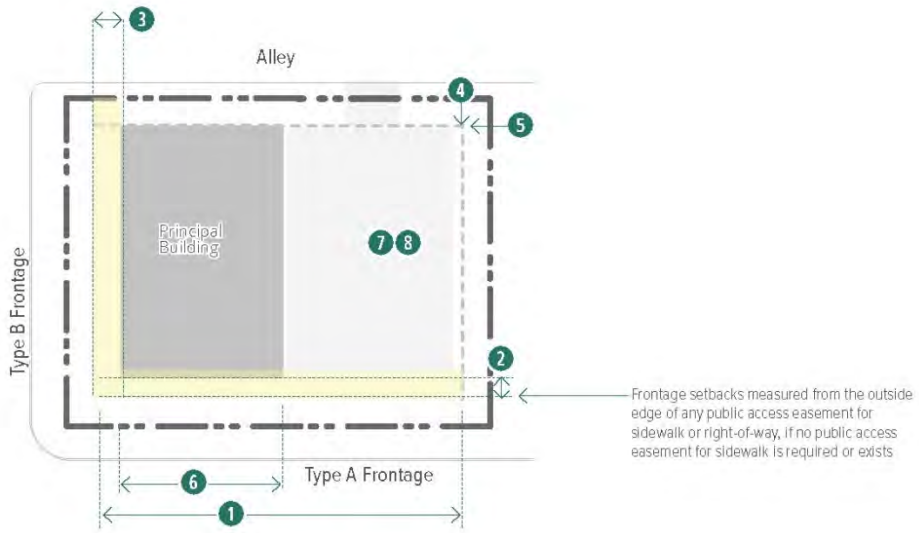


Figure 14-28. Commercial Storefront Building Plan: Building Siting Requirements

		BOULDER JUNCTION PHASE I	**REFERENCES/ADDITIONAL REQUIREMENTS**
USES Refer to Figure 14-29.			
12	**All Frontages & Stories**	All uses consistent with chapter 9-6	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
13	**Required Occupied Building Space,** minimum depth from Type A or B frontage facade, all stories	20 ft.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
14	**Parking Location within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.	Refer to occupied building space requirement above.
FACADE REQUIREMENTS Refer to Figure 14-30.			

15	**Type A Frontage Ground Story Transparency,** minimum	55% measured between 2' and 8' vertically from average grade of adjacent sidewalk.	Note that Subsection 9-14-15(a)(4), B.R.C. 1981, requires this treatment to turn corners. Refer to Subsection 9-14- 26(g), B.R.C. 1981, for measuring transparency.
16	**Transparency on All Other Frontages & Stories,** minimum	15%, measured per story of all stories, including blank wall limitations defined in subsection 9-14-26(g).	Refer to subsection 9-14-26(g) for information on measuring transparency.
17	**Entrance Location & Number**	Principal entrance required on Type A frontage facade; entrances required a minimum of one per every 50' of building facade	Refer to Section 9-14-26(h), B.R.C. 1981, for information on measuring entrance location.
18	**Entrance Configuration**	Recessed between 3' and 8', maximum 8' wide, from the portion of the Type A frontage facade closest to the street	Refer to Subsection 9-14-32(e), B.R.C. 1981, for principal entryway requirements.
19	**Entrance/Ground Story Elevation Grade**	80% of entrances and the ground story shall be within 1.5' (vertically) of adjacent sidewalk elevation	
20	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2" deep, per every 30' of facade width is required.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line.
21	**Horizontal Facade Divisions**	At least one expression line, minimum 2" deep, is required within 3' of the top of the ground story	
CAP REQUIREMENTS Refer to Figure 14-30.			
22	**Permitted Cap Types,** all not listed are prohibited	Parapet, pitched, flat; one tower permitted per building.	Refer to section 9-14-25 for cap types, and other cap requirements.

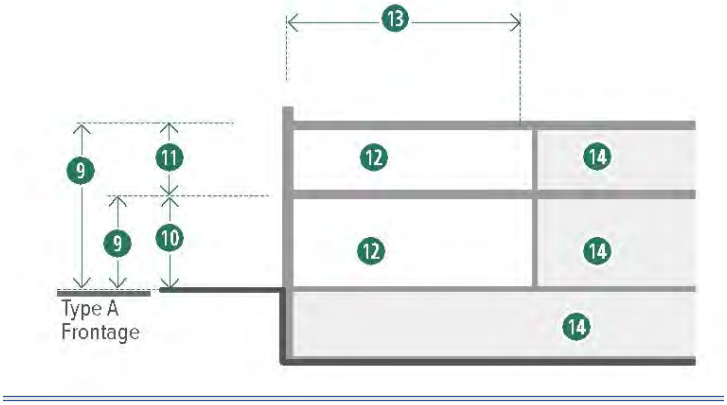


Figure 14-29. Commercial Storefront Building Section: Height & Use Requirements

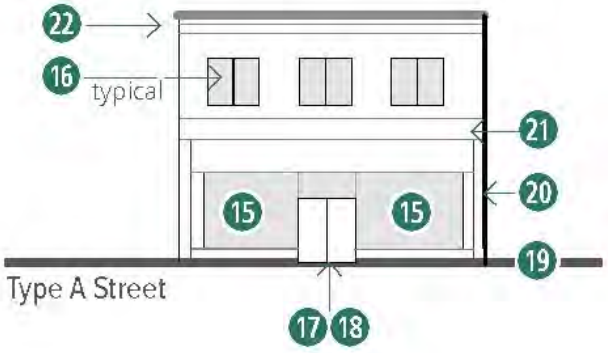


Figure 14-30. Commercial Storefront Building Elevation: Facade Design Requirements

9-14-18. GENERAL BUILDING TYPE

Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981, for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	ALPINE-BALSAM	EAST BOULDER	REFERENCES/ ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE 14-31.					
1	**Type A Frontage Streetwall,** minimum	90%	80%	80%	Refer to 9-14-14(g) for allowed courtyards in

2	**Streetwall Variation for Type A and Type B Frontages**	--	--	Required for buildings over 180 ft. in width	the streetwall and 9-14-14(h) for definition of required streetwall variation.
3	**Type A Frontage Setback,** minimum to maximum	5 ft. to 10 ft.	5 ft. to 20 ft.	10 ft. to 25 ft.	Refer to Section 9-14-26, B.R.C. 1981, for measuring minimum and maximum setbacks.
4	**Type B Frontage Setback,** minimum to maximum	5 ft. to 10 ft.	5 ft. to 20 ft.	5 ft. to 20 ft.	
5	**Type C Frontage Setback,** minimum to maximum	--	--	0 to 15 ft.	
6	**Side Yard Setback,** minimum	5'; 0' required at paseo or multi-use path			For paseos and multi-use path locations, refer to the regulating plans and the connections plans for the form-based code area.
7	**Rear Yard Setback,** minimum	10 ft.; 25 ft. required if no alley; 0 ft. required at paseo or multi-use path		15 ft.; 0 ft. required at paseo or multi-use path	
8	**Building Length along Type A & B Frontage,** maximum	150 ft.	65 ft. in General Mix 2 area; none in General Mix 1 area; refer to map, Figure 14-2.	---	Refer to Section 9-14-31, B.R.C. 1981, for building massing requirements.
9	**Site Impervious Coverage,** maximum **Additional Semi-Pervious Coverage**	70% 25%	65% 25%	65% 25%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.

10	**Surface or Accessory Parking Location**	Parking yard only	No surface parking allowed	Parking yard only except limited side yard parking allowed in Valmont Park West, Valmont Park East, and Flatiron Business Park	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981, for trash & recycling, garage entrances, and loading. Refer to Subsection 9-14-26(c) for limited side yard parking.
HEIGHT Refer to FIGURE 14-32.					
11	Overall: Minimum Height	2 stories	2 stories	2 stories	Refer to Subsection 9-14-26(e), B.R.C. 1981, for height measuring requirements and Section 9-14-31, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
	Maximum Height	3 stories, 40 ft. north of Goose Creek and west of Junction Place; 5 stories, 55 ft. elsewhere	3 stories and 35' without pitched roof; 3 stories and 55'with pitched roof; or 4 stories and 55'; see regulating plan for maximum height locations	5 stories, 55 ft.	
	Location-Specific Maximum Height	Heights shown may be otherwise regulated by Section 9-14-6, B.R.C., "Regulating Plans," and/or Section 9-14-7, "View Corridors," B.R.C. 1981.			

12	All Stories: Minimum Height Maximum Height	9 ft. 18 ft.	9 ft. --	9 ft. 18 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
		Base Types: See allowances for additional height within specific base types allowed, line of this table			

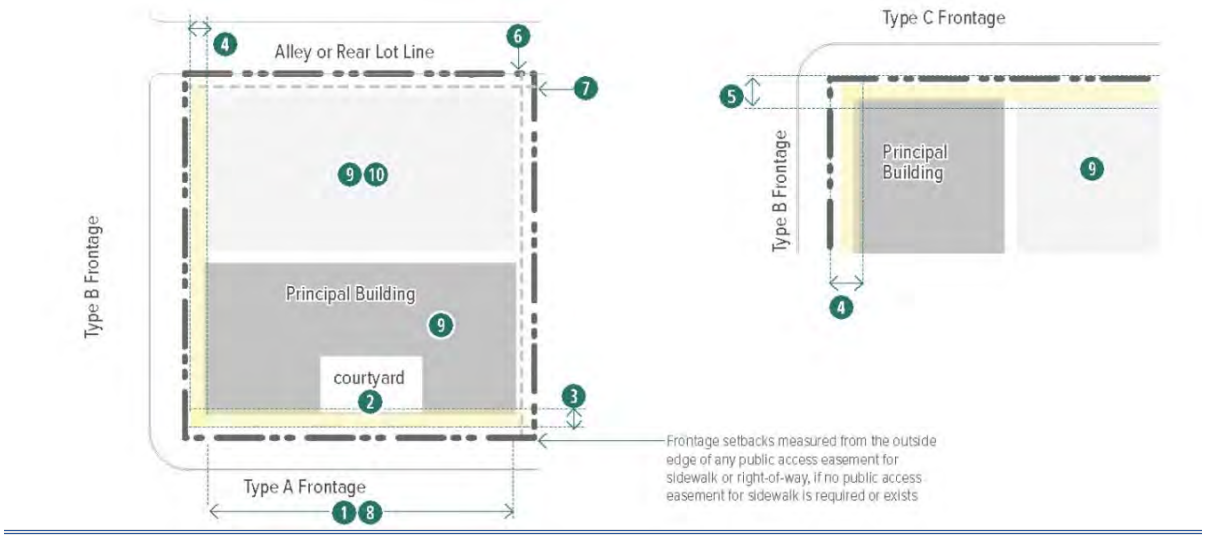


Figure 14-31. General Building: Building Siting

	BOULDER JUNCTION PHASE I	ALPINE-BALSAM	EAST BOULDER	REFERENCES/ADDITIONAL REQUIREMENTS
USES Refer to FIGURE 14-32.				
13 **All Frontages & Stories**	All uses consistent with chapter 9-6	All uses consistent with chapter 9-6; in General Mix 2, residential and accessory uses only, maximum 4 dwelling units per building, consistent	All uses consistent with chapter 9-6	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.

			with chapter 9-6; refer to map, Figure 14-2.		
		Base Types: See use requirements and allowances per base types.			
14	**Required Occupied Building Space,** minimum depth from Type A & B frontages, all stories	20 ft.	20 ft.	15 ft. on Type A only	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
15	**Parking Location within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.			Refer to occupied building space requirement above.
FACADE REQUIREMENTS Refer to FIGURE 14- 33.					
16	**Transparency on All Type A, B, and C Frontage Facades,** minimum	20%	20%	20%	Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
		Blank wall limitations apply as defined in subsection 9-14-26(g). Additional transparency required by base type.			
17	**Horizontal Facade Divisions**	At least one expression line, minimum 2 inch deep, is required within 3 ft. of the top of the ground story and the bottom of any 5th story			Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line.
BASE REQUIREMENTS Refer to FIGURE 14-33.					
18	All ground story Type A, B, and C frontage facades shall meet the requirements of an allowed or required base type				
	Shopfront Base	Provide where required per Section 9-14-6, "Regulating Plans," B.R.C. 1981; allowed on any frontage.			Refer to Section 9-14-22, B.R.C. 1981, for shopfront base requirements.
	Stoop Base	Allowed on any frontage, except where shopfront base is required.			Refer to Section 9-14-23, B.R.C. 1981, for stoop base requirements.

	Service Base	--	--	Allowed on any Type C frontage, except where shopfront base is required. Otherwise prohibited.	Refer to Section 9-14-24, B.R.C. 1981, for service base requirements.
CAP REQUIREMENTS Refer to FIGURE 14-33.					
19	**Permitted Cap Types,** all not listed are prohibited	Parapet, pitched, flat.	Parapet, pitched, flat.	Parapet, pitched, flat.	Refer to Section 9-14-25, B.R.C. 1981, for cap types, and other cap requirements.

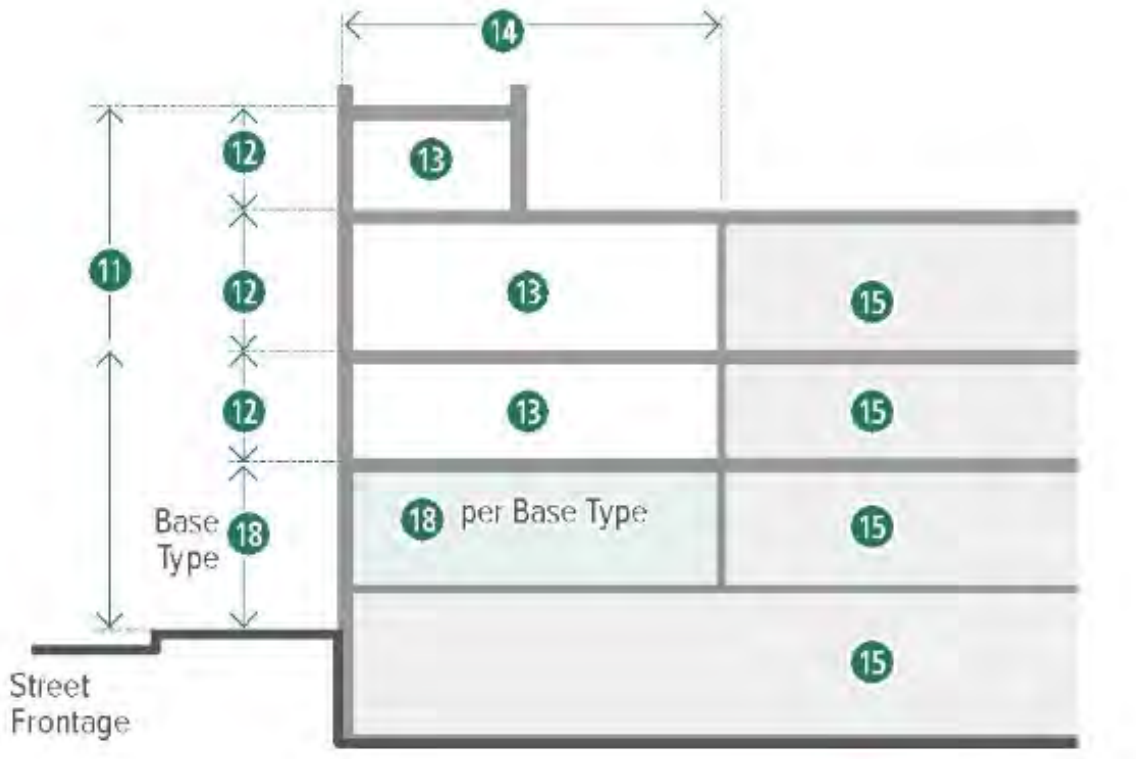


Figure 14 -32. General Building: Height & Use Requirements

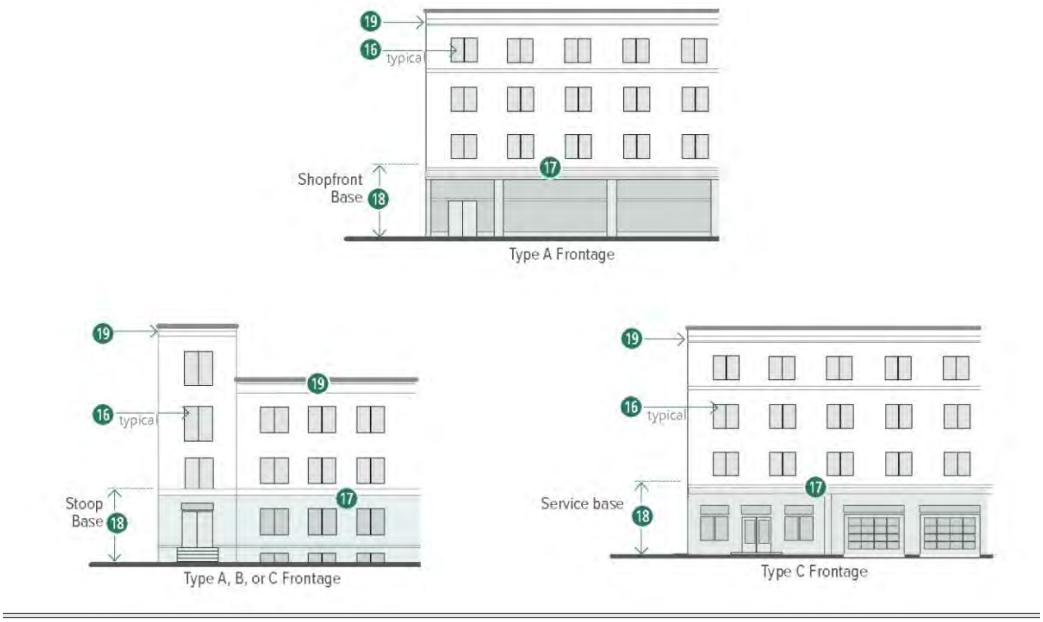


Figure 14-33. General Building: Facade Design Requirements

9-14-19. ROW BUILDING TYPE

Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981, for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	ALPINE-BALSAM	EAST BOULDER	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE 14-34. For the purposes of the Row Building, a building consists of multiple vertical units.					
1	**Type A Frontage Streetwall,** minimum	80%	80%	65%	Each unit shall have a facade located within the frontage setback, except 1 of every 2 units may front a courtyard or outdoor space type. Courtyards, minimum 30 feet wide and 30 feet deep, may count towards Type A streetwall.
2	**Type A Frontage Setback,** minimum to maximum	5 ft. to 15 ft.	5 ft. to 15 ft.	5 ft. to 25 ft.	Frontage setbacks are measured from the outside edge of any public access easement for

3	**Type B Frontage Setback,** minimum to maximum	5 ft. to 15 ft.	5 ft. to 15 ft.	5 ft. to 25 ft.	sidewalk or the right-of-way, if no public access easement for sidewalk and streetscape is required or exists, or from the outside edge of any flood or drainage easement, where the frontage is along a flood or drainage area. Refer to subsections 9-14-26(b) for additional information.
4	**Side Yard Setback,** minimum	7.5 ft.; 0 ft. required at paseo or multi-use path			
5	**Rear Yard Setback,** minimum	20 ft.; 30 ft. if no alley; 5 ft. for detached garage			
6	**Building Length,** minimum to maximum	3 to 6 units or 120 ft., whichever is less			
	Space between Buildings, minimum	10 ft.			
7	**Site Impervious Coverage,** maximum **Additional Semi-Pervious Coverage**	60% 20%	60% 20%	60% 20%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	**Yard Area,** minimum	225 square feet rear yard required for each unit not fronting a courtyard or outdoor space type.			
9	**Surface or Accessory Parking Location**	Parking yard only	Parking yard only	Parking yard only	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981, for trash & recycling, garage entrances, and loading.

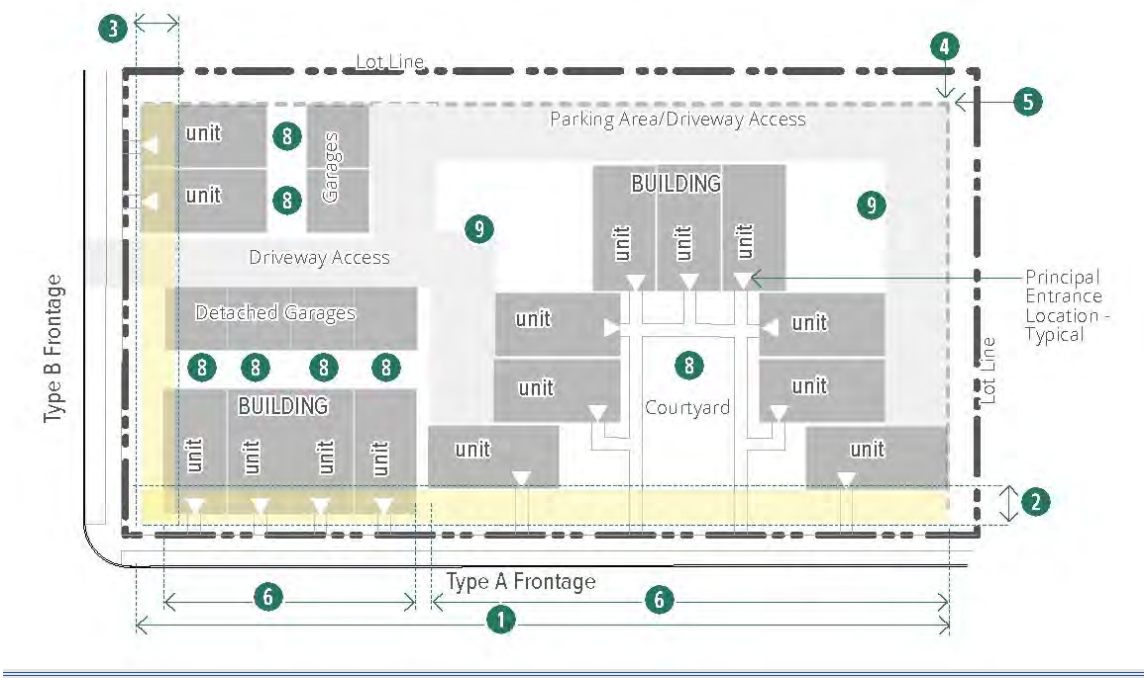


Figure 14-34. Row Building: Building Siting

		BOULDER JUNCTION PHASE I	ALPINE-BALSAM	EAST BOULDER	**REFERENCES/ADDITIONAL REQUIREMENTS**
HEIGHT Refer to FIGURE 14-35.					
10	**Overall:** Minimum Height Maximum Height	2 stories 3.5 stories, 35 ft.	2 stories 3 stories, 35 ft.	2 stories 3.5 stories, 35 ft.	Refer to Subsection 9-14-26(e), B.R.C. 1981, for height measuring requirements and Section 9-14-31, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Tower," B.R.C. 1981, allows additional height in a limited footprint.
11	**All Stories:** Minimum Height Maximum Height	9 ft. 16 ft.	9 ft. 14 ft.	9 ft. 14 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
USES Refer to FIGURE 14-35.					
12	**All Frontages & Stories**	All uses consistent	Only residential and accessory	All uses consistent	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per

		with chapter 9-6	uses consistent with chapter 9-6	with chapter 9-6	zoning district and definition of uses.
13	**Required Occupied Building Space,** minimum depth from Type A or B frontage facades, all stories	20 ft.	20 ft.	15 ft.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
14	**Parking within Building**	Permitted only in any basement and in ground story except where occupied space is required.			Refer to occupied building space requirement above.
FACADE REQUIREMENTS Refer to FIGURE 14-36.					
15	**Type A and B Frontage Transparency**	Minimum 20%, measured per story of all stories. Blank wall limitations, defined in Subsection 9-14-26(g), B.R.C. 1981, apply only on Type A & B frontages.			Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
16	**Entrance Location & Number**	One entrance required per unit on the Type A frontage facade except 1 of every 2 units may front a courtyard or Type B frontage; minimum of one principal entrance per 30 ft. of facade.			Refer to Subsection 9-14-26(h), B.R.C. 1981, for information on measuring entrance location.
17	**Entrance Configuration**	Entry doors shall be off a stoop, minimum 4 ft. wide and 3 ft. deep; OR a porch, minimum 8 ft. wide & 5 ft. deep. No more than 2 entry doors may be located off each stoop or porch.			Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for stoop and porch. Refer to Subsection 9-14-32(e), B.R.C. 1981, for principal entryway requirements.
18	**Entrance/Ground Story Elevation Grade on Type A Frontage Facade**	All Type A frontage facade entrances and the ground story shall be within 30" (vertically) of adjacent street sidewalk average elevation OR between 30" and 5 ft. (vertically) with visible basement (transparency required).			Exception: In Boulder Junction Phase I, entrances along Goose Creek frontage shall be located in reference to the elevation of 30th Street, Carbon Place, and/or Junction Place, whichever is closest.

19	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2" deep, is required per every 60 ft. of facade width or every 2 units, whichever is less.			Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line and visible basement.
20	**Horizontal Facade Divisions**	At least one expression line, minimum 2" deep, is required within 3 ft. of any visible basement.			
CAP REQUIREMENTS Refer to FIGURE 14-36.					
21	**Permitted Cap Types,** all not listed are prohibited	Parapet, pitched, flat; one tower is permitted per building.	Parapet, pitched, flat; one tower is permitted per building.	Parapet, pitched, flat; one tower is permitted per building.	Refer to Section 9-14-25, B.R.C. 1981, for cap types and other cap requirements.

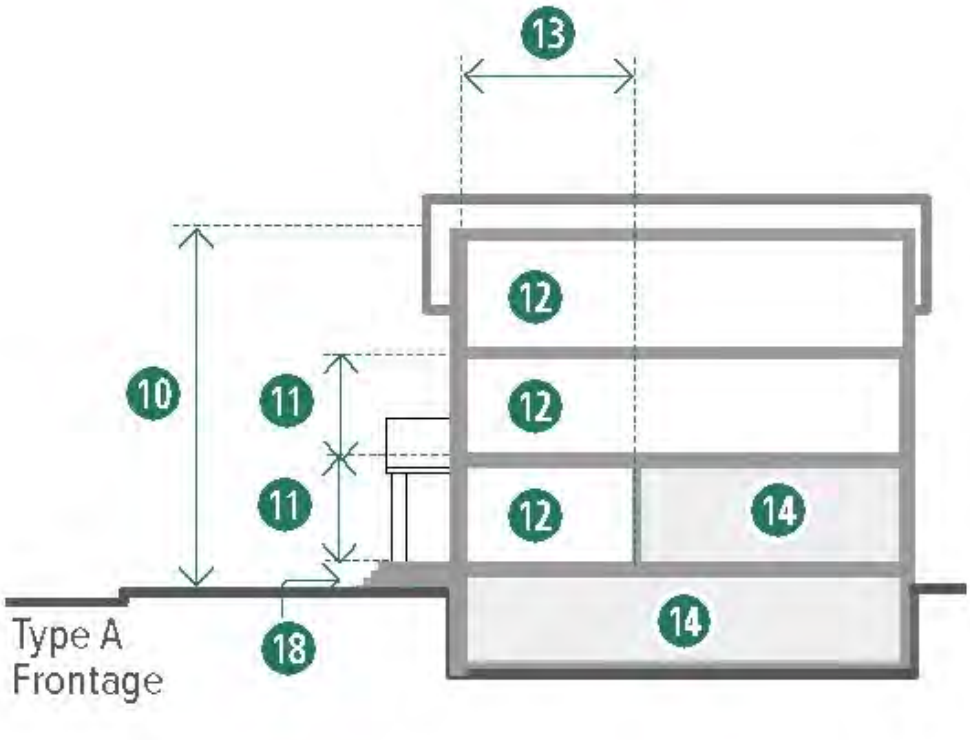


Figure 14-35. Row Building: Height & Use Requirements

Figure 14-36. Row Building: Facade Design Requirements

9-14-20 WORKSHOP BUILDING TYPE

Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981, for the locations of buildings in the form-based code areas.

		EAST BOULDER	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE 14-37.			
1	**Type A Frontage Streetwall,** minimum	65%	Refer to 9-14-14(g) for allowed courtyards in the streetwall and 9-14-14(h) definition of required streetwall variation.
2	**Streetwall Variation for Type A Frontages**	Required	
3	**Type A Frontage Setback,** Minimum to maximum	5 ft. to 25 ft.	Refer to Section 9-14-26, B.R.C. 1981, for measuring minimum and maximum setbacks.
4	**Type B Frontage Setback,** minimum	5 ft.	
5	**Type C Frontage Setback,** minimum	5 ft.	
6	**Side Yard Setback,** minimum	5 ft.; 0 ft. required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and section 9-14-6 for locations and details.
7	**Rear Yard Setback,** minimum	10 ft.; 25 ft. required if no alley; 0 ft. required at paseo or multi-use path	
8	**Site Impervious Coverage,** maximum	70%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.

	Additional Semi-Pervious Coverage	25%	
9	**Surface or Accessory Parking Location**	Limited side yard & parking yard only	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981, for trash & recycling, garage entrances, and loading. Refer to Subsection 9-14-26(c) for limited side yard parking.
HEIGHT Refer to FIGURE 14-38.			
10	Overall: Minimum Height	1 story	Refer to Subsection 9-14-26(e), B.R.C. 1981, for height measuring requirements and Section 9-14-31, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
	Maximum Height	3 stories, 55 ft.	
11	All Stories: Minimum Height Maximum Height	9 ft. 18 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
		Base Types: See allowances for additional height within specific base types allowed, line of this table	

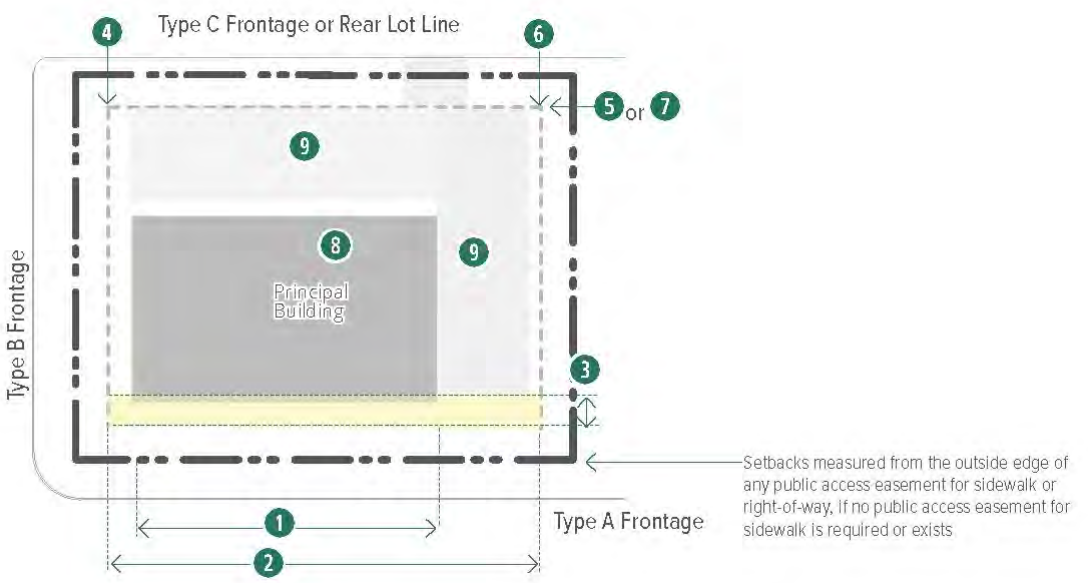


Figure 14-37. Workshop Building: Building Siting

		EAST BOULDER	REFERENCES/ADDITIONAL REQUIREMENTS
USES Refer to FIGURE 14-38.			
12	**All Frontages & Stories**	All uses consistent with chapter 9-6 except where base type requirements may be more limited.	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
13	**Required Occupied Building Space,** minimum depth from Type A & B frontages, all stories	15 ft.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
14	**Parking Location within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.	Refer to occupied building space requirement above.
FAÇADE REQUIREMENTS Refer to FIGURE 14-39.			
		15%	

15	**Transparency on All Type A, B, and C Frontage Facades,** minimum	Blank wall limitations, as defined in subsection 9-14-26(g), apply only to Type A frontages	Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
16	**Horizontal Facade Divisions**	At least one expression line, minimum 2-inch deep, is required within 3 ft. of the top of the ground story and the bottom of any 5th story	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line.
BASE REQUIREMENTS Refer to FIGURE 14-39.			
17	All ground story street, courtyard, & public way facades shall meet the requirements of an allowed or required base type.		
	Shopfront Base	Allowed on any frontage	Refer to Section 9-14-22, B.R.C. 1981, for shopfront base requirements.
	Stoop Base	Allowed on any frontage	Refer to Section 9-14-23, B.R.C. 1981, for stoop base requirements.
	Service Base	Allowed on any frontage	Refer to Section 9-14-24, B.R.C. 1981, for service base requirements.
CAP REQUIREMENTS Refer to FIGURE 14-39.			
18	**Permitted Cap Types,** all not listed are prohibited	Parapet, pitched, flat.	Refer to Section 9-14-25, B.R.C. 1981, for cap types, and other cap requirements.

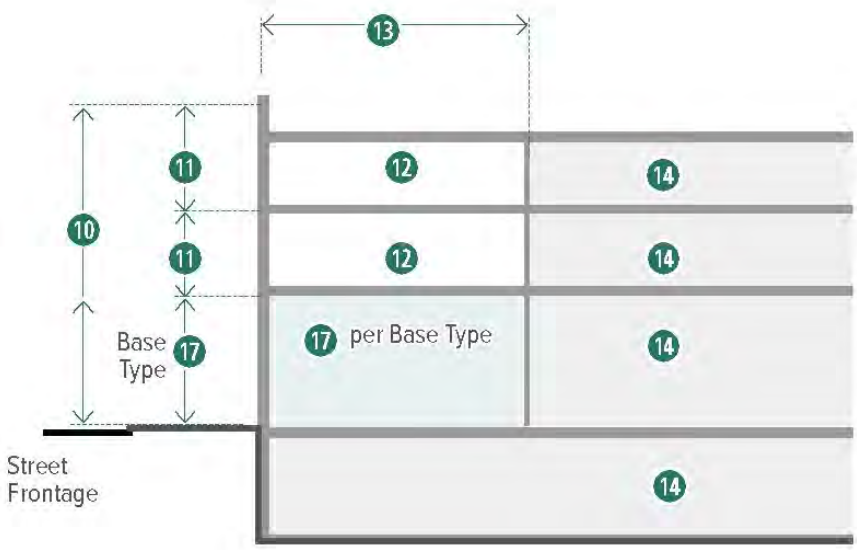


Figure 14-38. Workshop Building: Height & Use Requirements

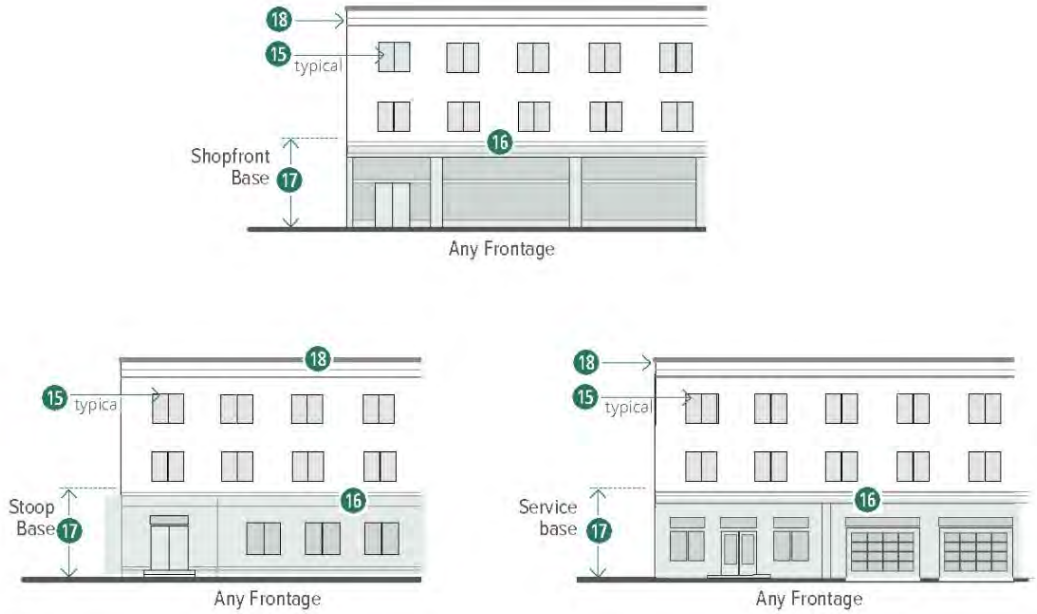


Figure 14-39. Workshop Building: Facade Design Requirements

9-14-21. CIVIC BUILDING TYPE

The Civic building type is not mapped on the regulating plans. It is permitted in any location in any of the form-based code areas except it is prohibited in East Boulder. The uses permitted in this building type are very limited. Refer to Section 9-14-6, "Regulating Plans," B.R.C. 1981.

		BOULDER JUNCTION PHASE I	ALPINE-BALSAM	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE 14-40.				
1	**Minimum Type A Streetwall,** minimum	None required	None required	
2	**Type A Frontage Setback,** minimum	20'	20'	
3	**Type B Frontage Setback,** minimum	15'	15'	
4	**Side Yard Setback,** minimum	15'; 0' required at paseo or multi-use path		For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	**Rear Yard Setback,** minimum	15'; 0' required at paseo or multi-use path		
6	**Building Length,** maximum	None required	None required	Refer to Section 9-14-31, B.R.C. 1981, for building massing requirements.
7	**Site Impervious Coverage,** minimum **Additional Semi-Pervious Coverage**	50% 20%	50% 20%	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for semi- pervious coverage.
8	**Surface or Accessory Parking Location**	Parking yard only	No surface parking allowed	Refer to Sections 9-9-12 and 9-9-14, B.R.C. 1981, for landscaping and screening requirements. Refer to Subsection 9-14-11(a), B.R.C. 1981, for driveway access. Refer to Subsections 9-14-14 (j), (k), and (l), B.R.C. 1981,

				for trash & recycling, garage entrances, and loading.
HEIGHT Refer to FIGURE 14-41.				
9	**Overall:** Minimum Height Maximum Height	1 story 5 stories up to 55'	1 story 5 stories up to55'	Refer to Subsection 9-14-26(2), B.R.C. 1981, for height measuring requirements and Section 9-14-31, B.R.C. 1981, for building massing requirements. Subsection 9-14-25(g), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
10	**All Stories:** Minimum Height Maximum Height	9' 18'; 24' on single story building	9' 18'; 24' on single story building	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.

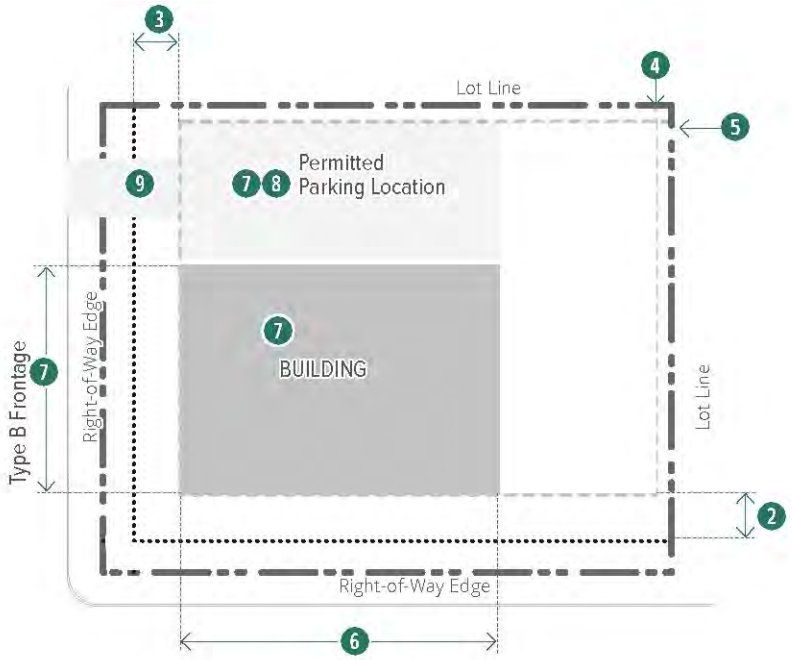


Figure 14-40. Civic Building: Building Siting

	BOULDER JUNCTION PHASE I	ALPINE-BALSAM	**REFERENCES/ADDITIONAL REQUIREMENTS**
USES Refer to FIGURE 14-41.			

11	**All Frontages & Stories**	Limited to any use in the Public and Institutional use classification consistent with chapter 9-6.	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
12	**Required Occupied Building Space**	Minimum 20' deep on all full height floors from any street facade	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for occupied building space. Occupied building space applies only to full height floors and does not apply to basements.
13	**Parking within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.	Refer to occupied building space requirement above.
FACADE REQUIREMENTS Refer to FIGURE 14-42.			
14	**Required Transparency on All Street, Courtyards, & Public Way Facades**	Minimum 15%, measured per story of all stories.	Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
15	**Entrance Location & Number**	Principal entrance required on Type A frontage facade.	Refer to Section 9-14-26(h), B.R.C. 1981, for information o n measuring entrance location.
16	**Entrance Configuration**	No requirement other than principal entryway requirements.	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for stoop and porch. Refer to Subsection 9-14-32(e), B.R.C. 1981, for principal entryway requirements.
17	**Entrance/Ground Story Elevation Grade**	80% of entrances and the ground story shall be within 30" (vertically) of adjacent street sidewalk average elevation OR between 30" and 5' (vertically) with visible basement (transparency required)	Exception: entrances along Goose Creek frontage shall be located in reference to the elevation of 30th Street, Carbon Place, and/or Junction Place, whichever is closest.
18	**Ground Story Vertical Facade Divisions**	No requirement	Refer to Section 9-14-8, "Definitions," B.R.C. 1981, for expression line.

19	**Horizontal Facade Divisions**	No requirement		
CAP REQUIREMENTS Refer to FIGURE 14-42.				
20	**Permitted Cap Types,** all not listed are prohibited	Parapet, pitched, flat	Parapet, pitched, flat	Refer to Section 9-14-25, B.R.C. 1981, for cap types, and other cap requirements.

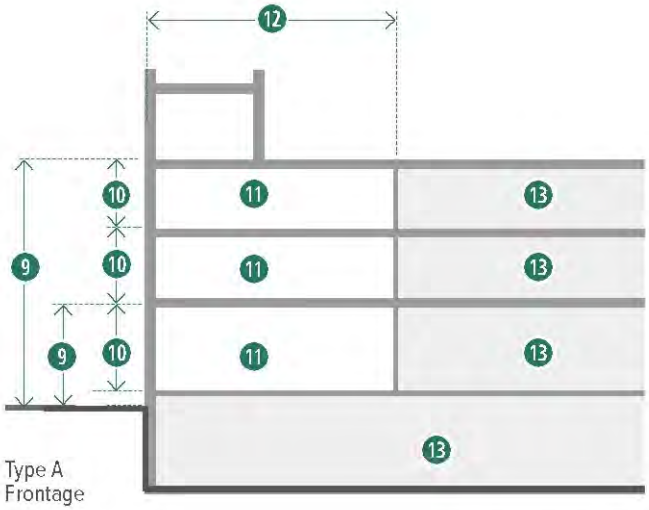


Figure 14-41. Civic Building: Height & Use Requirement

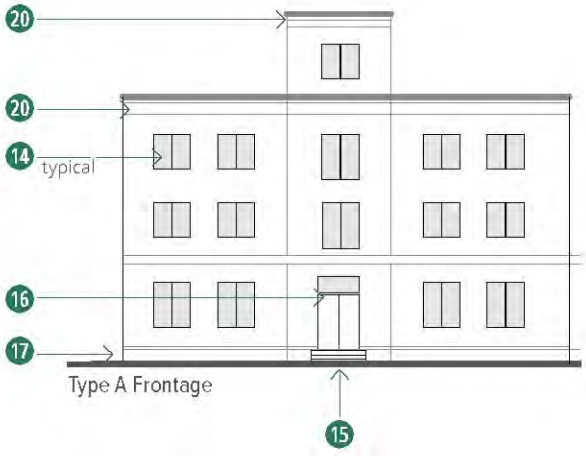


Figure 14-42. Civic Building: Facade Design Requirements

9-14-22. SHOPFRONT BASE

The intent of the shopfront base is to provide convenient, at-grade access between the interior space of the shopfront and the adjacent sidewalk, creating a high level of permeability. The shopfront base may be required or allowed per building type requirements. Where a shopfront base is required or used, shopfront base requirements supersede any building type requirements for the shopfront base portion of the ground story, street facade. See Figure 14-43.

	USES		ADDITIONAL/REFERENCES
1	**Allowed Uses** Required Shopfront Base Locations per Regulating Plan	A use within the following use categories is required: Food, Beverage, and Lodging; Recreation and Entertainment; Retail Sales Uses; Service Uses; and any category in the Public and Institutional Use Classification.	Refer to the building type requirements for occupied building space requirement.
	Other Shopfront Base Locations	Any use meeting the requirements of Chapter 9-6, B.R.C. 1981, except residential uses are prohibited.	
	GROUND STORY HEIGHT		
2	**Ground Story:** Minimum Height Maximum Height	 12 ft. 24 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
	FACADE REQUIREMENTS		
3	**Ground Story Transparency,** minimum	75% measured between 2 ft. and 10 ft. vertically from average grade of adjacent sidewalk.	Measured per story. Note that Subsection 9-14-15(a)(4), B.R.C. 1981, requires this treatment to turn corners. Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
4	**Entrance Location & Number**	Entrances are required a minimum of one per every 60 ft. of building facade.	Refer to Section 9-14-26(i), B.R.C. 1981, for information on measuring entrance location.
5	**Entryway Configuration**	Recessed between 3 ft. and 8 ft., maximum 8 ft. wide, from the portion of the Type A frontage ground story facade closest to the street	Refer to Subsection 9-14-32(e), B.R.C. 1981, for principal entryway requirements.

6	**Entrance/Ground Story Elevation Grade**	At least 80% of entrances and the ground story shall be within 30 in. (vertically) of adjacent sidewalk elevation.	
7	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep, required per every 30 ft. of facade width.	

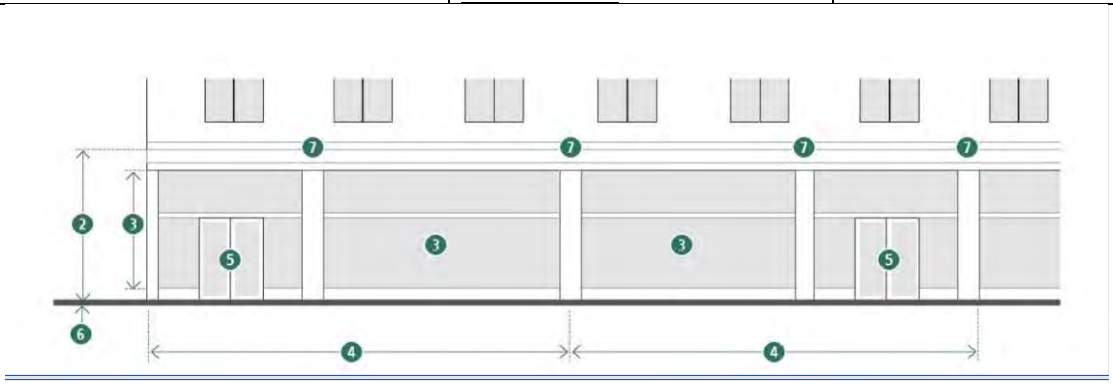


Figure 14-43. Shopfront Base

9-14-23. STOOP BASE

The stoop base is a flexible base type intended to allow residential and office-related uses, providing pedestrian-friendly access while allowing an elevated base for privacy on the ground story. The stoop base may be allowed per building type requirements. Where a stoop base is used, stoop base requirements supersede any building type requirements for the stoop base portion of the ground story, street facade. See Figure 14-44.

USES			ADDITIONAL/REFERENCES
1	**Allowed Uses**	Any use meeting the requirements of Chapter 9-6, B.R.C. 1981.	Refer to the building type requirements for occupied building space requirement.
GROUND STORY HEIGHT			
2	**Ground Story:** Minimum Height Maximum Height	Per building type.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
FACADE REQUIREMENTS			
3	**Ground Story Transparency,** minimum	Per building type.	Measured per story. Note that Subsection 9-14-15(a)(4), B.R.C. 1981, requires this treatment to turn corners. Refer to Subsection 9-14-26(g), B.R.C. 1981, for

			information on measuring transparency.
4	**Number & Spacing of Entrances,** minimum **Type A Frontage**	One per ground story residential unit and one per every 50 ft. of facade for other uses.	
	Type B Frontage	One per 75 ft. of facade.	
5	**Entryway Configuration**	Off a stoop/platform, minimum 6 ft. wide and 3 ft. deep.	Refer to Subsection 9-14-32(e), B.R.C. 1981, for principal entryway requirements.
6	**Entrance/Ground Story Elevation Grade**	At least 80% of entrances and the ground story shall be either: within 30 in. (vertically) of adjacent street sidewalk average elevation OR between 30 in. and 5 ft. (vertically) with visible basement (transparency required)	
7	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep, required per every 30 ft. of facade width.	

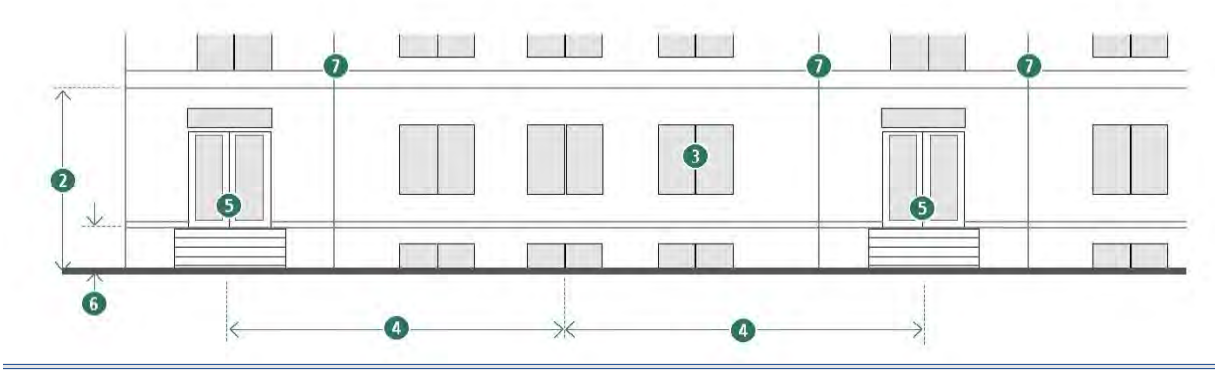


Figure 14-44. Stoop Base

9-14-24. SERVICE BASE

The intent of the service base is to allow workshops for maker or manufacturing spaces with garage entrances and loading bays along certain frontages, while maintaining pedestrian-friendly facades. The service base may be allowed per building type requirements. Where a service base is used, service base requirements supersede any building type requirements for the base portion of the ground-story, street facade. See Figure 14-45.

USES			**ADDITIONAL/REFERENCES**
1	**Allowed Uses**	Any use meeting the requirements of Chapter 9-6, B.R.C. 1981, except residential uses are prohibited.	Refer to the building type requirements for occupied building space requirement.
GROUND STORY HEIGHT			
2	**Ground Story:** Minimum Height Maximum Height	 12 ft. 24 ft.	Stories are measured floor to floor. Refer to Subsection 9-14-26(f), B.R.C. 1981, for explanation of measurement.
FACADE REQUIREMENTS			
3	**Ground Story Transparency,** minimum		Measured per story. Note that Subsection 9-14-15(a)(4), B.R.C. 1981, requires this treatment to turn corners. Refer to Subsection 9-14-26(g), B.R.C. 1981, for information on measuring transparency.
	Type A Frontages	60% between 2 ft. and 10 ft. above adjacent sidewalk.	
	Type B and C Frontages	Consistent with building type requirement.	
		Blank wall limitations apply only on Type A frontages.	
4	**Number & Spacing of Pedestrian Entrances, minimum**	One per each 75-foot portion of street facade	
5	Allowed Garage Bays on Frontages, Number	Type A Frontage: One per 90 ft. of Type A frontage facade Type B & C Frontage: One per 30 ft.	Garage bay glass counts towards minimum facade transparency
	Opening/Door width, maximum	12 ft. wide	
	Door Transparency, minimum	Glass required between 2 ft. and 10 ft. above sidewalk; One-way glass allowed on Type B and C frontages	
6	**Entrance/Ground Story Elevation Grade**	At least 80% of entrances and the full ground story shall either be within 30 in. (vertically) of adjacent street sidewalk average elevation **OR** between 30 in. and 5 ft. (vertically) with visible basement (transparency required on street	

		facades). Visible basement transparency is not required below elevated loading bays with garage doors.	
7	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep required per every 30 ft. of facade width	

Figure 14-45. Service Base

9-14-25. CAP TYPES

The major components of any roof shall meet the requirements of one or a combination of the cap types permitted for the building type pursuant to the building types requirements of Sections 9-14-16 through 9-14-21, B.R.C. 1981.

(a) **Minor Roofs.** Roofs for bay or bow windows, porches, canopies, and dormers are not required to meet the standards of a cap type.

(b) **Terraces, Green Roofs, Rooftop Gardens, and Other Outdoor Rooftop Facilities**. Terraces, green roofs, rooftop gardens, and other outdoor facilities are allowed on any roof; however, the roof and any vertical elements of the outdoor facilities shall be consistent with the standards of a cap type.

(c) **Encroachments**. Roofs, including all eaves or overhangs, shall be fully located within the property lines of the lot, but may encroach into yards consistent with the standards in Section 9-7-3, "Setback Encroachments," B.R.C. 1981.

(d) **Pitched Cap Type.** The pitched cap type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run, as shown in Figure 14-46. Examples of Pitched Cap Type.

(1) **Pitch Measure.** The roof shall not be sloped less than 4:12 (rise:run) or more than 14:12. Slopes less than 4:12 are permitted to occur on second story or higher roofs.

(2) **Configurations.**

(A) Gambrel, hipped, gabled, or a combination of hips and gables with or without dormers are permitted.

(B) Butterfly (inverted gable roof) and shed roofs are permitted.

(C) Mansard roofs are permitted, provided dormers meeting the transparency requirement of a story are incorporated into the roof design.

(3) **Parallel Ridge Line.** A gabled end or perpendicular ridge line shall occur at least every 100 feet of the roof when the ridge line runs parallel to the front lot line. See Figure 14-46. Examples of Pitched Cap Type.

(4) **Roof Height.** Roofs without occupied building space or dormers shall have a maximum height on Type A and Type B frontage facades equal to no more than 1.5 times the upper story floor-to-floor height used on the building.

(5) **Occupied Building Space.** Occupied building space may be incorporated within the pitched cap type. If occupied, the space counts as a half story.

(6) **Rooftop Appurtenances.** Any rooftop appurtenances shall be recessed within the pitched roof with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space. See Figure 14-47. Recessed Mechanicals in Pitched Cap Type. See Section 9-14-33, "Mechanical and Utility Elements," B.R.C. 1981, for additional requirements.

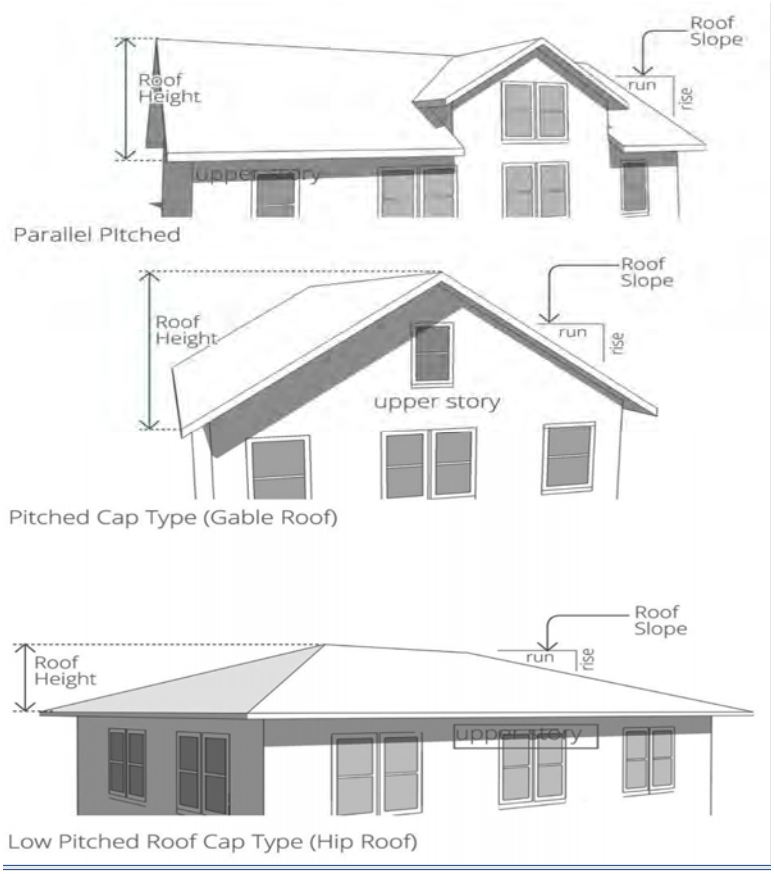


Figure 14-46. Examples of Pitched Cap Type

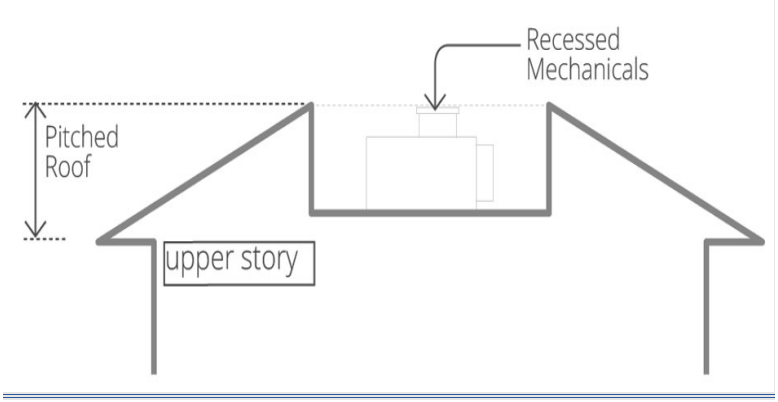


Figure 14-47. Recessed Mechanicals in Pitched Cap Type

(e) **Parapet Cap Type.** A parapet is a low wall projecting above a building's roof along the perimeter of the building as shown in Figure 14-48. Example of a Parapet Cap Type.

(1) **Parapet Height.** Parapet height is measured from the top of the upper story to the top of the parapet.

(A) **General Parapet Heights.** Minimum parapet height is two feet with a maximum height of six feet.

(B) **Parapets Exceeding Maximum Height.** The approving authority may approve a parapet causing the building height to exceed the maximum permitted height if the approving authority finds the standards for parapet walls of Section 9-7-7, B.R.C. 1981, are met.

(2) **Horizontal Expression Lines.** An expression line that is at least two inches deep and extends along at least eighty percent of the facade shall define the parapet from the upper stories of the building and shall define the top of the cap.

(3) **Occupied Building Space.** No building shall have occupied space behind a parapet cap.

(4) **Roof Terraces and Roof Decks.** Roof terraces and roof decks are permitted on the parapet cap type.

(5) **Rooftop Appurtenances.** Any rooftop appurtenances shall be located towards the rear or interior of the parapet roof. The parapet shall screen the mechanicals when viewed from the sidewalk across the street and from any adjacent outdoor space. See Section 9-14-33, "Mechanical Equipment & Appurtenances," B.R.C. 1981, for additional requirements.

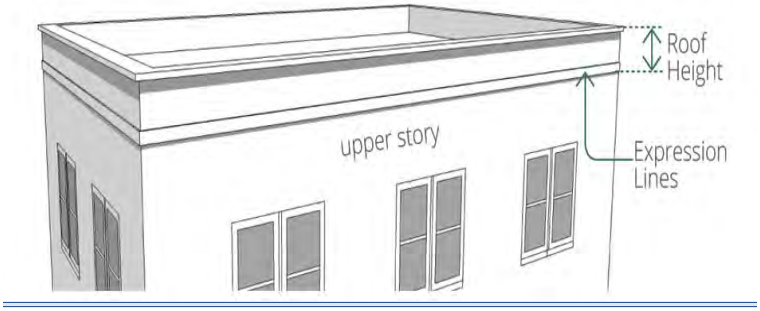


Figure 14-(48). Example of a Parapet Cap Type

(f) **Flat Cap Type.** The flat cap type has a visually flat roof with overhanging eaves as shown in Figure 14-49. Example of a Flat Cap Type.

(1) **Configuration.** The roof shall have no visible slope from the street, and eaves are required on all Type A and Type B frontage facades.

(2) **Eave Depth.** Eave depth is measured from the building facade to the outside edge of the eave. Eaves shall have a depth of at least fourteen inches.

(3) **Eave Thickness.** Eaves shall be a minimum of six inches thick. Eave thickness is measured at the midpoint of the eave depth, from the bottom of the eave to the top of the eave. The measurement may be taken from a structural support element of the eave to the top of the eave, provided the structural support element occurs at least every four feet along the entire length of the eave.

(4) **Interrupting Vertical Walls.** Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap if the following requirements are met:

(A) No more than one-third of the front facade shall consist of an interrupting vertical wall.

(B) Vertical walls shall extend no more than six feet above the top of the eave. See Figure 14-49) Example of a Flat Cap Type.

(5) **Occupied Building Space.** No building shall have occupied space behind a flat cap.

(6) **Roof Terraces and Roof Decks.** Roof terraces and roof decks are permitted on the flat cap type.

(7) **Rooftop Appurtenances.** If the interrupting vertical wall is utilized, any rooftop appurtenances shall be located behind the vertical wall with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space. If no interrupting vertical wall is utilized, rooftop appurtenances shall be located such that the mechanicals are not visible when viewed from the sidewalk across the street or from any adjacent outdoor space. See Section 9-14-33, "Mechanical Equipment & Appurtenances," B.R.C. 1981, for additional requirements.

Figure 14-49. Example of a Flat Cap Type

(g) **Towers.** A tower is a vertical element, polygonal (simple), rectilinear, or cylindrical in plan that shall only be used with other cap types. See Figure 14-50. Example of a Tower.

(1) **Additional Height.** Towers may add a single story of additional height beyond the maximum height allowed per building type, however, a tower may not exceed a maximum height of fifty-five feet.

(2) **Tower Width.** The maximum tower width along all facades shall be one-third the width of the front facade or fifteen feet, whichever is less, and may not occupy more than 25% of the roof area. See Figure 14-50. Example of a Tower.

(3) **Transparency.** Towers that meet the minimum floor-to-floor height of the building type shall meet the minimum transparency requirements of the building.

(4) **Horizontal Expression Lines.** A minimum two inches deep expression line is required at the cap of the tower.

(5) **Occupied Building Space.** Towers with minimum floor-to-floor heights required by the building type shall be occupied space and may contain any of the uses allowed in upper stories of the building type to which it is attached.

(6) **Rooftop Appurtenances.** No rooftop appurtenances are permitted on tower roofs.

(7) **Tower Cap.** The tower shall be capped by a cap permitted on the building per the building type.

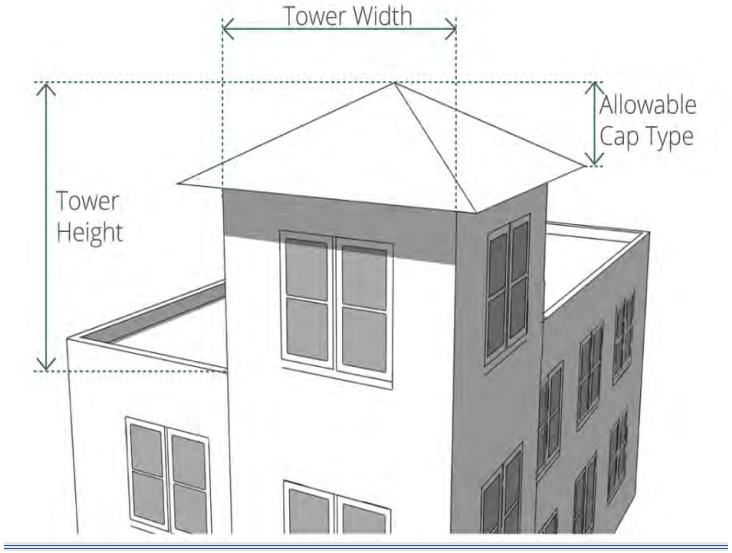


Figure 14-50. Example of a Tower

9-14-26. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

The standards outlined in the tables in Sections 9-14-16 through 9-14-21, B.R.C. 1981, applicable to each building type, shall be measured and calculated consistent with the following standards:

(a) **Minimum Type A Frontage Streetwall Coverage.** The minimum percentage of building facade along the Type A frontage of a lot is measured as follows:

(1) **Measurement.** The minimum Type A frontage streetwall shall, at a minimum, equal the width of the principal structures, as measured within the minimum and maximum setback along the frontage, divided by the length of the frontage parallel to the property line following the street minus setbacks along perpendicular property lines. Refer to Figure 14-51. Minimum Type A Frontage Streetwall.

(2) **Courtyards.** For some building types, courtyards located along the facade in the frontage setback count towards the minimum coverage. Refer to building type requirements of Sections 9-14-16 through 9-14-21, B.R.C. 1981.

(3) **Outdoor Space Type.** Open spaces meeting the requirements of one of the outdoor space types established in this chapter are exempt from the minimum Type A frontage streetwall requirement.

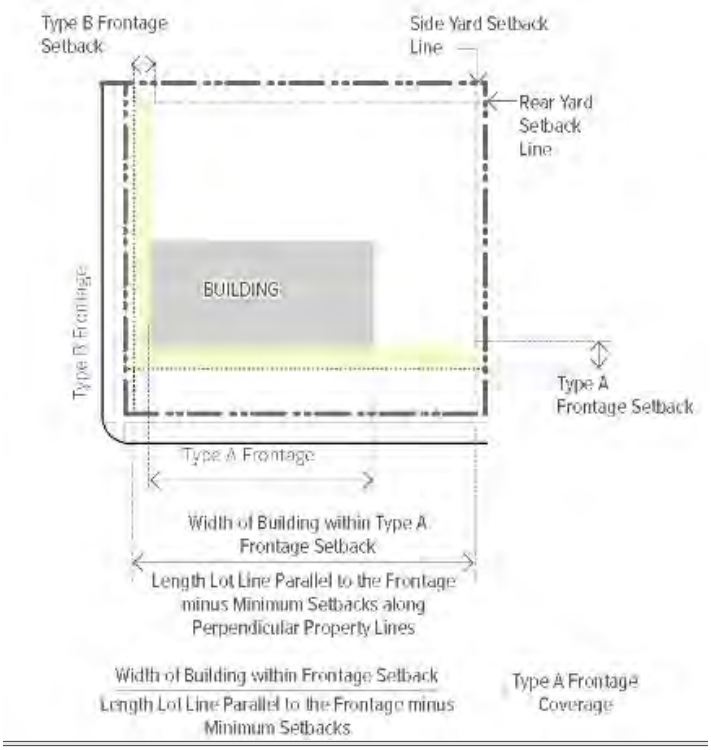


Figure 14-51. Minimum Type A Frontage Streetwall

(b) **Frontage Setback.** The minimum to maximum frontage setback shall be calculated and measured as follows. Refer to Figure 14-52. Frontage Setbacks.

(1) **Measurement.** If the frontage is a Type A, B, or C frontage along a transportation improvement or waterway, the minimum and maximum frontage setbacks are measured from the outside edge of an easement for the transportation improvement or waterway, or, if no easement exists, from the parcel or lot line abutting the transportation improvement or waterway, as applicable. If the frontage is along a required outdoor space, the minimum and maximum frontage setbacks are measured from the outside edge of an easement for the outdoor space, or, if no easement exists, from the parcel or lot line abutting to the outdoor space, or if not within a separate parcel or lot, from the outer edge of the outdoor space as delineated on the site plan.

(2) **Height.** All building facades located within the frontage setback shall meet the minimum building height of the building.

(3) **Encroachments.** Awnings, architectural projections, balconies, and building mounted signage may extend beyond the frontage setback into any yard area but shall not extend into the street right-of-way or public easement unless approved with a revocable permit or lease, as applicable.

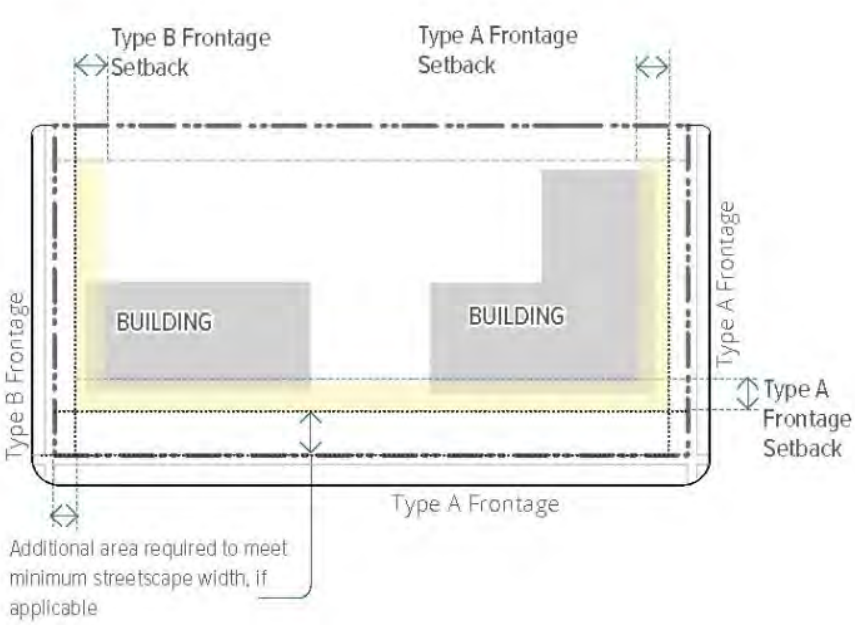


Figure 14-52. Frontage Setbacks

(c) **Limited Side Yard Parking.** Where allowed by building type, parking may be located in the interior side yard, consistent with the following requirements:

(1) The limited side yard parking lot is located fully in an interior side yard.

(2) The limited side yard parking is configured as one double- or one single-loaded aisle of parking and the centerline of the aisle is located perpendicular to the street.

(3) The limited side yard parking is not located on corners in any street yard.

(4) No more than one limited side yard parking lot per building is located along any street frontage.

(5) The limited side yard parking lots is not located next to another limited side yard parking lot.

(d) **Maximum Site Impervious and Additional Semi-Pervious Coverage.** Site impervious and additional semi-pervious coverage shall be calculated and measured as follows. Refer to Figure 14-53. Site Impervious and Semi-Pervious Coverage.

(1) **Maximum Site Impervious Coverage.** The maximum site impervious coverage is the maximum percentage of a lot permitted to be covered by structures, pavement, and other impervious surfaces.

(2) **Additional Semi-Pervious Coverage.** In addition to the allowable impervious coverage on a site, a maximum amount of additional semi-pervious coverage is permitted.

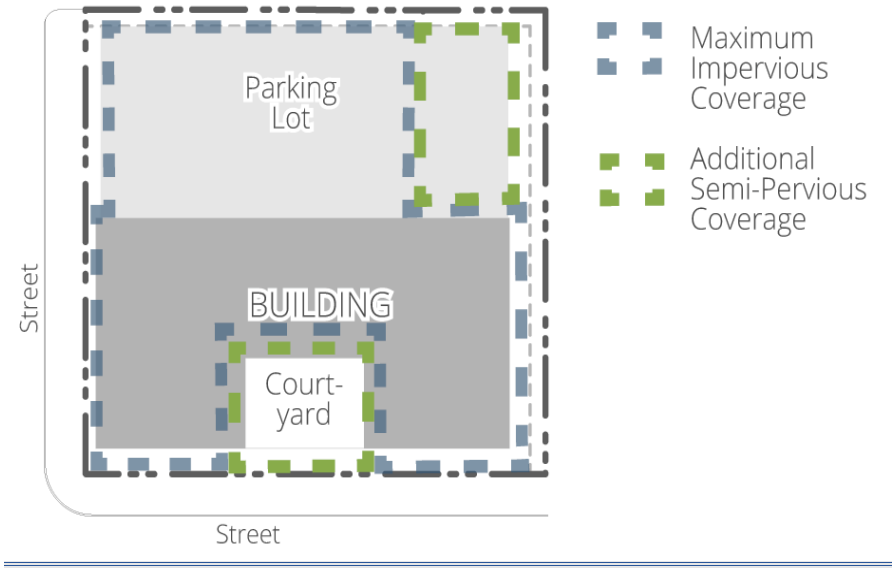


Figure 14-53. Site Impervious and Semi-Pervious Coverage

(e) **Overall Minimum and Maximum Height.** (Refer to Figure 14-54. Measuring Stories with Floor-to-Floor Height).

(1) **Minimum Overall Height.** Each building type requires a minimum number of stories. The building must meet the minimum required height along all Type A frontage facades and measured a minimum of thirty feet deep into the building.

(2) **Maximum Overall Height.** Maximum heights are specified both in number of stories and overall dimension. This requirement applies to the entire building.

(A) **Towers.** Where specifically allowed in the building type tables, Sections 9-14-16 through 9-14-21, B.R.C. 1981, towers may exceed the overall maximum height of the building type per subsection (f) of Section 9-14-25, "Cap Types," B.R.C. 1981. Towers shall not exceed the maximum height per section 84 of the charter of the City of Boulder.

(B) **Cap Type.** Where specified in subsection (f) of Section 9-14-25, "Cap Types," B.R.C. 1981, certain cap types may allow additional height.

(C) **Maximum Heights per the City Charter.** Under no circumstances may any building or structure exceed the height limitations established in section 84 of the charter of the City of Boulder.

(D) **Height Measurement Standards.** Height shall be measured consistent with height measurement standards of Section 9-7-5, "Building Height," B.R.C. 1981, and the definition of "height" within Section 9-16-1, "General Definitions," B.R.C. 1981.

(E) **View Corridors.** Height is subject to additional limitations where maximum heights are restricted pursuant to the regulating plan to preserve a view corridor. Refer to Sections 9-14-6, "Regulating Plans," and 9-14-7, "View Corridors," B.R.C. 1981.

(3) **Two Half Stories.** If a building has both a half story within the roof and a half story that is partially above and partially below grade, the combined height of the two half stories shall be considered one full story.

(f) **Minimum and Maximum Height per Story.** Each story is measured with a range of permitted floor-to-floor heights. Refer to Figure 14-54. Measuring Stories with Floor-to-Floor Height.

(1) **Measurement.** Story height shall be measured in feet between the floor of a story to the floor of the story above it. Minimum and maximum floor-to-floor heights are required to be met along facades for a minimum of eighty percent of each story.

(2) **Single Story Buildings and Top Story Measurement.** For single story buildings and the uppermost story of a multiple story building, the minimum floor-to-floor height shall be one foot less than that required per building type. The measurement shall be from the floor of the story to the ceiling.

(3) **Mezzanines.** Mezzanines may be included within the floor-to-floor height of any story. Mezzanines occupying more than thirty percent of the floor area below and extending above the story's allowable floor-to-floor height shall count as an additional story and shall meet transparency requirements in subsection (e)(5), below.

(4) **Taller Spaces.** Spaces exceeding the allowable floor-to-floor heights of the building type are permitted on any facade., On Type A and B frontage facades, the taller space is limited to no more than 35% of the length of the façade or 35 feet, whichever is less. Taller spaces may not exceed the total height of the surrounding stories, and the façade meet the transparency requirements of the surrounding stories.

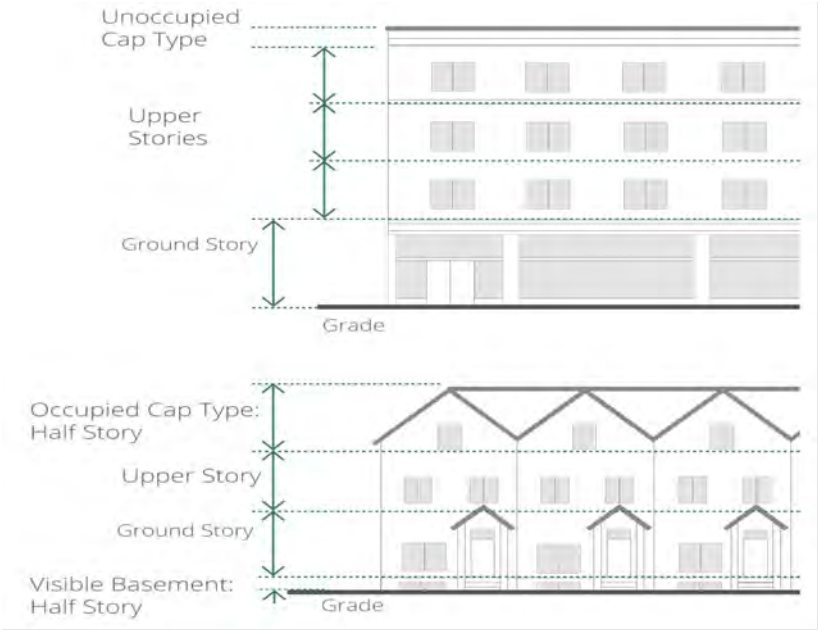


Figure 14-54. Measuring Stories with Floor-to-Floor Height

(g) **Minimum Required Transparency.** Per the requirements of each building type, a minimum amount of transparency is required on all stories of street, courtyard, and public way facades.

(1) **Measurement.** Minimum facade transparency is measured from floor-to-floor of each story separately, except for required minimum ground story transparency (refer to Paragraph 9-14-26(g) (4), B.R.C. 1981, below). Refer to Figure 14-55.

Measuring Minimum Facade Transparency. Transparency requirements shall be met with windows meeting the standards for transparency as defined in Section 9-14-8, "Definitions," B.R.C. 1981. The measurement may include the frame, mullions, and muntins, but shall not include trim or casing.

(2) **Blank Wall Segments.** No rectangular area greater than thirty percent of the story's facade, as measured floor to floor, shall be without transparency, and no horizontal segment of a story's facade greater than fifteen feet in width shall be without transparency. Refer to Figure 14-56. Measuring Blank Wall Limitations.

(3) **Exception.** When the facade of any story is located less than six feet from another parallel building facade, no minimum transparency is required for that story.

(4) **Minimum Ground Story Transparency.** When required by the building type tables of Sections 9-14-16 through 9-14-21, B.R.C. 1981, ground story transparency shall be measured between two feet and either eight or ten feet, as specified per building type, from the average grade at the base of the facade. The minimum ground story transparency requirements supersede the minimum transparency required for the building type.

(5) **Mezzanines.** Mezzanines shall be treated as a separate story and include the required upper story transparency amounts.

(6) **Tall Stories.** Stories that are eighteen feet or taller in height shall include additional transparency consistent with the following standards. Refer to Figure 14-57. Transparency on Tall Stories.

(A) **Separate Ground Story Transparency Required.** When a separate minimum ground story transparency is required per the building types requirements of Sections 9-14-16 through 9-14-21, B.R.C. 1981, the facade design shall fulfill that requirement in addition to a minimum of twenty-five percent transparency for the remainder of the ground story.

(B) **No Separate Ground Story Transparency Required.** Except on a ground story facade to which a Type A frontage ground story facade transparency requirement applies, a tall story shall be treated as two separate stories, divided in half horizontally, with the minimum transparency per story applied to each half.

(7) **Half Stories.** All half stories located within the roof structure and within visible basements are required to meet the minimum required transparency.

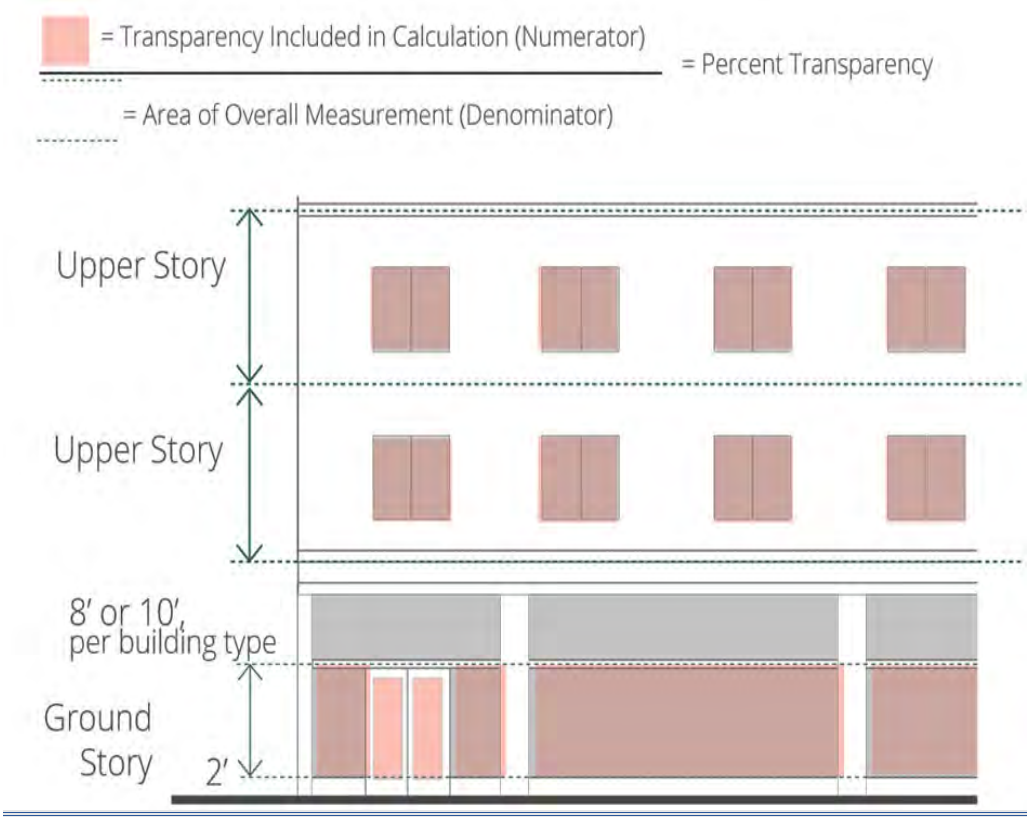


Figure 14-55. Measuring Minimum Facade Transparency

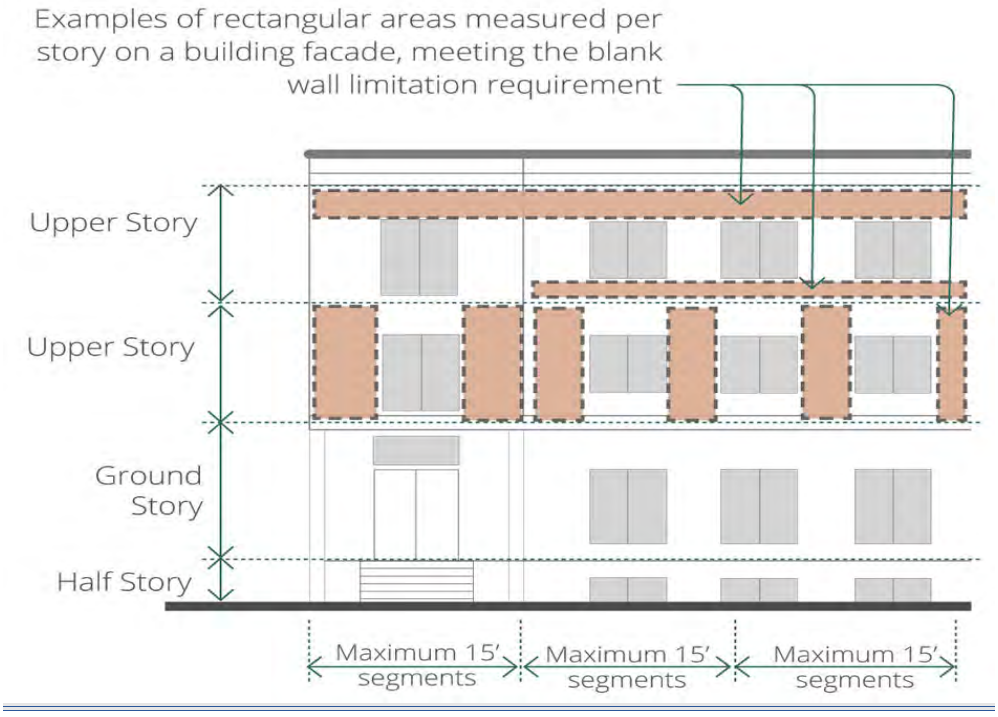


Figure 14-56. Measuring Blank Wall Limitations

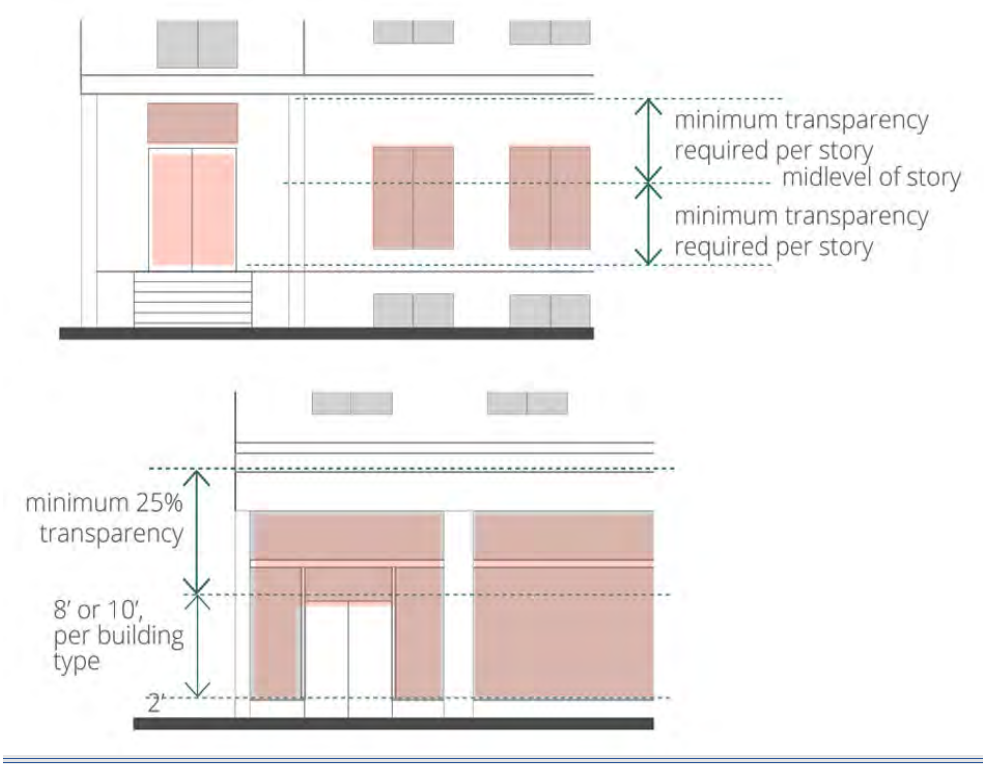


Figure 14-57. Transparency on Tall Stories

(h) **Minimum Number of Required Entrances.** Entrances shall be provided consistent with the entrance location and number requirements established for the building type and consistent with Figure 14-58. Number of Required Entrances.

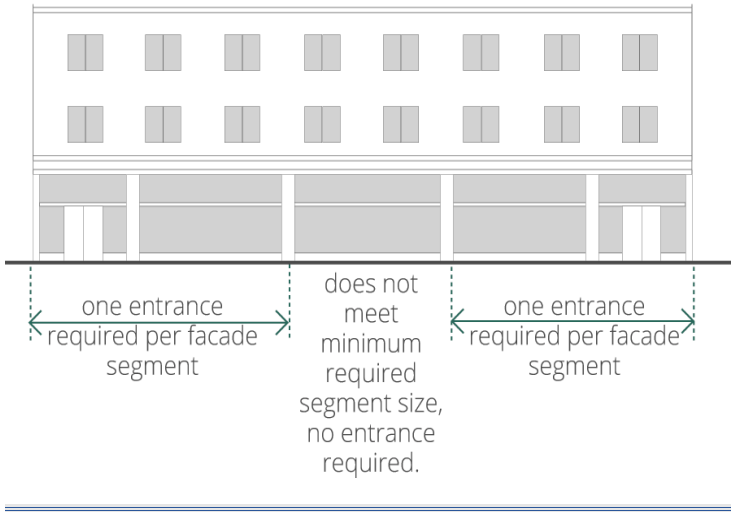


Figure 14-58. Number of Required Entrances

BUILDING DESIGN

9-14-27. APPLICABILITY AND INTENT OF BUILDING DESIGN REQUIREMENTS

(a) **Intent.** The intent of the requirements in Sections 9-14-27 through 9-14-33, B.R.C. 1981, is to implement the vision for the area as defined in adopted plans for the area, create a sense of place and community, elicit simple, honest, high quality, durable buildings of appropriate scale and massing that are visually interesting, aesthetically pleasing, create a sense of permanence, and are human scaled to enhance the pedestrian experience.

(1) **Simple.** Simple means the building design is organized and easy-to-comprehend through the use of repetition, regularity, and a clear hierarchy.

(2) **Honest.** Honest means the building is easily interpreted by the casual observer. Entrances, floors, and building use are apparent and the form of the building follows the function. The overall bulk and mass of the building clearly represents the structure, spatial layout, and materiality.

(3) **Human-Scaled.** Human-scaled means the buildings are scaled to proportions comfortable to people. Typically, human-scaled buildings have smaller building material units, architectural detailing to accentuate building elements, and a predictable rhythm to the facade pattern. This design approach is used particularly on the ground story where people walk adjacent to the building.

(b) **Applicability.** The requirements of Sections 9-14-27 through 9-14-33, B.R.C. 1981, establish general building design requirements applicable to all buildings located on a property designated in Appendix L, "Form-Based Code Areas," regardless of the building type. No person shall use or develop land in such areas except in conformance with the requirements of Sections 9-14-27 through 9-14-33, B.R.C. 1981, unless an exception has been granted pursuant to Subsection 9-2-16(i), B.R.C. 1981.

9-14-28. FACADE MATERIALS

(a) **Intent.** The intent of the facade materials standards of this section is to:

(1) Provide minimum material standards to ensure use of well-tested, high quality, durable, weather-resistant, exterior grade, preferably natural materials on the majority of finished surfaces, while permitting a wider range of materials for details. High quality materials can improve quality of buildings in that they weather well, have a low failure rate, require a low level of maintenance, and create buildings with a longer life cycle and a sense of permanence;

(2) Limit the number of facade materials to promote simpler, clearly articulated facades; and

(3) Encourage a high level of detail from smaller scaled, less monolithic materials in order to relate facades to pedestrians, especially at the ground level.

(b) **Major Materials.** The major material requirements of this section may be met only with materials listed as allowed major facade materials in Table 14-8, "Allowed Major Facade Materials," for the relevant form-based code area. See Figure 14-59. Examples of Allowed Facade Materials.

(1) **Type A Frontages.** A minimum of eighty percent of each Type A frontage facade, not including window and door areas, shall be composed of major materials, as specified in this section.

(2) **Type B and C Frontages.** A minimum of sixty percent of each Type B and C frontage facades, not including window and door areas, shall be composed of major materials, as specified in this section.

(3) **Simplicity of Surface Materials.** To meet the major façade materials requirements of this section, a minimum of sixty percent of each Type A, B, and C facade, not including window and door areas, shall be faced of a single major material. In Boulder Junction I and Alpine-Balsam, architectural metal panel systems shall not be used to meet this standard.

(4) **Corners of Buildings.** Where Type A, B, or C facades are located perpendicular to a rear, interior side, or rail corridor facade, the major materials on the Type A, B, or C facade shall be continued around the corner along the perpendicular facade for a minimum of thirty feet.

(c) **Prohibited Materials.** The materials listed in Table 14-11, "Prohibited Materials," are prohibited on any building facade. See Figure 14-60. Examples of Prohibited Facade Materials.

(d) **Minor Materials.** Minor materials may be installed on the remaining facade areas of the building not required to meet major material requirements. Minor materials are materials listed as allowed minor facade materials in Table 14-9, "Allowed Minor Facade Materials," for the relevant form-based code area.

(e) **Details and Accents.** Detail and accent materials listed in Table 14-10 may be installed as a detail or accent on any facade. The approving authority may allow other details and accent materials that are similar in quality and durability to those listed in Table 14-10, "Allowed Detail & Accent Materials."

(f) **Solar Panels.** Where solar panels are mounted on any facade, any major or minor facade material may be used on that facade, provided the material is not visible through the panels.

TABLE 14-8. ALLOWED MAJOR FACADE MATERIALS

	BOULDER JUNCTION I	ALPINE-BALSAM	EAST BOULDER

MAJOR FACADE MATERIAL (alphabetical)	**ALL BUILDING TYPES**	**ALL BUILDING TYPES**	**GENERAL, ROW BUILDINGS**	**WORKSHOP BUILDINGS**
Brick full dimensional, unit, face brick	**A**	**A**	**A**	**A**
Brick economy size (larger than 3 inches in height)	Limited to rear, alley, and rail corridor facades		**A**	**A**
Concrete Masonry Units, Architectural architectural, minimum 3-inch depth, "artisan stone" look, varied sizes, "stone" face, "hewn stone", rock cut; with complementary trim pieces and finished corner units; integral color	=	=	**A**	**A**
Concrete Masonry Units minimum 3-inch depth, split-faced, burnished/ground face, glazed, or honed	Limited to rear, alley, and rail corridor facades			
Fiber Cement Board panels, finished lap siding or shingles	Row Building only			**A**
Glass curtain wall	**A**	=	**A**	**A**
Metal, Architectural architectural panel, cladding system (steel, titanium, zinc)	**A**	On rear, alley, and Type B facades only	**A**	**A**
Metal, Corrugated, Other ribbed, corrugated, sheet	=	=	On rear, alley, rail corridor, and Type C facades only	
Solar Facade System PV cladding system or rainscreen system	**A**	=	**A**	**A**
Stone natural, units	**A**	**A**	**A**	**A**
Stucco cement-based, 2–3-layer hard coat	On rear, alley, and Type B facades only			**A**
Terra Cotta or Ceramic tiles or panels, rainscreen system	=	=	**A**	**A**

Wood painted, stained, treated, natural, or aged lap siding, shingles, board & batten	**A**	**A**	**A**	**A**
Wood, Composite lap siding, shingles, board & batten, rainscreen system	**A**	**A**	**A**	**A**
KEY: A = Allowed Major Material – = Prohibited				

TABLE 14-9. ALLOWED MINOR FACADE MATERIALS

	BOULDER JUNCTION I	ALPINE-BALSAM	EAST BOULDER	
MINOR FACADE MATERIAL (alphabetical)	**ALL BUILDING TYPES**	**ALL BUILDING TYPES**	**GENERAL, ROW BUILDINGS**	**WORKSHOP BUILDINGS**
Brick thin, veneer	–	–	–	**a**
Concrete Surfaces, Unfinished untreated, unstained, unpainted	–	–	–	**a**
Concrete Surfaces, Finished stained, painted, treated	–	–	**a**	**a**
Concrete Masonry Units, Architectural architectural, minimum 3-inch depth, "artisan stone" look, varied sizes, (Echelon Masonry or approved equal), "stone" face, "hewn stone," rock cut	**a**	**a**	**a**	**a**
Concrete Masonry Units minimum 3-inch depth, split-faced, burnished/ground face, glazed, or honed,	**a**	**a**	**a**	**a**
Fiber Cement Board finished panels	**a** - Upper stories only			**a**
Glass curtain wall	**a**	**a**	**a**	**a**
High-Pressure Laminate (HPL) panels, rainscreen system	–	–	**a**	**a**
Metal Architectural architectural panel, cladding system (steel, titanium, zinc, corten, steel)	**a**	**a**	**a**	**a**
Metal, Aluminum Composite aluminum composite materials (ACM) or panels (ACP)	–	–	–	**a**
Metal, Corrugated, Other ribbed, corrugated, sheet	–	–	**a**	**a**
Stucco cement-based, 2–3-layer hard coat	**a**	**a**	**a**	**a**

Terra Cotta or Ceramic tiles or panels	**a**	**a**	**a**	**a**
KEY: **a** = Allowed Minor Material – = Prohibited				

TABLE 14-10. ALLOWED DETAIL & ACCENT MATERIALS

All allowed major and minor facade materials may be used for details, trim, and accents.
Concrete Details precast stone ornamentation, lintels, sills, banding, columns, beams
Fiber Cement Details trim, soffits
Metal Details trim, ornamentation, lintels, beams, columns
Wood and Wood Composite Details painted/treated trim, soffits, other approved details
Vinyl Details limited to soffits, window trim; minimum .04 inches thick

TABLE 14-11. PROHIBITED MATERIALS

Concrete Surfaces, Unfinished (except as allowed in Table 14-9) untreated, unstained, unpainted
Fiberglass and Acrylic Panels All
Glass Block **All**
Plastic Panels all, including high-density polyethylene, polyvinyl chloride (PVC), and polycarbonate panels
Stucco or Synthetic Stucco Moldings & Assemblies trim, sills, cornices, banding, columns, pilasters or other 3-dimensional decorative details
Synthetic Stucco Surfaces all
Vinyl & PVC Siding all
Wood unfinished, untreated plywood siding or panels

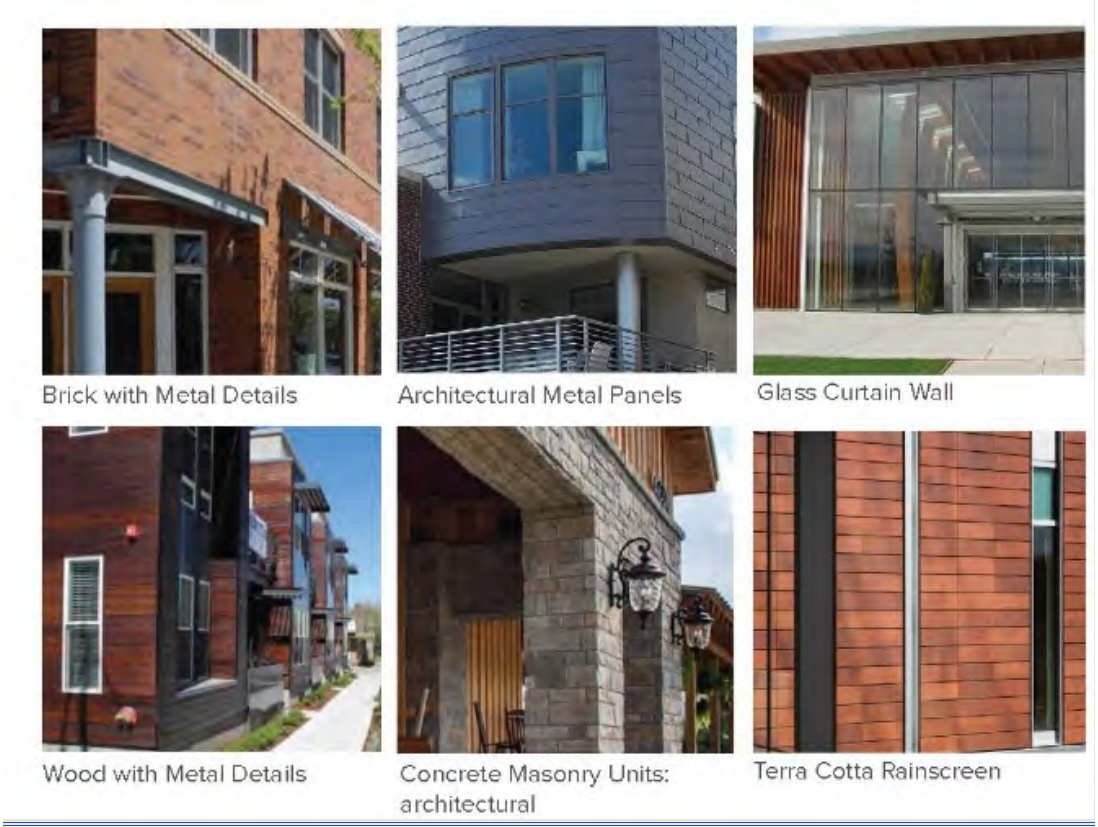


Figure 14-59. Acceptable Materials

Synthetic Stucco

Plastic Panels

Figure 14-60. Unacceptable Major Materials

(d) **Other Materials with Approval.** Materials that are not listed in this section for its proposed application as an allowed major material or allowed minor material may not be installed on any facade unless approved by the approving authority pursuant to this subsection (d).

(1) The approving authority may approve facade materials that are not listed in this section for its proposed application if the applicant demonstrates the material in its proposed application meets the intent of the facade material standards described in subsection (a) of this section. Samples and examples of successful high quality local installation shall be provided by the applicant.

9-14-29. BUILDING CONSTRUCTION QUALITY

(a) **Intent.** The intent of the building construction quality requirements is to advance the quality of construction, durability, and aesthetics of new buildings, specifically related to application and detailing of facade materials.

(b) **Changes in Material.** Changes in vertical surface materials shall meet the following standards:

(1) **Changes in Surface Materials.** Changes in surface materials, whether major materials or minor materials, shall occur only at concave corners, where the distance to the next generally parallel facade plane is a minimum of eight inches. Surface materials are materials intended to cover the facade surface (such as unit materials, siding, stucco, panels) and do not include detail materials, such as but not limited to cast stone for lintels or cornices, exposed metal beams, or any material used to create an expression line. See Figure 14-61. Diagram of Allowable Changes in Surface Materials.

(2) **Materials Hierarchy.** Unit materials shall be elevated from the face of the building above less detailed, surface materials. For example, stucco, as a constant surface material, shall be recessed behind a bricked surface.

(3) **Shadow Lines on Surfaces.** Shadow lines shall be created with solid materials of a depth that is greater than two inches, such as cast stone, masonry, or stone. For example, cast stone pieces may be offset to create a shadow, where the convex corner of the piece is used to create the corner of the detail.

(c) **Appropriate Grade of Materials.** Except on row buildings, all doors, windows, and hardware shall be of commercial quality.

(d) **Applique Materials.** Materials with thickness of less than two and a half inches, including but not limited to stucco, shall not be used or formed to create expression lines.

(e) **Stucco Installation.** Stucco, when allowed, shall be of the highest installation quality, meeting the following criteria:

(1) **Contractor Submittal.** The contractor utilized for installing the stucco shall have a minimum of five years' experience with a minimum of at least thirty projects. The applicant shall submit as part of the design review application the contractor name, address, experience level, including years and number of projects, and examples of installations within the last five years. Examples of installation shall be of high-quality installations meeting the requirements of this subsection (e).

(2) **Jointing.** All stucco joints shall be aligned along the facade in the pattern shown on the elevations submitted for the design approval. Joints shall also align with the locations of windows and doors and other changes in material.

(3) **Construction.** The stucco wall assembly shall be indicated on the plans specifying stucco type and construction.

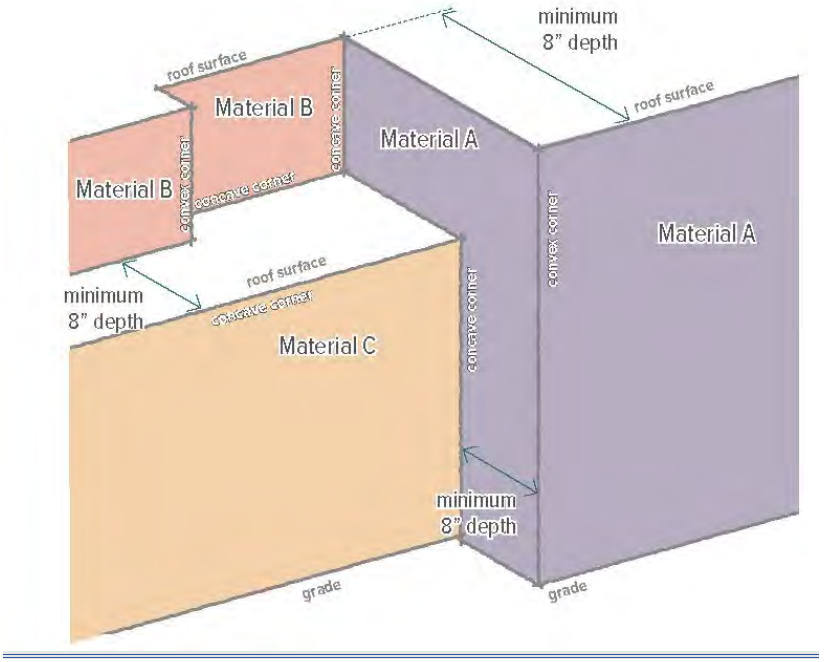


Figure 14-61. Diagram of Allowable Changes in Surface Materials

9-14-30. BUILDING ARTICULATION

(a) **Intent.** The intent of this section is to require building design that achieves balanced and articulated building composition, a perceived intimate scale of buildings, and pedestrian interest.

(b) **Articulation of the Base.** With the exception of entryways, the ground story of a building with a required storefront pursuant to Section 9-14-6 "Regulating Plans," B.R.C. 1981, shall not be recessed more than eighteen inches from the second story facade.

(c) **Building Facade Variety.** See Figure 9-14(52). Illustrations of Building Massing and Articulation. All buildings 120 feet in width or greater along any Type A, B, or C frontage shall fulfill the following requirements:

(1) **Increments.** Each Type A, B, or C frontage facade shall be varied in segments less than or equal to ninety feet.

(2) **Requirements.** Each facade segment shall vary by the type of dominant material or by color, scale, or orientation of that material, and by at least two of the following:

(A) The proportion of recesses and projections. within the frontage setback.

(B) The location of the entrance and window placement, unless storefronts are utilized.

(C) Roof type, plane, or material, unless otherwise stated in the building type requirements.

(D) Building heights.

(3) **Alternative Method of Compliance.** The reviewing authority may approve a facade design that does not meet requirements of this subsection (c) if the applicant demonstrates that the proposed design achieves the intent of the building articulation requirements of this section without meeting the building facade variety requirements. The applicant shall submit fully rendered elevations and 3-dimensional drawings of all streets, paseo and multi-use path facades with materials samples for all surfaces to demonstrate that the intent of this section is met.

9-14-31. BUILDING MASSING

(a) **Intent.** The goals of the building massing standards are to ensure an appropriate perceived scale of buildings from the public ways — breaking up large buildings in a simple way to ensure a human-scaled place and to provide a high level of permeability to all blocks.

(b) **Buildings over Forty Feet in Height.** See Figure 14-52. Illustrations of Building Massing and Articulation. With the exception of the civic building in Alpine-Balsam, any building of the project over forty feet in height and not utilizing a pitched cap on at least sixty percent of the roof shall meet the following standards:

(1) **Varied Building Heights.** A minimum of thirty percent of the total footprint of all buildings combined on the site shall be at least one story lower than the tallest portion of the building footprint, not including towers.

(A) **Along Type A Frontages.** A portion of the lower height shall occur along at least one Type A frontage.

(B) **Stepped-Back Facade.** The requirement for varied building heights in paragraph (b)(1), above, shall not be met by a linear stepping-back of the facade along the top story, but shall constitute a change in massing of the building.

(C) **Pitched Roofs.** The lower height area may include a pitched roof with or without a half story beneath. The half story may not exceed 65% of the floor area of each of the stories below the half story.

(D) **Terraces.** Roof areas on lower height portions of buildings may be occupied by roof terraces; however, areas of the terraces covered by permanent roof structures do not count as a lower story for the purposes of this requirement.

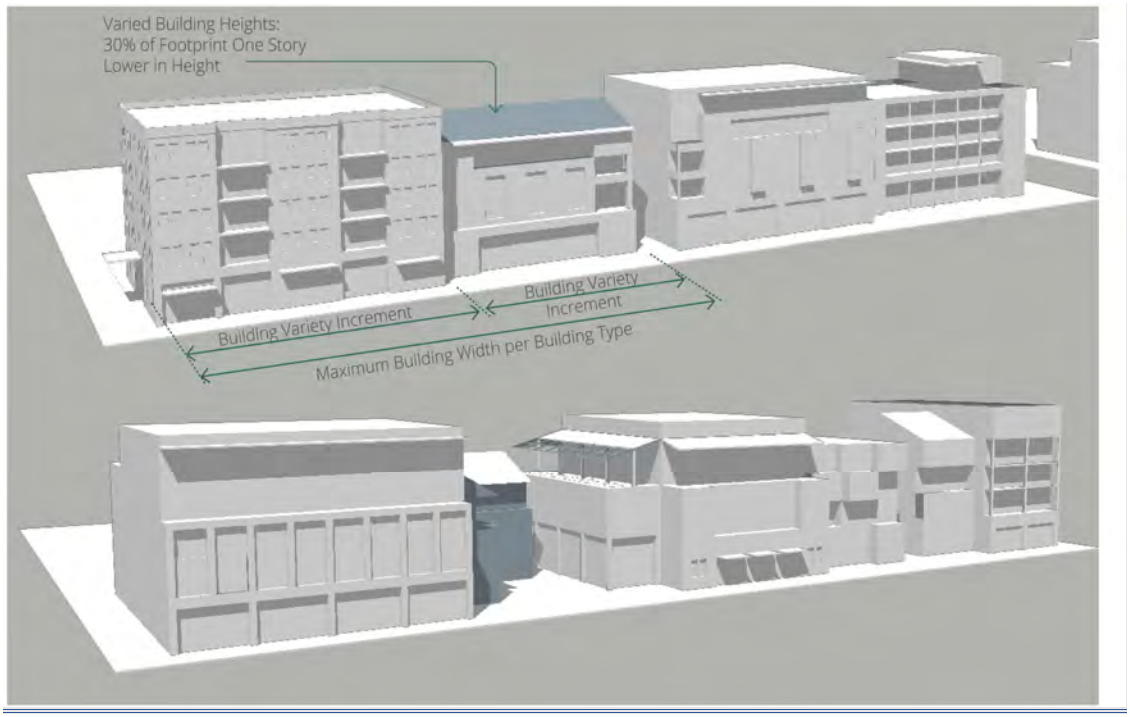


Figure 14-52. Illustrations of Building Massing and Articulation

9-14-32-. BUILDING FACADE ELEMENTS

(a) **Windows.** Windows on all buildings shall be constructed consistent with the following requirements:

(1) **Amount.** Each building shall meet the transparency requirements applicable to the building type pursuant to Sections 9-14-16 through 9-14-21, B.R.C. 1981.

(2) **Recessed.** All windows, with the exception of ground story storefront systems, shall be recessed with the glass a minimum of two inches back from the facade surface material or adjacent trim.

(3) **Vertically Oriented.** All windows on Type A, B, and C frontage facades shall be vertically oriented unless the following standards are met:

(A) **Upper Stories.** Horizontally oriented windows may be used for up to thirty percent of the total transparency area of each upper story.

(B) **Window and Height Location.** Horizontally oriented windows may be used if the height of at least seventy-five percent of the windows is a minimum of five feet, and the windows are located no more than three feet above the interior floor level.

(4) **Visibility Through Glass.** Reflective glass is prohibited on Type A, B, and C frontage facades. Windows shall meet the transmittance and reflectance factors established in the transparency definition of Section 9-14-8 "Definitions," B.R.C. 1981.

(5) **Expressed Lintels.** Lintels shall be expressed above all windows and doors by a change in brick coursing or by a separate element. See Figure 14-63. Vertically Oriented Windows with Expressed Lintels.

Figure 14-63. Vertically Oriented Windows with Expressed Lintels

(b) **Awnings, Canopies, & Light Shelves.** On Type A, B, and C frontage facades, awnings, canopies, and light shelves shall be constructed consistent with the requirements of this subsection. See Figure 14-64. Examples of Permitted Awnings.

(1) **Encroachment.** Awnings, canopies, and light shelves shall not extend into a city right-of-way or easement except consistent with the requirements of Section 8-6-6, "Requirements for Revocable Permits, Short-Term Leases and Long-Term Leases," B.R.C. 1981.

(2) **Attached Awnings & Canopies.** Awnings and canopies that are attached to the building and could be removed shall meet the following standards:

(A) **Material.** All awnings and canopies shall be canvas or metal. Plastic awnings are prohibited.

(B) **Solar Panels.** Solar awnings or canopies are allowed.

(C) **Shapes.** Waterfall or convex, dome, and elongated dome awnings are prohibited.

(D) **Lighting.** Backlit awnings are prohibited.

(E) **Structures.** Frames shall be metal and shall be wall mounted. Support poles are prohibited unless utilized for outdoor eating areas over eight feet in depth.

(F) **Multiple Awnings on the Facade.** When more than one awning is mounted on a facade, the awning types and colors shall be coordinated by matching the color, shape, material, or other element.

(3) **Canopies & Light Shelves.** Permanent canopies, projections, or overhangs used as architectural features, light shelves, or shading devices are permitted, subject to materials standards of Section 9-14-28, "Facade Materials," B.R.C. 1981.

(4) **Clearance.** All portions of any awning, canopy, or light shelf shall provide at least eight feet of clearance over any walkway and shall not extend over any driveway.

Metal Awning


Canvas Awning

Figure 14-64. Examples of Permitted Awnings

(c) **Balconies.** On a Type A frontage facade, any balconies shall meet the requirements of this subsection (c), and false balconies are prohibited. On Type B and Type C frontage facades, any balconies shall meet the requirements of this subsection (c) or be false balconies. See Figure 14-65. Examples of Balconies.

(1) **Balcony Requirements.** Balconies shall meet the following:

(A) **Definition.** For the purpose of this subsection (c), balconies shall include any roofed or unroofed platform that projects from the wall of a building above grade and is enclosed only by a parapet or railing.

(B) **Size.** Balconies shall be a minimum of four feet deep and five feet wide.

(C) **Integrated Design.** A minimum of thirty-five percent of the perimeter of each balcony shall abut an exterior wall of the building, partially enclosing the balcony. The balcony support structure shall be integrated with the building facade; separate columns or posts supporting any balcony from the ground are prohibited.

(D) **Platform.** The balcony platform shall be at least three inches thick. Any underside of a balcony that is visible from any public way shall be finished.

(E) **Facade Coverage.** No more than forty percent of Type A and Type B frontage facades, calculated separately for each facade, may be covered by balconies. The balcony area is calculated by drawing a rectangle around the platform or floor of the balcony, any columns or indentations, and any ceiling, roof, or upper balcony.

(2) **False Balconies.** False balconies consist of a rail and door, and any outdoor platform less than eighteen inches in depth. The requirements of paragraph (1) of this subsection (c) do not apply to false balconies.

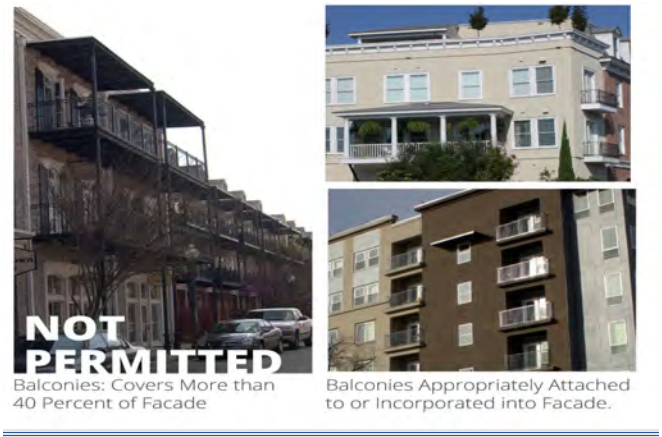


Figure 14-65. Examples of Balconies

(d) **Shutters.** If included in the design, shutters, whether functional or not, shall meet the following requirements:

(1) **Size.** All shutters shall be sized for the windows, so that, if the shutters were to be closed, they would not be too small for complete coverage of the window.

(2) **Materials.** Shutters shall be wood, metal, fiber cement, composite wood, or high-pressure laminate (HPL). Vinyl shutters are prohibited. Other "engineered" materials may be approved provided that the applicant submits a sample and examples of high quality, local installations of the material, installed a minimum of five years earlier and showing no degradation or wear of the material.

(e) **Principal Entryway.** See Figure 14-66. Examples of Defined Principal Entryway. Principal entrances to buildings or units, with the exception of ground story storefront systems, are subject to the following:

(1) Principal entrances shall be clearly delineated through at least two of the following design features:

(A) **Cap or Canopy.** The entryway is covered by a cap or canopy differentiating it from the overall building cap.

(B) **Porch.** The entryway is through a porch.

(C) **Sidelights and Transom.** Sidelights or transom windows are included around the entryway.

(D) **Lighting Feature.** The entrance is lit with a sculptural lighting feature or other unique lighting system visible during daylight.

(E) **Sculpture or Mural.** The entryway is defined by a special art feature, either a sculpture or mural.

(F) **Extended Articulation.** The entryway is included in a separate bay of the building that extends up at least two stories.

(2) **Other Design.** The approving authority may approve a design that does not meet the standards of this subsection if the authority finds that the design adds emphasis and draws attention to the entryway.

(3) **Right-of-Way.** Doors shall not swing into city right-of-way or easement.

Figure 14-66. Examples of Defined Principal Entryway

9-14-33. MECHANICAL AND UTILITY EQUIPMENT

(a) **Intent.** Mechanical equipment and utility equipment can have a negative visual impact and detract from the quality of the design of a building. The purpose of the standards of this section is to ensure that the visual impact of mechanical and utility equipment is minimized.

(b) **Mechanical Equipment in Building.** Mechanical equipment shall be located within the building, unless the applicant demonstrates the equipment is necessary for the function of the building and locating the equipment within the building would conflict with the equipment's function.

(c) **Rooftop Mechanical Equipment.** In addition to the meeting the requirements of Section 9-7-7, "Building Height, Appurtenances," B.R.C. 1981, any rooftop mechanical equipment, including without limitation vents, ventilators, skylights, and antennas, and excluding solar energy and wind energy conversion systems, shall meet the following standards:

(1) Rooftop mechanical equipment shall be located consistent with one of the following methods:

(A) Incorporate equipment into the roof design consistent with the applicable standards of Section 9-14-25, "Cap Types," B.R.C. 1981.

(B) Set the equipment back a minimum of twenty feet from any Type A or B frontage facade.

(d) **Mechanical Equipment on Facades.** Mechanical equipment shall not be located on a facade unless the applicant demonstrates that locating the equipment in a different location would conflict with the equipment's function. Any mechanical equipment on a facade, such as dryer vents, gas meters, and air conditioners, shall be located consistent with the following standards:

(1) **Facade.** The mechanical equipment may be located on a non-Type A frontage facade. The equipment and appurtenances may be located on a Type A frontage facade only if the following requirements are met:

(A) The equipment is located on a surface perpendicular to any right-of-way;

(B) The equipment extends from the facade surface no more than three inches; and

(C) The equipment is screened from the sidewalk.

(2) **Alignment.** Multiple pieces of mechanical equipment shall be organized on the facade in a regular pattern and aligned. Compliance with this standard shall be illustrated on the drawing elevations submitted as part of the application.

(3) **Material Coordination.** To the extent practicable, facade-mounted mechanical equipment shall be located on a material that limits their visibility. For example, dark colored vents will be more visible on light colored stucco than a textured, darker surface such as brick.

(4) **Screening.** Mechanical equipment shall be screened from view unless the approving authority finds that such screening conflicts with the function of the equipment. The form, material, and color of the screening shall meet the following criteria:

(A) Screening, other than landscaping, is consistent with the building design, colors, and materials;

(B) The equipment is placed where it is least visible from adjacent streets;

(C) The height of any screen is the minimum appropriate to adequately screen the mechanical equipment; and

(D) Screening does not increase the apparent height of the walls of the building.

(5) **No encroachment.** Mechanical equipment shall not extend into any public right-of-way or easement.

(e) **Mechanical and Utility Equipment on Other Horizontal Surfaces.** Mechanical equipment and utility equipment located on the ground, decks, or horizontal surfaces other than the roof, such as, but not limited to, electrical equipment and air conditioners, shall be located consistent with the following standards:

(1) All equipment may be located in the parking yard or a Type B Street yard.

(2) Equipment may be located in a side yard provided the side yard does not contain or abut a paseo.

(3) All equipment shall be screened from view from any public way with landscaping, fencing, or walls consistent with the building design, colors, and materials.

(4) The reviewing authority may approve mechanical or utility equipment to located on a Type A street or on a paseo only if the following conditions are met:

(A) The applicant demonstrates that the equipment cannot be located in a parking yard, Type B Street yard, or in a side yard that does not contain a paseo.

(B) The equipment is fully screened with a wall that is consistent with the building design, colors, and materials and of a height that is the minimum to adequately screen the equipment and that does not prevent the facade from fulfilling any transparency requirements.

Section 13. Appendix L., "Form Based Code Areas," to Title 9, "Land Use Code," B.R.C. 1981, is repealed and replaced with Appendix L to Title 9 - "Form Based Code Areas" as shown in **Exhibit A** to this ordinance.

Section 14. Appendix M. Form-Based Code, B.R.C. 1981, is repealed in its entirety to read as follows:

APPENDIX M (Reserved)

Section 15. The city council directs the city manager to add the effective date of this ordinance to Footnote 1 in Section 9-14-5, B.R.C. 1981, as anticipated by this ordinance.

Section 16. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city and covers matters of local concern.

Section 17. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of November 2024.

_____
Aaron Brockett,
Mayor

Attest:

_____
Elesha Johnson,
City Clerk

READ ON SECOND READING, PASSED AND ADOPTED this 5th day of December 2024.

_____
Aaron Brockett,
Mayor

Attest:

_____
Elesha Johnson,
City Clerk

EAST BOULDER
ZONING UPDATE

Engagement Summary

City of Boulder
Planning & Development Services

FBC Updates

focus group
Property Owners

Date: Wed., Sep. 13th, 2023

# of Participants: 6

Location: Brenton Building

next steps

1. Project Update to Planning Board on October 3rd and City Council on October 12th
2. Complete the East Boulder Zoning Inventory and Analysis Report by October 31st.
3. Draft potential code updates
4. Focus Group Sessions #2

what we heard

Focus Group Members included representatives from local and national ownership and development groups with East Boulder property interests.

Members expressed the following interests in potential code updates related to:

- Building Height
  - » Heights up to 55' were described by participants as essential to making redevelopment feasible for owners, particularly those whose parcels are impacted by the floodplain
  - » Curious about whether the city would consider different method for measuring building height. Current method could put a fourth or fifth story inches from compliance and therefore make the project infeasible
  - » How the height limit impacts the rooflines in recent FBC projects (flat roofs)
- Improvements to the public realm
  - » Lighting
  - » Wayfinding and Signage
  - » Art
  - » Improved landscapes and streetscapes
- Parking
  - » Participants described the need to match parking with density and want the project to explore potential for more flexibility or even incentives to create appropriate parking

Members expressed the following concerns about the FBC Review process:

- A misconception that all FBC Review projects also have to go through Site Review
- Concern that all FBC Review projects have been called up by Planning Board
- Whether and how the FBC limits creativity

how will we use this input?

Focus Group input will be shared with Planning Board on October 3rd and City Council on October 12th. The input will be used to inform an East Boulder Zoning Inventory and Analysis report, identifying what code changes may be considered to implement the East Boulder Subcommunity Plan and improve both regulation and process for redevelopment in the East Boulder subcommunity.

FBC Updates

focus group
Business Owners

Date: Wed., Sep. 13th, 2023

# of Participants: 4

Location: Brenton Building

next steps

1. Project Update to Planning Board on October 3rd and City Council on October 12th
2. Complete the East Boulder Zoning Inventory and Analysis Report by October 31st.
3. Draft potential code updates
4. Focus Group Sessions #2

what we heard

Focus Group members represented East Boulder businesses at a range of scales and industries – including a large local employer in manufacturing, a small local coffee roaster, and two performance venues in the arts. Many participants rent the space that houses their business.

Members all expressed a love for their spaces and neighborhoods:

- The area is affordable for commercial rental space, and this is a big driver for why they've been able to locate their businesses in this area and in Boulder in general.
- Neighborhoods have social networks for entrepreneurs.

Members expressed hope that code changes will include:

- Maintaining space for existing uses such as industrial use and performance space
- Allowing for some residential in the area so that business workers can have options to live near places of work.
- Improved neighborhood amenities like parking, lighting, green/open space, more mobility connections, and options
- Allowing manufacturing businesses to host on-site or nearby retail to sell products in the same neighborhoods where they are made.

Members described the following concerns:

- Whether redevelopment in the area will impact rental costs and how that will change the mix of businesses in the area as well as the opportunities for start-ups and first-time entrepreneurs
- How landlords will react to new opportunities for redevelopment and whether they will lose their spaces or be charged higher rents
- Whether Boulder culture will change enough to demand more robust transit access and options

how will we use this input?

Focus Group input will be shared with Planning Board on October 3rd and City Council on October 12th. The input will be used to inform an East Boulder Zoning Inventory and Analysis report, identifying what code changes may be considered to implement the East Boulder Subcommunity Plan and improve both regulation and process for redevelopment in the East Boulder subcommunity.

FBC Updates

focus group
Mobility

Date: Wed., Sep. 13th, 2023

# of Participants: 3

Location: Brenton Building

next steps

1. Project Update to Planning Board on October 3rd and City Council on October 12th
2. Complete the East Boulder Zoning Inventory and Analysis Report by October 31st.
3. Draft potential code updates
4. Focus Group Sessions #2

what we heard

Focus Group members represented mobility service providers and local mobility advocates.

Participants expressed appreciation for forward-thinking of including mobility issues and needs in updates, prior to working through mobility issues after redevelopment projects have already been designed and built.

Members expressed the following interests in code updates:

- The provision of space in redevelopment to include parking for shared mobility services such as scooters, bikes, e-bikes, etc.
- Potential requirements for the provision of electricity or capability for future installation of electric utilities to support mobility options.
- Potential for curbside management programs and space for pick-up/drop-off at redevelopment projects
- Future-proofing streetscapes and transportation facilities – consider technology like autonomous vehicles and automated parking structures.
- Creating and designing mobility hubs that could incorporate multitude of mobility options.

how will we use this input?

Focus Group input will be shared with Planning Board on October 3rd and City Council on October 12th. The input will be used to inform an East Boulder Zoning Inventory and Analysis report, identifying what code changes may be considered to implement the East Boulder Subcommunity Plan and improve both regulation and process for redevelopment in the East Boulder subcommunity.

FBC Updates

focus group
Advocacy

Date: Wed., Sep. 13th, 2023

# of Participants: 4

Location: Brenton Building

next steps

1. Project Update to Planning Board on October 3rd and City Council on October 12th
2. Complete the East Boulder Zoning Inventory and Analysis Report by October 31st.
3. Draft potential code updates
4. Focus Group Sessions #2

what we heard

Focus Group members represented some local advocacy groups including: PLANBoulder, BetterBoulder, Boulder Housing Network, and the Boulder Area Rental Housing Association.

Three of the four participants supported the overall vision for change in East Boulder neighborhoods; one participant did not want to see change or rezoning take place in the area.

Some members hope that zoning changes in the area can address:

- Creating a wider variety of housing options, particularly housing for families and middle housing product types
- Neighborhood improvements such as the installation of pedestrian lighting, tree canopy, more vibrant building facades and active ground floor uses.
- More opportunities for social interaction, such as stoops and balconies on buildings and green spaces throughout neighborhoods.

Members expressed concerns about:

- The potential for FBC to limit creativity or result in neighborhoods that all have the same look and feel.
- Losing neighborhood character through prescriptive redevelopment regulations
- Continued maintenance of the code so that we don't end up with "dated" architectural styles in East Boulder
- The potential for a rezoning to exclude an existing use or business.
- How additional regulation would impact area landlords.
- The threat of building transit-oriented development when RTD may not deliver on transit promises.

how will we use this input?

Focus Group input will be shared with Planning Board on October 3rd and City Council on October 12th. The input will be used to inform an East Boulder Zoning Inventory and Analysis report, identifying what code changes may be considered to implement the East Boulder Subcommunity Plan and improve both regulation and process for redevelopment in the East Boulder subcommunity.

FBC Updates

technical advisory committee (tac)

Date: Tue., Sep. 12th, 2023

# of Participants: 11

Location: Brenton Building

next steps

1. Project Update to Planning Board on October 3rd and City Council on October 12th
2. Complete the East Boulder Zoning Inventory and Analysis Report by October 31st.
3. Draft potential code updates
4. TAC Session #2

what we heard

Technical Advisory Committee members include professionals from the local design and construction community including architects, landscape architects, urban planners, and attorneys.

Some participants appreciate the FBC for the following reasons:

- Creates a more predictable review process.
- Supports designers in efforts to convince clients to "do the right thing" or choose higher-quality design and/or material.
- It does work to prevent bad architecture in the community.
- Removes discretion from the process, saving time and money.

Some participants shared the following concerns:

- Whether the FBC is too rigid and specific, limiting opportunities for creativity.
- Feels like yet another layer of review.
- Misconception that all FBC projects still must go to Planning Board

Participants shared the following hopes and recommendations for code updates:

- The golden ratio requirement isn't particularly effective, consider removing.
- Develop a better understanding of the relationship between design and cost and how this ultimately impacts unit prices and rents.
- Find a way to marry the predictability of the FBC with some flexibility or freedoms for creativity.
- Allow the FBC to "learn" from requested exceptions and update with regularity.
- Design features that could go over the 55' height limit, like gables, towers, railing on top of parapets.
- More information on design for public realm and interaction with the street
- Update material requirements
- Consider uses not predicted by the code – climbing gyms, children's museums, something more iconic.
- Include examples of creative buildings that meet Boulder's FBC for inspiration to community and designers.
- Tweaks based on recent experiences:
  - 2" brick recesses
  - 70% visibility is a problem with modern windows – consider 60%
  - Solar paneling as a cladding option for East Boulder – quasi-industrial look/feel

how will we use this input?

TAC input will be shared with Planning Board on October 3rd and City Council on October 12th. The input will be used to inform an East Boulder Zoning Inventory and Analysis report, identifying what code changes may be considered to implement the East Boulder Subcommunity Plan and improve both regulation and process for redevelopment in the East Boulder subcommunity.

FBC Updates

business questionnaire

Date: March - April, 2024

# of Participants: 26

Location: Online/Staff Canvasing of EB Industrial Businesses

next steps

1. Project update and Questionnaire summary to Boulder Chamber Commercial Brokers group May 13
2. Technical Advisory Committee (TAC) meeting #3 to review recommended Draft FBC updates and proposed future zoning map June 10th
3. City Council Study Session Form-based code review June 13th
4. Planning Board Form-Based Code update review July 16th
5. Form-Based Code adoption Fall 2024

what we heard

The East Boulder Business Questionnaire was disseminated to businesses in industrial areas in East Boulder. City staff canvased these areas and encouraged and assisted businesses in completing the online questionnaire; and the link was shared on the project website and promoted through the Chamber of Commerce and the P&DS newsletter. These businesses represented a wide variety of business types in East Boulder, including breweries, auto services, theaters, and light manufacturing. Five of these businesses were minority-owned.

Size needs

- Most desired a floor area between 1,000 & 10,000 square feet
  - About half desired 1,000 – 5,000 square feet
  - About half desired 5,000 - 10,000 square feet
- 81% require ceiling heights greater than 10 feet
  - Most of the 81% require 14 feet height or more
- 42% require HVAC equipment

Door and Loading needs

- 85% require larger doors/entries
- 92% require a garage/roll up door
- Most (65%) require some amount of loading/unloading ability.

Windows and Visibility

- 34% have concerns about theft if there are increased window or transparency requirements
- 80% consider visibility and access for customers to be either somewhat or very important.

Office Space

- 85% have businesses that include office space
- The majority require 10% – 30% of floor space to be office space.

Parking

- 62% say the current amount of parking they have is adequate.
- 69% report that they share their parking with neighboring businesses.

Outdoor space

- 65% agree that outdoor space is needed for their business
- Existing outdoor space is used for a variety of reasons, including:
- production and repair
- customers' consumption of goods
- display of products
- staff breaks and meetings.
- other reasons

Other comments

Desires:

- Adequate parking and loading
- Modular/flexible space
- Sand trap drainage
- Outdoor and indoor storage spaces
- To stay in Boulder

Concerns:

- Being priced out with redevelopment
- Leasing instead of owning
- Adding residential to industrial areas

how will we use this input?

Responses will be used to prepare the building space requirements included in the East Boulder areas that will be subject to Form Based Code in the future.

FBC Updates

boulder chamber commercial brokers group presentation

Date: May 13 , 2024

# of Participants: ~50

Location: Elevations Credit Union - 2960 Diagonal Hwy

next steps

1. Technical Advisory Committee (TAC) meeting #3 to review recommended Draft FBC updates and proposed future zoning map June 10th
2. City Council Study Session Form-based code review June 13th
3. Planning Board Form-Based Code update review July 16th
4. Form-Based Code adoption Fall 2024

what we heard

The project team met with the Boulder Chamber Commercial Brokers group to provide a project update and share the results of the East Boulder Business Questionnaire. The project team listened to additional feedback surrounding the needs of businesses in the area.

Concerns from this group mirrored several of the concerns staff have been hearing from both the Technical Advisory Committee and Focus Group members. In addition, they were interested in expanding allowed uses in areas zoned as industrial.

Many participants agreed with the feedback provided by participating businesses through the questionnaire. Some participants appreciate the FBC for the following reasons:

- Creates a more predictable review process.
- Removes discretion from the process, saving time and money.
- Expands on the allowed uses in industrial-zoned areas.

Some participants shared the following concerns:

- FBC could be too rigid and specific, limiting opportunities for uses.
- Desire for clients to be able to use spaces for a wider variety of business purposes.

how will we use this input?

The meeting was an opportunity for commercial brokers to confirm or elaborate on the feedback staff heard from businesses through the questionnaire. This feedback will be used to prepare the space requirements included in the East Boulder areas that will be subject to Form Based Code in the future. Code in the future.

FBC Updates

fbc draft office hours

Public

Date: Wed., Jun. 5th, 2024

# of Participants: 3

Location: Online

next steps

1. Technical Advisory Committee (TAC) meeting #3 to review recommended Draft FBC updates and proposed future zoning map June 10th
2. City Council Study Session Form-based code review June 13th
3. Planning Board Form-Based Code update review July 16th
4. Form-Based Code adoption Fall 2024

what we heard

Three people attended Office Hours, which were held online. The participants were developers and property owners who were largely interested in specific aspects of the form-based code changes and how these would impact their future development projects. They brought up several concerns and suggestions related to this.

The highlighted concerns were:

- The 14'/15' first-floor requirement and Boulder City's 55' height limit makes it incredibly hard to fit 5 stories in areas in which 5 stories are allowed. This is exacerbated when the property is in a floodplain.
  - Suggestions to mitigate for this included adding provisions for floodplain properties.
- Set back requirements, specifically side and rear yard setbacks.
- The lack of flexibility of uses for the 10% of the ground floor allocated for production business space – concern these spaces will remain vacant, rather than productive.
  - Suggestion to widen uses to include retail and restaurants.
- Concern over loss of space with the 30% top floor design requirements creating less opportunity to maximize units in a space. This in turn, drives housing prices up and limits residential opportunities according to participants.

how will we use this input?

Input will be used to further revise the Form-Based Code and will be presented to City Council and Planning Board for further consideration.

FBC Updates

technical advisory council (TAC) Meeting #3

Date: Mon., Jun. 10th, 2024

# of Participants: 5

Location: Online

next steps

1. City Council Study Session Form-based code review June 13th
2. Planning Board Form-Based Code update review July 16th
3. Form-Based Code adoption Fall 2024

what we heard

Technical Advisory Committee members include professionals from the local design and construction community including architects, landscape architects, urban planners, and attorneys. Staff presented an update of the Form-Based Code draft and asked for feedback. Overall, the TAC agreed with the form-based code updates, however they brought up several concerns and suggestions.

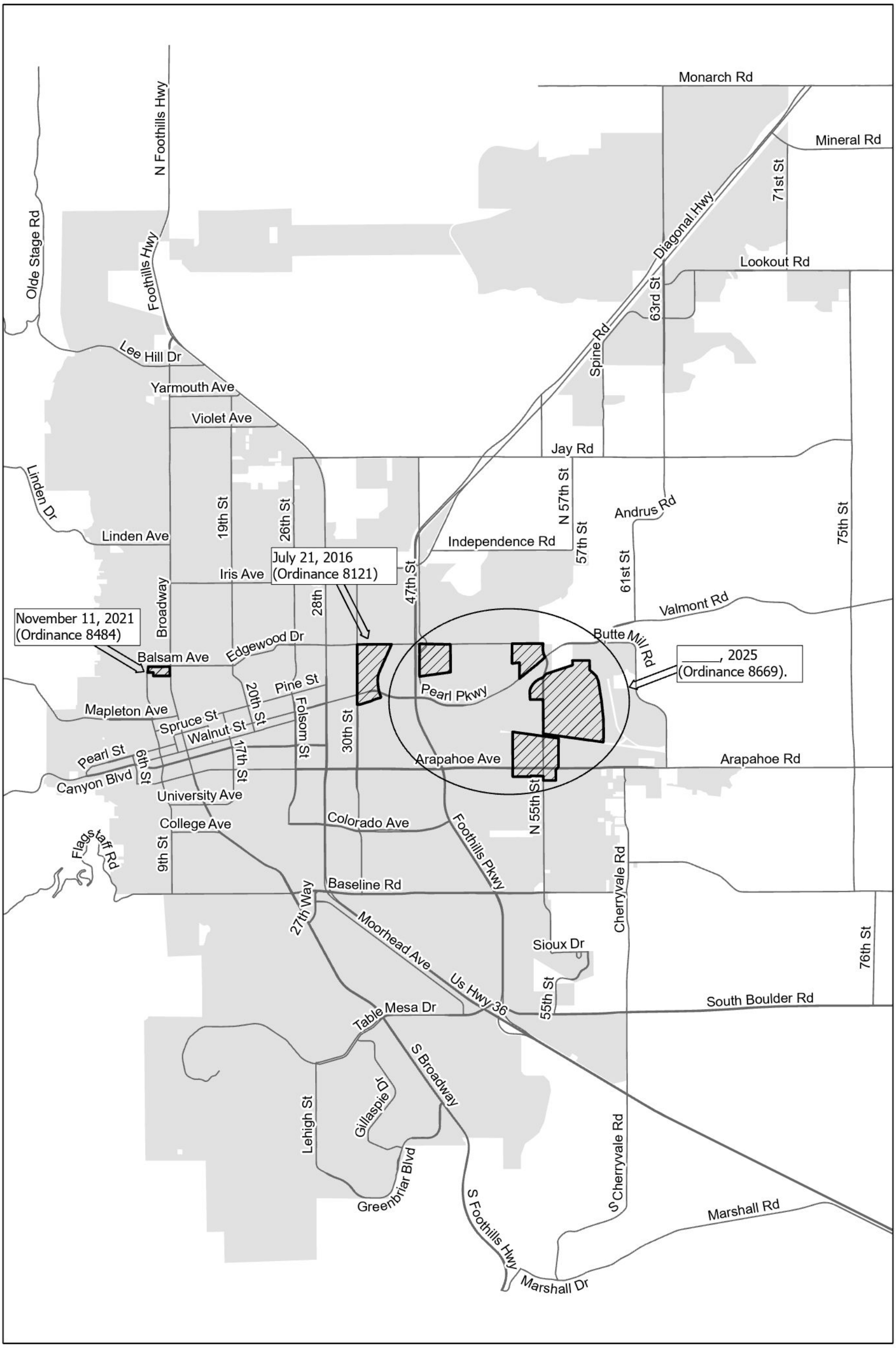
The highlighted concerns were:

- The 14'/15' first-floor requirement and Boulder City's 55' height limit makes it incredibly hard to fit 5 stories in areas in which 5 stories are allowed. This is exacerbated when the property is in a floodplain.
  - Suggestions to mitigate for these issues included adding provisions for floodplain properties and lowering the height requirement of the 1st floor.
- Concern about what the form-based code could mean for small redevelopments on PUD land.
- The lack of flexibility of uses for the 10% of the ground floor allocated for production business space – concern these spaces will remain vacant, rather than productive.
- Suggestion to widen uses to include retail and restaurants.
  - The design requirement for a 30% open space on the top floor of 5-story buildings. Unintended consequences could be the loss of potential housing and increased costs making building projects unfeasible.
- For Flatiron Business Park, a suggestion was made to do focused small-scale commercial areas at nodes with residential surrounding them. Trying to include mixed-use on first floors of all buildings might be difficult.
- Focusing on nodes might be more beneficial
- Would be good to include required periodic updates to FBC over time

how will we use this input?

Input will be used to further revise the Form-Based Code and will be presented to City Council and Planning Board for further consideration.

Appendix L to Title 9 – Form-Based Code Areas



Boulder Planning Board

1777 Broadway

Boulder, CO 80302

Re: Concerns Regarding the East Boulder Subcommunity Plan (Item 5a)

Dear Members of the Boulder Planning Board,

The Boulder Chamber is working with a coalition of numerous affected parties in the East Boulder Flatiron Park region and are writing to express our thanks for City Staff's thoughtful engagement and commitment to ensuring a vibrant and sustainable East Boulder. We would like to outline several concerns regarding Agenda Item 5a in the spirit of improving outcomes and efficiency for all parties.

Below is an outline of the concerns regarding the current direction of the East Boulder Subcommunity Plan, particularly the impacts of proposed policies on the community, businesses, and housing. While we understand and support the city's broader goals, we believe the following issues merit further attention and thoughtful reconsideration to ensure that the plan aligns with the needs and diversity of East Boulder's business and residential communities.

Mandatory Housing in East Boulder

The inclusion of mandatory housing provisions in East Boulder, while aimed at increasing residential density, raises significant concerns. East Boulder's character, particularly in areas like Flatiron Park, is predominantly industrial and research-driven, and mandatory housing requirements may disrupt these established uses. It is vital to maintain flexibility to allow the market to respond organically to housing needs without mandating it in areas where it may not be appropriate or feasible. During the community engagement exercises leading to the initial draft of the form-based code, the working groups concluded that housing must be optional, not mandatory. This directive has been echoed by City Council each time it has reviewed the proposed form-based code. This concept is still missing from the current draft, and this oversight should be remedied.

Mandatory Production Business Space

While the idea of mandatory “production business space” is rooted in preserving the area's industrial and commercial nature, we worry that it may inadvertently limit other valuable uses. Flexibility is key here, allowing businesses the optionality to adapt space according to their needs without being constrained by rigid production space requirements. A more flexible approach would support a wider variety of businesses and allow East Boulder to evolve as a dynamic economic hub.

Design Constraints and Incompatibility with R&D Use

Many of the proposed design constraints, such as limitations on floor-to-floor heights, are incompatible with the needs of research and development (R&D) facilities, which make up a large portion of Flatiron Park's current use. R&D facilities often require higher ceilings, specialized infrastructure, and other design accommodations that are not accounted for in the current proposal. These constraints could stifle innovation and drive R&D companies away from Boulder, weakening the local economy. The city staff and the business community have worked hard to ensure that industrial uses remain permitted in Flatiron’s Park; however, this important understanding will be undermined if permitted use are impossible in practice due to design constraints.

Proposal for Façade and Roof Design Requirements

The current Proposal would require existing structures to comply with its façade requirements in the following situations: (i) when new facades are added as a result of the addition of any floor area, (ii) when thirty percent or more of façade material is replaced, (iii) when thirty percent or more of windows are replaced, or (iv) when any exterior door or balcony is added or replaced. Additionally, the Proposal would require compliance with roof design requirements if the shape or style of more than sixty percent of the roof is changed (Proposal § 9-14-5(c)).

These requirements are problematic and go far beyond typical provisions governing changes to nonconforming structures. Property owners would be required to modify existing structures to meet the Proposal’s façade and roof standards, even for routine repairs, such as replacing damaged windows, doors, or roofing materials. This makes necessary maintenance and repairs unnecessarily burdensome, potentially making them infeasible for property owners. As a result, this provision would effectively strip property owners of the ability to continue using and maintaining their existing structures, threatening the viability of long-standing businesses.

Large Site Requirements and Nonconforming Status of Existing Buildings

The proposed requirements for large sites and the risk of existing buildings becoming nonconforming are worrisome. Many existing buildings in East Boulder serve important industrial and commercial functions and should not be penalized or forced into non-conformance. We strongly advocate for preserving current uses as conforming and avoiding the imposition of housing or other requirements that disrupt long-established businesses.

Form-Based Code (FBC) and Affordability

While we understand the intent behind form-based code (FBC) to create more cohesive urban design, several aspects of the FBC need to be revised to meet the goal of affordability. Specifically, the FBC imposes design requirements that increase construction costs, sometimes by 10-15%, without delivering significant benefits. Requirements such as a 30-foot building break every 120 feet or limitations on building length disrupt the efficiency of design, making it more expensive to deliver housing or commercial space.

At a time when Boulder is seeking to increase housing stock and lower rent costs, it is crucial that the form-based code be revisited to prevent these unintended consequences. A possible solution would be to establish a testing period for the FBC, where the code is reviewed every 24 months to assess its real-world impacts and address any inefficiencies.

Flexibility and Optionality

One of the prime tenets discussed during the East Boulder planning process was the need for flexibility and ease of use. Given the diversity of uses, properties, and development professionals in the area, maintaining optionality in the plan is essential. Rather than pushing everyone through form-based code, applicants should also be given the choice of going through site review. This flexibility will allow the plan to meet the diverse needs of businesses and residents without imposing one-size-fits-all solutions.

For instance, it is important to ensure that façade improvements or minor modifications do not inadvertently trigger full compliance with form-based code. Flexibility in these cases will make it easier for property owners to maintain and improve their buildings without being burdened by costly or unnecessary requirements.

Cost Implications and Practical Examples

We urge the Board to consider the real-world cost implications of the form-based code. Many provisions, such as mandatory open-air paseos and building breaks, significantly increase costs while delivering limited benefits. These requirements also reduce the amount of usable space, which runs counter to our goal of increasing housing and commercial availability. We recommend incorporating practical, precise, and technical examples into the review process to ensure that the code achieves its goals without unintended financial burdens.

Process Concerns

We previously raised concerns about the planning process, and write to undergird the importance of continued transparency, inclusivity, and responsiveness to stakeholder feedback. The East Boulder Subcommunity Plan must be shaped by the realities of those who live, work, and invest in the area. Ensuring a more iterative and collaborative process will lead to a stronger, more widely supported plan and we look forward to continued interaction with city staff.

Conclusion

In summary, we respectfully urge the Boulder Planning Board to reconsider certain elements of the East Boulder Subcommunity Plan, particularly regarding mandatory housing, production space, design constraints, and form-based code. We believe that by incorporating greater flexibility, optionality, and a focus on practicality, the plan can better serve the community while maintaining its economic vitality and affordability goals.

Thank you for considering our feedback, and we look forward to continuing this critical dialogue to shape a more inclusive, viable, and effective plan for East Boulder.

Sincerely,

Jonathan Singer – Senior Director of Policy Programs

Boulder Chamber of Commerce

CONSCIENCE BAY
COMPANY

10/14/24

Re: Concerns About the East Boulder Subcommunity Plan

Dear Boulder Planning Board Members,

Thank you for all the hard work and thoughtful engagement on the East Boulder Subcommunity Plan. I appreciate the effort City Staff has put into ensuring a vibrant, sustainable future for this area. However, I want to raise a few concerns regarding Agenda Item 5a, in the spirit of improving outcomes for everyone involved.

I understand and support the city's larger goals, but some elements of the current direction of the plan, especially the proposed policies, could have significant impacts on our community, businesses, and housing. I believe these issues need more careful consideration to make sure the plan works for the unique needs of East Boulder's business and residential communities.

Design Constraints and R&D Compatibility
Several proposed design constraints, like limits on floor-to-floor heights, don't match the needs of research and development (R&D) facilities, which are a big part of East Boulder. These spaces often require higher ceilings and specialized infrastructure. The current design requirements could push R&D companies out of Boulder, hurting the local economy.

Façade and Roof Design Requirements
The proposal's requirements for façade and roof design, even for routine repairs or small updates, are overly restrictive. Property owners would be forced to make costly and unnecessary changes to their buildings for basic maintenance, which could hurt long-standing businesses that are vital to the community.

Large Site Requirements and Nonconforming Buildings
The proposed requirements for large sites could make many existing buildings nonconforming, which is concerning. These buildings are vital to East Boulder's industrial and commercial life, and we shouldn't force changes that disrupt established businesses or push them into nonconformance.

Form-Based Code and Affordability
I understand the intent behind form-based code (FBC), but several aspects of it need to be revised. Certain design requirements in the FBC increase construction costs significantly, without providing much benefit. At a time when we're trying to lower housing costs and increase supply, these added costs make affordability harder to achieve. A solution could be to test the FBC over time and review its impact, ensuring it doesn't have unintended consequences.

Flexibility and Optionality
Throughout the planning process, the need for flexibility has been emphasized. Given the diverse uses in East Boulder, it's important to keep options open. The plan shouldn't impose rigid, one-size-fits-all solutions. For example, minor building improvements shouldn't automatically trigger full compliance with the FBC. This flexibility will allow property owners to maintain and improve their buildings without unnecessary costs.

I encourage the Planning Board to consider giving property owners the option to choose between applying through the form-based code or the traditional Site Review process once the overlay is in place. This flexibility would allow property owners to select the approach that best suits their specific project needs and circumstances

Cost Implications
I urge the Board to seriously consider the real-world cost impacts of the proposed plan. Requirements like mandatory open-air paseos and building breaks raise costs without delivering enough benefit. In fact, they reduce the amount of usable space, which contradicts our goals of increasing available housing and commercial space.

Conclusion
In closing, I respectfully ask the Boulder Planning Board to reconsider certain elements of the East Boulder Subcommunity Plan, particularly the mandatory housing, production space, design constraints, and form-based code. By building more flexibility and practicality into the plan, we can better serve the community and maintain the area's economic vitality and affordability.

Thank you for considering our feedback. I look forward to continuing this important conversation and working together to shape a more inclusive and effective plan for East Boulder.

Sincerely,

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Conscience Bay Company
Director of Development
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Outlook

FW: Divergence from East Boulder Subcommunity Working Group plan

From Johnson, Kristofer <JohnsonK3@bouldercolorado.gov>
Date Mon 10/14/2024 4:51 PM
To Horn, Sarah <horns@bouldercolorado.gov>

Kristofer Johnson, AICP, PLA
Comprehensive Planning Manager
(Pronouns: He/Him/His) *What's This?*

City of Boulder
Planning & Development Services

O: 303-441-4277
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From: Ferro, Charles <FerroC@bouldercolorado.gov>
Sent: Monday, October 14, 2024 4:24 PM
To: King, Kathleen <KingK@bouldercolorado.gov>; Johnson, Kristofer <JohnsonK3@bouldercolorado.gov>
Subject: FW: Divergence from East Boulder Subcommunity Working Group plan

fyi

From: Peter Aweida <peter@westland-development.com>
Sent: Monday, October 14, 2024 4:14 PM
To: boulderplanningboard <boulderplanningboard@bouldercolorado.gov>
Subject: Divergence from East Boulder Subcommunity Working Group plan

External Sender Notice This email was sent by an external sender.

Dear Planning Board Members,

I am a property owner of several industrial properties in the East Boulder subcommunity. I was also on the working group that worked on this plan for three years. It was a balanced, thoughtful process that produced a good result. However, since the working group's completion, there have been some changes to the finished product that do not incorporate many of the themes that were essential to the plan. The lack of transparency and changes to the original plan have left many owners and small businesses wondering what the point of the working group was.

There seems to be a disconnect between what was agreed upon in the plan and what the current city staff is trying to accomplish. Many changes seem to be agenda-driven without consideration for essential ideas from the plan like buffer zones, zoning flexibility and optional residential conversion. East Boulder was supposed to be an example of a 15-minute walkable neighborhood…but the latest iteration of this plan will have future residents of East Boulder traveling outside of the subcommunity more often as a result of an inflexible and rigid form-based code…exactly the type of transportation problem that exists today.

The lack of follow-through from the working group to the current set of decision makers is troubling. Some of this may be due to city staff turnover since the group's work completed. The working group got feedback from many small businesses in East Boulder and promised tenants that they would not be forced out of the neighborhood.

However, the latest version of the plan would make many properties and tenants non-conforming and has stripped away options for non-residential uses. At a time when real estate is experiencing a major shift in how spaces are used, flexibility will be an important part of repurposing properties and having an economically sustainable environment.

The City of Boulder is constantly trying to over-correct on housing policy mistakes from the past. In the 1990's, the policy was: no more housing. Then it changed to: no more jobs. Now it's changed to: housing only. Can we please find a balanced approach to housing and zoning policies without having to over-correct every 20 years? The East Boulder Subcommunity Plan was a great accomplishment…it should be implemented as it was intended with flexibility, optionality and inclusivity.

Best,
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VIA EMAIL

Members of the City of Boulder Planning Board
Boulder City Council Members
City of Boulder
1777 Broadway
Boulder, CO 80302

Re: October 15 Planning Board Agenda: Form Based Code Proposal

Dear Honorable Members of the City Council and Planning Board:

We are writing on behalf of our client BioMed Realty concerning the Form Based Code proposal that is now coming before you (the "Proposal"). We represent several industrial property owners in the Flatiron Business Park (the "Park"), including BioMed Realty, L.P., and its affiliates (collectively, "BioMed Realty").

We are reattaching our letter dated June 19, 2024, where we identified a host of concerns. Unfortunately, as you will see, we are again finding a disconnect between Staff's current proposal and the direction given by City Council on October 6, 2022 – direction that was reconfirmed by Council at the study session on June 13, 2024. Our primary concerns remain the following:

1. **Mandatory Housing** is required in all instances, barring narrow convoluted exceptions.
2. **Mandatory 'Production Business Space'** that forcibly fractures assets and uses, contrary to user preferences.
3. **Non-Conforming Status** eliminates currently conforming uses and results in significant frustration of the investments many owners and businesses have made in the park.
4. **Research & Development (R&D) Disregarded.** R&D is not referenced at all in the entire 99-page Proposal. The only means to pursue R&D appears to be via discretionary exceptions.

This letter supplements the 14 October 2024 Boulder Chamber letter with additional context. We ask that Planning Board and City Council direct Staff to stay true to the vision of the East Boulder Subcommunity Plan ("EBSP") and Council's very clear direction regarding three goals: (i) inclusion of housing to be optional for each landowner, not mandatory; (ii) properties not to be "downzoned", and (iii) rezoning of properties to be owner-initiated.

As always, we appreciate the Planning Board's time and attention to these important concerns affecting many thousands of square feet of East Boulder buildings and businesses.

Detailed Discussion

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I. Mandatory Housing

The Proposal would require developments in East Boulder with a total combined floor area exceeding 15,000 square feet to devote a minimum of fifty percent of floor area to residential use.[1] Proposal § 9-14-6(c)(4). This requirement would prevent the development and operation of many of the types of buildings that currently exist in East Boulder.[2] In particular, housing in a shared building with incompatible uses like laboratory use is problematic (as noted by both Council members and Planning Board) for many reasons beyond the obvious aesthetic incongruity. Hazardous material uses are inconsistent with a shared housing use, fire safety issues may not permit such shared use or make such shared use safe for residents, construction specifications between these two product types are different in material ways, lenders would likely not finance such a hybrid building, and other reasons dictate against such a shared use.

As you know, with respect to implementation of the East Boulder Subcommunity Plan, ("EBSP"), the City Council has been very clear that inclusion of housing within the current IG and IM zoning districts is to be optional, not mandatory. The Council gave this direction during its hearing on the EBSP on October 6, 2022, and repeated the direction at its Form Based Code study session on June 13, 2024. Council members have specifically stated that the Form Based Code must not have the unintended consequence of either (i) driving out industrial businesses as tenants or as property owners or (ii) causing stagnation of redevelopment due to owners' inability to finance or otherwise build a property that includes fifty percent housing. The Proposal would do exactly this.

We fully support creating "optionality" to replace or add housing stock where an owner chooses to shift away from industrial uses instead of making housing obligatory. However, by requiring housing in all instances, the Proposal seems to assume that all of East Boulder is an area in transition or a blighted industrial area in need of a new purpose. This is simply not the case. East Boulder is an active life science and technology epicenter. The neighborhood that would be affected by the Proposal is a vibrant, energetic and transformative area that supports cutting-edge research into cures for cancers and other diseases.

In the area along Arapahoe Avenue to the south of the railroad tracks, opportunities may exist for redevelopment that could include housing. However, in the area to the north of the railroad tracks, with few exceptions, the existing buildings are newer, large, and full of many financial, technology, or life science occupants. These are not areas of dying industrial building stock or large vacancies looking to be repurposed. Forcing these buildings to include housing will have exactly the unintended consequences that were of concern to the City Council. On the other hand, allowing

[1] The Proposal states that this residential requirement would apply when "any use review is granted." Thus, it appears that the requirement would not apply to developments containing only by-right uses. Further clarity on applicability would be helpful, and clarification of the Proposal language may be appropriate.

[2] While the Proposal includes an "exception" to the residential floor area requirement (Proposal § 9-14-6(c)(4)(A)), this exception would be of little practical significance to most property owners. The exception would be entirely within the City's discretion and would require an applicant to demonstrate potential health and safety impacts on the property or negative impacts from neighboring properties on the residential use.

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optionality will encourage property owners to evaluate what uses best fit the community and will keep the area vibrant for years to come.

II. Mandatory 'Production Business Space'

The Proposal would require developments in East Boulder with a total combined floor area exceeding 15,000 square feet to devote a minimum of ten percent of ground story floor area to "Production Business Space." Proposal § 9-14-6(c)(5). The definition of "Production Business Space" is not clear—the Proposal lists numerous uses that may not be included within Production Business Space, but the Proposal does not define what Production Business Space may contain. As a result, it is not clear that the required Production Business Space could be put to any practical use. The requirement for small ground floor spaces to be leased separately from the remainder of a building is entirely incompatible with life science and research and development buildings, which require large floorplates, specific mechanical and loading facilities, and dedicated, private space for tenants.

Further, the design requirements for Production Business Space, which prescribe a "Shopfront Base," do not match the building type requirements in Section 9-14-14 of the Proposal. Even if this issue were clarified, the requirement for a Shopfront Base is inappropriate for the neighborhood context of many areas in East Boulder. As defined in Proposal Section 9-14-22, a Shopfront Base is designed to create access and permeability between a shopfront and an "adjacent sidewalk." This base form would be appropriate in an area with a consistent street wall at the sidewalk, but it does not fit the areas of East Boulder that include large buildings set back from the street and surrounded by parking and loading facilities.

III. Nonconforming and Nonstandard Status

The Proposal would cause many existing uses in East Boulder to become nonconforming and would cause many existing structures in East Boulder to become nonstandard. In general, creating nonconforming uses and nonstandard structures discourages renovations and upgrades because property owners tend to avoid alterations that would forfeit the right to continue operating an existing use or structure. In addition to this general policy problem with code changes that create many nonconformities, the Proposal's treatment of nonstandard structures and nonconforming uses causes the following specific concerns:

1. Façade, Window, and Roof Requirements

The Proposal would require existing structures to comply with the Proposal's façade requirements when (i) new facades are added as a result of the addition of any floor area, (ii) thirty percent or more of façade material is replaced, (iii) thirty percent or more of windows are replaced, or (iv) any exterior door or balcony is added or replaced. The Proposal would further require existing structures to comply with the Proposal's roof design requirements when the shape or style of more than sixty percent of the roof is changed. Proposal § 9-14-5(c).

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These requirements, which would go far beyond typical provisions governing changes to nonconforming structures, are both practically and legally problematic. In order to conduct routine repairs, Property owners would be required to modify existing structures to comply with the Proposal's façade and roof requirements. This would make necessary repairs, such as replacement of damaged windows or doors, infeasible. As a result, property owners effectively would lose the right to continue to use and occupy existing structures. We assume that this is not the City's intent, but the language in the Proposal would have this effect, which would risk a legal challenge on the grounds that the Proposal constitutes an unconstitutional taking. The Proposal needs to be modified so that maintenance of and repairs to existing structures do not require compliance with the new provisions contained in the Proposal.

2. Calculation of 60% Floor Area Threshold, Retroactive Treatment

The Proposal requires compliance with all Form Based Code requirements when any modification to an existing building increases the floor area of such building by more than sixty percent. Proposal § 9-14-5(c)(1). The Proposal provides that all floor area added in the five years preceding any building permit application will be included to determine whether a particular building permit application meets the sixty percent floor area threshold. While we understand the City's desire to prevent avoidance of the floor area threshold through segmentation of projects, this provision needs to be clarified so that it cannot be interpreted to apply to floor area developed prior to the effective date of the Form Based Code or pursuant to valid approvals issued under prior regulations. As drafted, the sixty percent floor area threshold could be triggered for any building permit on a property to which floor area had been legally added prior to the adoption of the Form Based Code.

3. Nonconforming Uses in Existing Buildings

Property owners lose the right to continue a legal nonconforming use after discontinuing the use for a specified period. If owners would lose nonconforming status by discontinuing a use long enough to complete renovations, owners may allow buildings to fall into disrepair. Further, because the Proposal's use regulations are so closely related to the Proposal's prescribed building forms, it does not make sense for the new use regulations to apply to an existing building, which could occur if a property owner lost the right to continue a use rendered nonconforming by the Proposal. The Proposal should provide that the Proposal's use regulations do not apply unless a physical alteration to a structure requires the structure to meet the Proposal's requirements. This would avoid the unnecessary creation of nonconforming uses, prevent the unintended discouragement of investment, and ensure consistent application of the Proposal's form and use provisions.

IV. Research & Development Disregarded

Research & Development ("R&D") facilities are unique structures with very specific requirements. R&D is consistent with both the City's policy for intended uses, and community feedback on appropriate uses for this area. However, the Proposal fails to acknowledge R&D and could drive out the current innovative R&D uses at the heart of East Boulder. For example, two significant concerns are:

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- **Floor to Floor Height:** R&D facilities typically require a minimum of 15' floor to floor heights to allow adequate ventilation required in lab space. However, all proposed building types limit floor to floor height to 12' except "Workshop Building", which is not suitable for R&D for other reasons.

- **Building Articulation:** The Proposal requires building articulation in many instances that would be challenging for R&D facilities. For example, 9-14-11 requires mid-block pathways and 9-14-30 requires building articulation. These requirements breakup usable space and require redundant building systems, drastically increasing costs and reducing building efficiency. These costs and lost efficiency will be passed onto tenants and drive tenants to relocate.

While this letter outlines our most significant concerns with the Proposal, the list contained in this letter is not exhaustive, and we have additional comments and concerns with some of the finer details of the Proposal. As always, we appreciate the Planning Board's time and attention to these important concerns affecting many thousands of square feet of East Boulder buildings and businesses. We hope that the Planning Board will recognize the need for further evaluation of and adjustment to the Proposal, and we look forward to working with the City to ensure that any adopted Form Based Code meets the needs of all stakeholders.

Very truly yours,

Jordan J. Bunch
of Holland & Hart LLP

Mark E. Hamilton
of Holland & Hart LLP

30929326_v3

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4 MOBILITY AND CONNECTIONS: TRANSPORTATION

5 ACHIEVING THE VISION: IMPLEMENTATION

EAST BOULDER

SUBCOMMUNITY PLAN

City of Boulder
Planning & Development Services

ADOPTED OCTOBER 6, 2022
AMENDED DECEMBER 5, 2024

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ACKNOWLEDGEMENTS

The East Boulder Subcommunity Plan process launched in 2019 and has greatly benefited from the generous contributions, passion, and commitment of the community that have navigated complex topics without easy solutions. Community input has been immeasurably valuable to the collaborative process of this project and offers a plan with targeted solutions that can bridge the gap between the citywide policies of the Boulder Valley Comprehensive Plan and the on-the-ground challenges and opportunities of East Boulder. Thank you to all who have contributed!

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The City of Boulder would like to thank the members of the City Boards for their ongoing contribution and participation in meetings and the review of the East Boulder Subcommunity Plan.

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THE BOULDER COMMUNITY

City staff is grateful for the participation, advice and wisdom of many members of the Boulder community, with particular thanks to those working or living in the subcommunity, who generously shared their perspectives on the subcommunity's future in person, online and at community events over the years.

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Baby Goat Coffeehouse
Ball Aerospace
Better Boulder
Boulder Chamber of Commerce
Boulder County
Boulder Community Health – Foothills Hospital
Boulder Housing Partners
Boulder Jewish Community Center
Colorado Department of Transportation
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Humane Society of Boulder Valley
OZO Coffee
Palo Park Community Center
PLAN Boulder
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Thorne Nature Experience
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Hella Pannewig
Jennifer Phares
Jennifer Pinsonneault
Chris Ranglos
Brenda Ritenour
Jim Robertson
Jean Sanson
Christin Shepherd
Manuela Sifuentes
Dana Sparks
Edward Stafford
Cate Stanek
Jay Sugnet
Mike Sweeney
David Thompson
Mandy Vink
Carey Weinheimer
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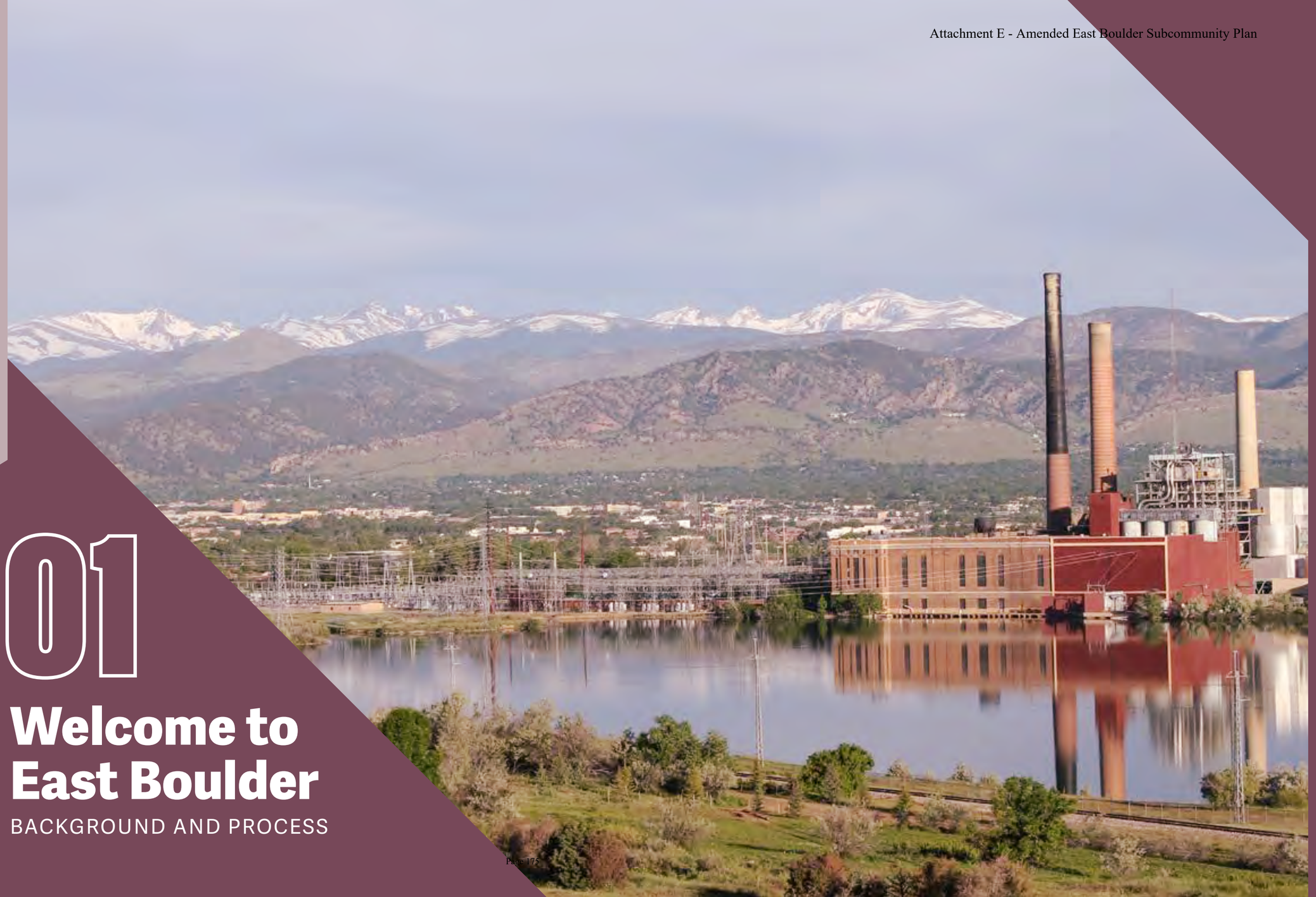
3 EVOLVING NEIGHBORHOODS: LAND USE

4 MOBILITY AND CONNECTIONS: TRANSPORTATION

5 ACHIEVING THE VISION: IMPLEMENTATION



01

Welcome to East Boulder

BACKGROUND AND PROCESS

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THE EAST BOULDER SUBCOMMUNITY

Boulder is nationally recognized as one of the best places to live in the United States. Often cited for a high quality of life and incredible access to outdoor resources, Boulder has been able to maintain its status as a highly desirable community because of its commitment to core values and goals.

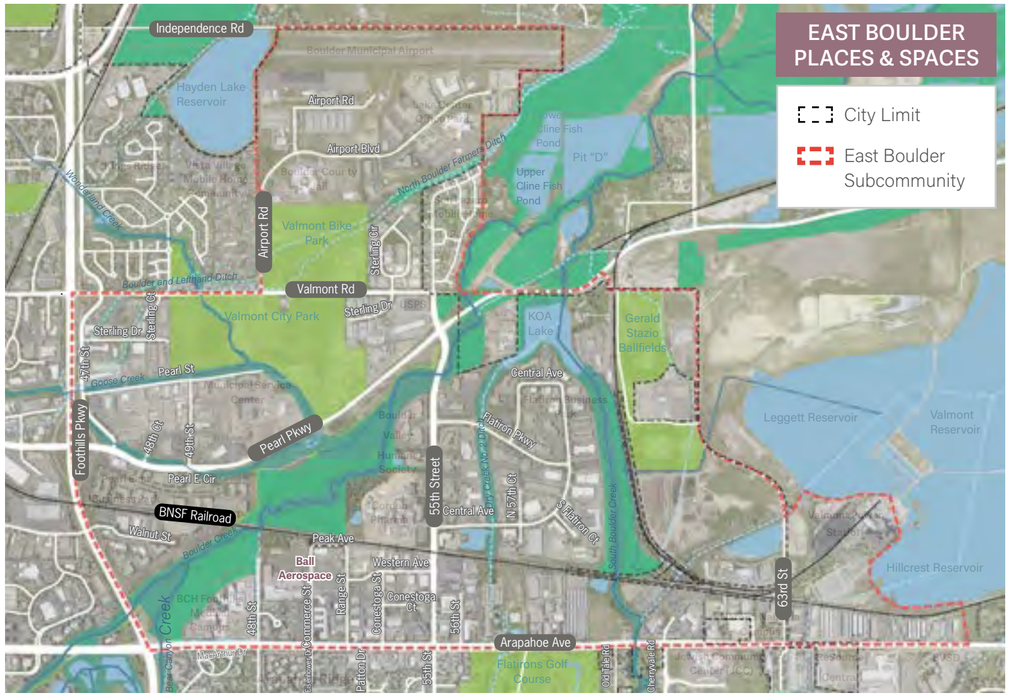
Over the course of two years, community members have been considering how the East Boulder subcommunity can push the city towards its goals for access and mobility; housing affordability and diversity; design quality and placemaking; resilience and climate commitment; arts and culture and local business.

East Boulder encompasses approximately 1,600 acres, generally located east of Foothills Parkway and north of Arapahoe Avenue. The area includes some major community assets, such as Foothills Medical Campus, Valmont City Park, the Eastern City Campus and the Boulder Municipal Airport. It is also home to many local businesses and today, those businesses support approximately 17,000 jobs. There is one residential community in the area, San Lazaro Mobile Home Park, where 460 residents live just outside city limits. This makes East Boulder the least populated subcommunity in the city, although proposals for new developments have begun to recognize the great assets of the area that make it ripe with potential.

The subcommunity is located along Arapahoe Avenue, a state highway, planned for significant investment and bus rapid transit in the future. The subcommunity has a robust jobs market and has historically been home to many local start-ups and a network of diverse businesses. East Boulder is bisected by Boulder Creek and the creek path, which connects to downtown Boulder and beyond. It's also home to the city's largest urban park and the site of the future Eastern City Campus. The East Boulder Subcommunity plan draws on these strengths to define a community vision for the subcommunity and uphold a place worthy of its national reputation.

PROJECT CONTEXT

In January of 2019, City Council identified East Boulder as the first of ten subcommunities to go through an updated subcommunity planning process. East Boulder was selected as a priority for the program to address the high level of change occurring in the area as well as the potential for the plan to improve land use regulations and the quality of public and private improvements, particularly in industrial zones.



A glimpse into activity in East Boulder

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WHAT IS A SUBCOMMUNITY PLAN?

A Subcommunity Plan is a tool for residents, landowners, business owners, city officials and city staff that communicates expectations about the future of a subcommunity and guides decision-making about subcommunity resilience and evolution into the future.

There are several key deliverables included in this plan document:

1. Vision Statements

The 2015 major update to the Boulder Valley Comprehensive Plan (BVCP) identifies key issues that need to be addressed in the community. Subcommunity plans consider how to address these issues at a local, neighborhood-level and implement the goals of the BVCP. The East Boulder Vision Statements describe how the community would like to see each of these issues addressed in East Boulder. East Boulder Vision Statements can be found on page 17.

2. The Land Use Plan

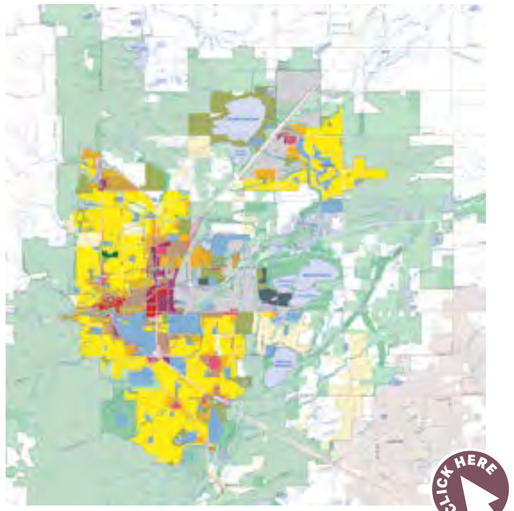
The East Boulder Subcommunity land use plan recommends key changes to the BVCP Land Use Map to achieve the vision statements. These recommended changes are intended to be implemented through amendments to the BVCP, including the land use map and land use map descriptions. The land use plan can also be used to guide changes to the city's land use code. The BVCP land use map guides future zoning decisions. The East Boulder Land Use Plan can be found on page 21.

3. The Connections Plan

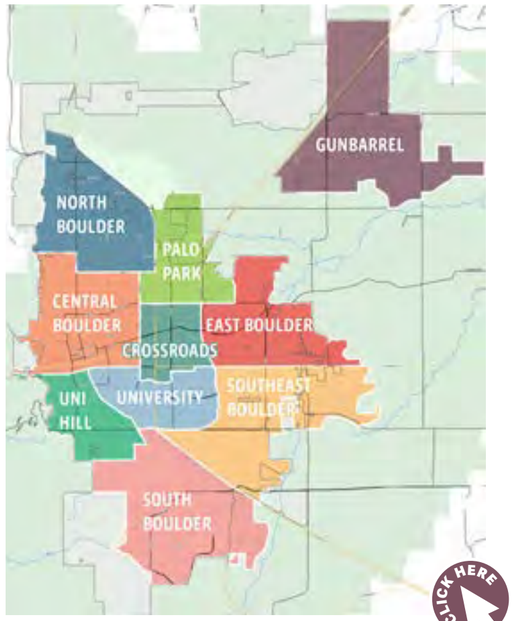
To achieve the goals of the vision statements and support future land uses described in the East Boulder Land Use Plan, an East Boulder Connections Plan recommends updates to the Boulder Transportation Master Plan (TMP) including new facilities and key improvements to existing facilities. The East Boulder Connections Plan can be found on page 51.

4. The Implementation Matrix

The East Boulder Implementation Matrix identifies key policy, program and project recommendations to implement the key deliverables listed above. The matrix represents a collection of community ideas for making changes to East Boulder that will result in a resilient future. The Matrix begins on page 75.



The Boulder Valley Comprehensive Plan Land Use Map



There are ten subcommunities in Boulder

HOW WILL THIS PLAN BE USED?

The East Boulder Subcommunity Plan (EBSP) is intended for implementation and the success of the plan depends on the collaboration of all community members to realize its vision. This plan represents the future vision for the subcommunity. It is not intended, in the near term, to prevent property owners and users from improving or using the property in a manner that is consistent with the underlying zoning until the property is rezoned or redeveloped. Any additional construction will be done in a manner that does not conflict with the Connections plan. The East Boulder Subcommunity Plan is adopted by the Planning Board and City Council. The plan serves as a tool for various community members:

Boulder Residents, Property Owners and Business Owners

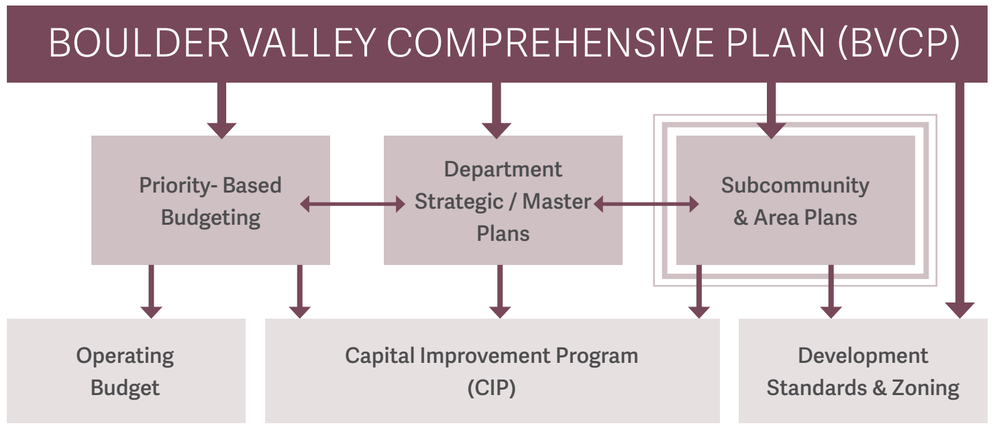
Subcommunity Plans are created in collaboration with the community and offer Boulder residents, property owners and business owners an opportunity to consider how changes in land use, transportation, policies or programs could impact their local properties, investments or businesses. They also offer community members a commitment from the city to make changes that will implement the vision statements included in the plan.

City of Boulder Decision-Makers

The East Boulder Subcommunity plan will be used by decision-makers and city leadership, such as city Boards and Council to inform a myriad of decisions, from funding for future capital projects to regional collaboration for potential recommended policies, programs or projects.

City of Boulder Staff

As a tool, city staff will refer to the plan to inform staff work plans and department budgets for future programs or projects. Within the city's Planning and Development Services department (P&DS), a subcommunity plan offers guidance for planning staff when considering projects in the development review process and other planning related applications.



The East Boulder Subcommunity Plan is informed by the BVCP and Department Strategic and Master Plans. The EBSP offers direction for the CIP and Development Standards and Zoning.

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COMMUNITY PROCESS

COLLABORATIVE ENGAGEMENT

How Community Input Drives the Plan

East Boulder Subcommunity planning process operated in the *collaborate* space of the Boulder Engagement Spectrum with the participation goal: "to partner with the public in each aspect of the process including the development of alternatives and identification of a preferred solution." This type of engagement requires employing multiple methods for outreach, education, communication and participation to achieve successful outcomes through a transparent and democratic process. This project represents a "pilot" for this level of engagement in a long-range plan. As part of the project close-out phase, following plan adoption, city staff and community participants will evaluate the success of the pilot and identify methods for improving collaborative engagement in long-range planning to inform future processes and continual improvement of citywide engagement practices.

To see the full capture of the East Boulder Subcommunity Plan engagement process, check out the Engagement Scrapbook.

Objectives of Engagement

The subcommunity planning program includes four objectives for engagement:

1. Build capacity of city stakeholders
2. Provide inclusive, context-based participation opportunities
3. Deliver memorable experiences
4. Offer consistent and clear communication

To achieve these objectives, the East Boulder Subcommunity Plan was developed over a 30-month period that involved both frequent, continual engagement as well as several significant engagement windows. Key features of the continual engagement strategy included the East Boulder Working Group and Community Connectors.

East Boulder Working Group

The East Boulder Subcommunity Plan was guided and informed by a 21-person working group of community members, who represent a unique blend of interests. The

The East Boulder Working Group at a meeting in 2019

working group included 20 members, who were chosen through an application process, and a City of Boulder Planning Board member, to serve as a liaison. This dedicated group met monthly for over two years. Members identified areas of change and helped develop the plan's vision statements, land use concepts, and final recommendations for land use, urban design, mobility and implementation priorities. Working group members provided leadership for community outreach and were instrumental in generating community interest.

Community Connectors

As part of the East Boulder Working Group, two Spanish-speaking Promotoras from local organization, El Centro AMISTAD, served as Community Connectors. Community Connectors are natural relationship builders who are trusted within their own neighborhoods and partner with the city in connecting with residents from underrepresented communities. By partnering with El Centro AMISTAD and the leveraging the relationships developed through the Promotoras program, tte Community Connectors helped facilitate conversations, share ideas and communicate concerns from community members in the San Lazaro Mobile Home Park, Columbine Mobile Home Park and Vista Village neighborhoods in or near the East Boulder subcommunity as well as local business owners. Their work and input throughout the process was extremely valuable and led to key recommendations of the subcommunity plan.

Citywide Engagement Windows

In addition to some of the continual engagement that took place throughout the engagement process, the planning process also included five significant engagement windows for sharing project information and progress and collecting key feedback from stakeholders citywide.

- East Boulder Inventory: Summer 2019
- Concept Development: Winter 2019-2020
- Scenario Testing and Alternative Futures: Winter 2020-2021
- Plan and Implementation: Fall 2021-Winter 2022
- Draft Plan Review: Spring 2022

Community members dedicated quality time and effort to these engagement windows. Ideas and input from the community are incorporated throughout the plan and inspired many of the plan's recommendations.

PLANNING IN UNCERTAIN TIMES

How the COVID-19 Pandemic Impacted Collaborative Planning

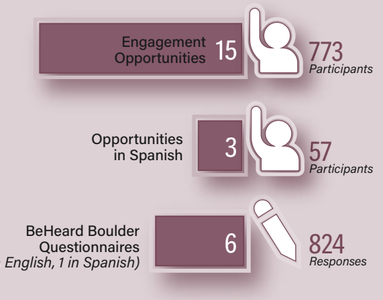
This plan was developed amid the COVID-19 crisis. Concern for safety from COVID-19 required that the engagement process become an entirely virtual, online experience between March 2020 and Winter 2022.

Recognizing that the global COVID-19 pandemic occurred in the middle of this planning process, the Boulder community, and the Working Group members, rallied to help shape the future of their community. The Working Group members elected to keep meeting and conducted their monthly meetings virtually after March 2020. Similarly, all community events and meetings transitioned to a virtual space, with options for both English and Spanish speakers.

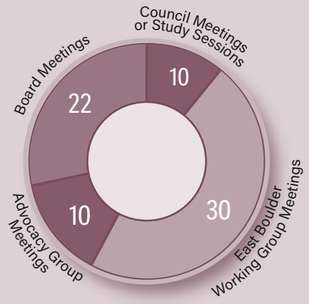
Participation at virtual events and through online feedback tools was tremendous. The process included high levels of participation from community members who were new to planning processes in Boulder. The plan reflects diverse, yet consistent feedback from residents: city-wide and nearby neighbors including English and Spanish speakers; people who work in East Boulder, business- and property-owners, youth, and many who hope to call East Boulder home in the future.

ENGAGEMENT BY THE NUMBERS

Engagement Opportunities



Meetings



Total:

24 Engagement Opportunities

1,654 Participants/ Responses

72 Meetings

796 Participants/ Members

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DELIVERING EQUITY IN EAST BOULDER

East Boulder has long been an area primarily focused on non-residential uses, spaces and activities. The only residents of the subcommunity are those of San Lazaro, a mobile home park that provides relatively affordable housing for a largely Latinx community – but is currently outside city limits. Approximately 17,000 people work in East Boulder and commute to the area daily. This population of existing residents and workforce has very limited, walkable access to goods and services.

Boulder's Racial Equity Plan challenges us to examine the city's past and current plans and practices, to take action to end racial disparities in city services, and to build and maintain trust, expanding the influence of community members of color through inclusive and responsive engagement. The Boulder Valley Comprehensive Plan outlines a vision to promote a healthy community and address social, cultural, racial and ethnic inequities by providing infrastructure and services that will encourage a diverse community to both prosper within and connect to the larger community.

Rising awareness of racial equity provides the city with a contemporary opportunity to scrutinize past decisions through a new lens. Boulder is in a position to consider both socio-economic and racial factors while correcting harms that originated in the past, training a critical eye on past policies and considering their impacts in future decision-making as the city actively promotes measures to help resolve inequity.

Recommendations in this plan were evaluated through the lens of racial and socio-economic equity to ensure neighborhoods in the East Boulder area (and their residents or workers) can achieve the BVCP vision of dynamic, inclusive, and complete 15-minute neighborhoods.

Equity considerations in this planning effort were two-fold: focusing on engagement and outcomes.

ENGAGEMENT

The Community Connectors model was established in the spring of 2018 to better meet community members where they are. Connectors strengthen the relationship between community and city government by partnering to serve as a trusted voice within their neighborhood or circles. Two Community Connectors served on the East Boulder Working Group, one of whom is a resident of San Lazaro, the only resident of the East Boulder Subcommunity on the Working Group.

The connectors participated in the working group meetings, bringing the views of the Spanish-speaking community to the group. They co-designed and co-facilitated outreach and engagement opportunities for the San Lazaro, Vista Village and larger Latinx community.

OUTCOMES

The existing conditions in East Boulder were evaluated to assess if opportunities for change could create better outcomes. The recommendations in the plan are designed to ensure future changes in East Boulder do not further systematic disparities between groups with different levels of underlying social advantage or disadvantage. Plan components and recommendations for investment focus on outcomes that ensure all groups have the opportunity to access wonderful places to live, work, play and visit.

Outcomes include:

- **Expanding opportunity for housing affordability and diversity in East Boulder.** This will be achieved by adding residential and mixed-use development options at key, well-connected locations and implementing the annexation of local mobile home parks, allowing residents to gain equitable access to city services and programs.
- **Improving access to services** that benefit health and wellbeing, such as parks and recreation facilities, transit facilities and mobility hubs, food and retail, health services, schools, and jobs. This will be achieved by both improving access and mobility infrastructure and creating opportunities for new types of services to locate in East Boulder.
- **Providing options for residents and businesses vulnerable to involuntary displacement** due to increasing property values and rents. This will be achieved by offering new kinds of business and residential spaces in mixed use neighborhoods and implementing key programs that can aid businesses who want to stay in East Boulder.

A Working Group meeting in 2020

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02 The Vision for East Boulder

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EAST BOULDER TODAY

HAVE YOU BEEN TO EAST BOULDER LATELY?

Community members have described the East Boulder subcommunity today as a collection of "islands;" disassociated and disconnected areas that are generally active during the work week daytime hours and dormant in the evening and on weekends. It is an area of town that many might not have explored yet or ventured beyond the boundaries of some key destinations, like Valmont Bike Park or Foothills Hospital. Many folks probably get here by car for quick appointments or arrive to work at Flatiron Business Park in the early morning and then head out at 5:00pm.

What others know, and many are about to learn, is that East Boulder has been quietly humming with activity, ideas and excitement. In East Boulder, scientists, engineers and researchers invent new technology that gets launched into space; chefs and entrepreneurs create delicious food that is enjoyed by local customers and shipped all over the country; and artists weld incredible sculptures from abandoned treasures found at Resource Central. Visitors are coming to East Boulder to dance, to learn to ski (indoors!?) and even fly from a hanging trapeze. All the while, Boulder Creek and South Boulder Creek flow through and across the subcommunity, providing habitat for diverse plant and animal life and offering natural respite and recreational passage for the locals. East Boulder today is... pretty cool.

OZO Coffee on Arapahoe

After-school boxing at The Corner

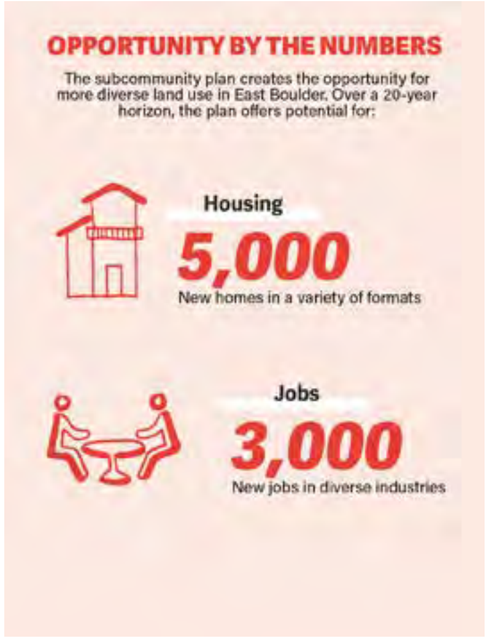
Boulder Creek in East Boulder

EAST BOULDER TOMORROW

LIVE, WORK AND PLAY ON THE EAST SIDE

In the future, East Boulder will continue to be a hub for invention, creativity and resourcefulness. It will be a place where a great idea can grow into a small business and that small business can grow into a bigger business. But in the future, you won't have to drive here all alone. You might live here and walk to your favorite tent repair shop on your way to the office. You may continue to live east of town but have started coming to work with a friend on the Arapahoe BRT, grabbing a locally roasted coffee and hopping on a scooter to meet your team at the plaza. Maybe you're a west-sider and are headed to a disc golf tournament at Valmont City Park. Be sure to hop off the Goose Creek Trail at 48th Street to refuel with a beer on your way home. The area will evolve to include a mix of uses to support daily living and working, including restaurants, personal services and grocery in a walkable and transit rich environment offering multiple options for mobility. The proximity of services and amenities along with mobiity improvements will reduce local trips and greenhouse gas emissions, improving our environment.

Through city investments, local partnerships and community member initiatives, East Boulder will evolve to be a better place for businesses, a new home for new residents and an artful community that is well connected to the surrounding city and the region.



Creating opportunities to live and work in East Boulder

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VISION STATEMENTS

What We Heard

The Boulder Valley Comprehensive Plan identifies six Focus Areas that need to be addressed on a citywide level. East Boulder Working Group members drafted a vision statement for how each of these focus areas should be addressed in the East Boulder Subcommunity. Through focus group sessions and an online questionnaire, community members helped shape and revise the statements to align with community expectations about the future of East Boulder. These Vision Statements will guide implementation of the plan.

Access & Mobility

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

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 in the community.

Arts & Culture

The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.

Local Business

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

Design Quality & Placemaking

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

Resilience & Climate Commitment

Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural 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.

A COLLECTIVE IDENTITY

The East Boulder Subcommunity Plan maintains and enhances the subcommunity's industrial energy while integrating new uses to prepare for the changing dynamics of a work/life balance in Boulder.

East Boulder is large – the land area makes up ten percent of the city's total. With a disparate series of industrial neighborhoods, office parks and large campuses, community members searched for a unifying theme to connect those East Boulder "islands" under one idea. Reflecting the subcommunity's industrial nature, the businesses that make up the subcommunity and the community's hopes for a future full of creativity and innovation, the concept of East Boulder's S.T.E.A.M. zone was developed.

Science. Technology. Engineering. Arts. Medical. or S.T.E.A.M. is the collective identity intended to unify the subcommunity and create a signal that invention has been and will be the heart of East Boulder.

BOULDER'S S.T.E.A.M. ZONE

SCIENCE.
TECHNOLOGY.
ENGINEERING.
ARTS. MEDICAL.

In the future, East Boulder will include a well-connected network of 15-minute neighborhoods

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Evolving Neighborhoods

LAND USE

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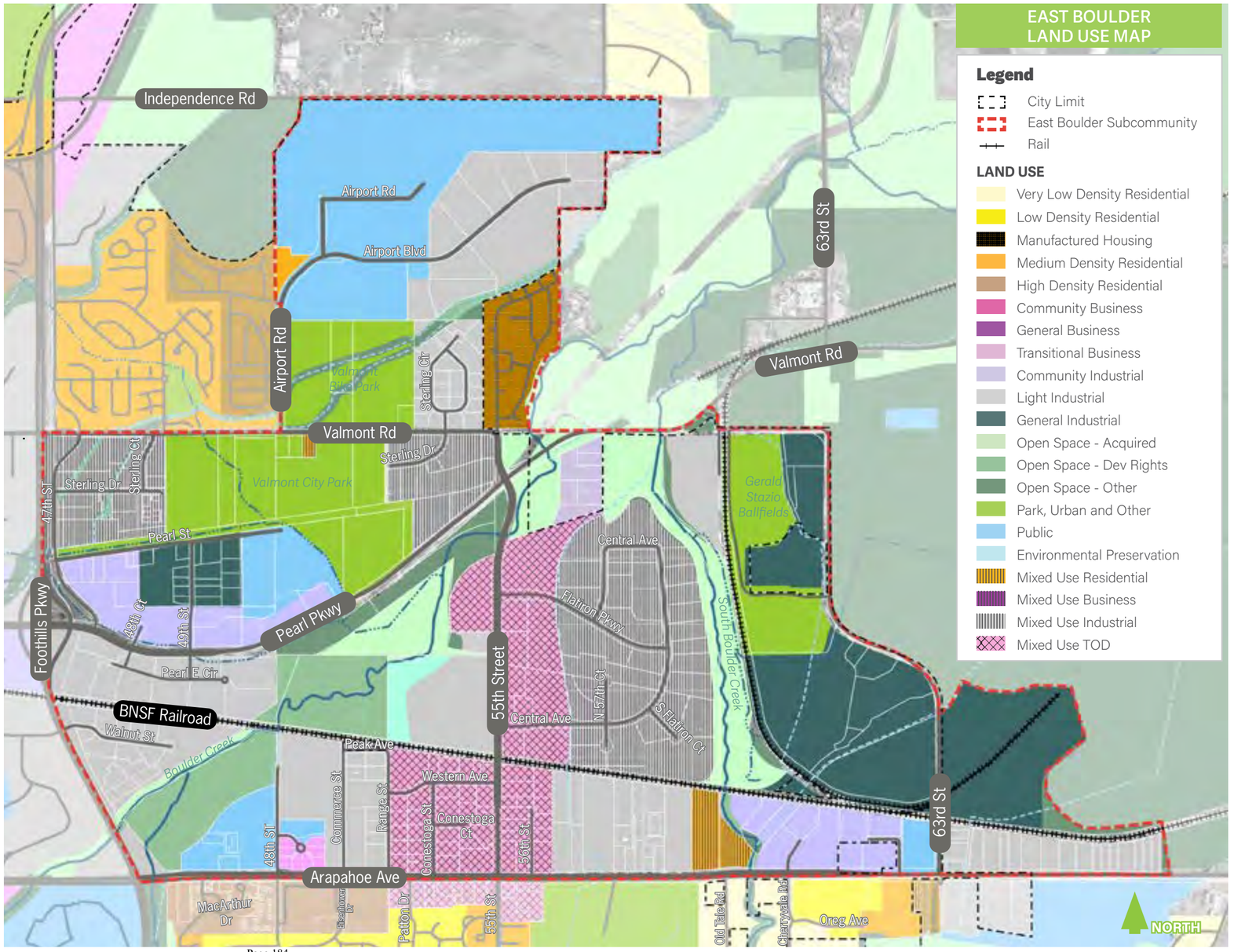
THE LAND USE PLAN

How will industry evolve in Boulder? How can the city integrate new residential opportunities without displacing the space for local businesses? How can we move both people and goods through working areas of the city and keep everyone safe? These questions were essential to the East Boulder planning process. One of the city's most valuable tools for guiding the future of places is the BVCP Land Use Map. The East Boulder Land Use Plan recommends updates to that map and identifies both a vision for evolving land uses into the future and a path to progress on some of the subcommunity's great challenges.

WHAT IS A LAND USE PLAN?

The BVCP Land Use Map depicts a plan of the desired land use pattern in the Boulder Valley. The map and land use descriptions are used to guide future land use and transportation decisions in conjunction with the policies outlined in the BVCP. These tools are also used to guide future zoning decisions.

The Land Use Plan recommends changes to the land use map and land use descriptions in the BVCP to help achieve the vision for East Boulder described in the East Boulder Vision Statements. The Land Use Plan identifies key areas for long-term redevelopment and well-connected, mixed-use neighborhoods where options for living, working or playing are offered within close proximity. Each neighborhood has its own character and unique features that celebrate the subcommunity's industrial past while welcoming new uses and users.



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WHAT IS CHANGING?

What We Heard

"I live in the King's Ridge area, and while it's great, one of the things it lacks is a local shopping district like outlined in the concept for the "main street" area west of Valmont Park. Already, this area is home to a brewery, a bike shop, and a great food truck. It's trending in this direction, but a little nudge would help."

- BeHeardBoulder Participant

"I wholly approve redeveloping with more housing which we need in boulder, and always green spaces are what bring us to Boulder. Lots of residential will help ease the housing shortage and then maybe my family will be able to move to Boulder where we work instead of living in Lafayette and commuting which isn't good for the environment."

- BeHeardBoulder Participant

"I think it is important to preserve the industrial and commercial zones of East Boulder. I realize this must be balanced with providing housing... One thing I love from all the plans is the TOD area around Arapahoe and 55th."

- BeHeardBoulder Participant

MAP CHANGES

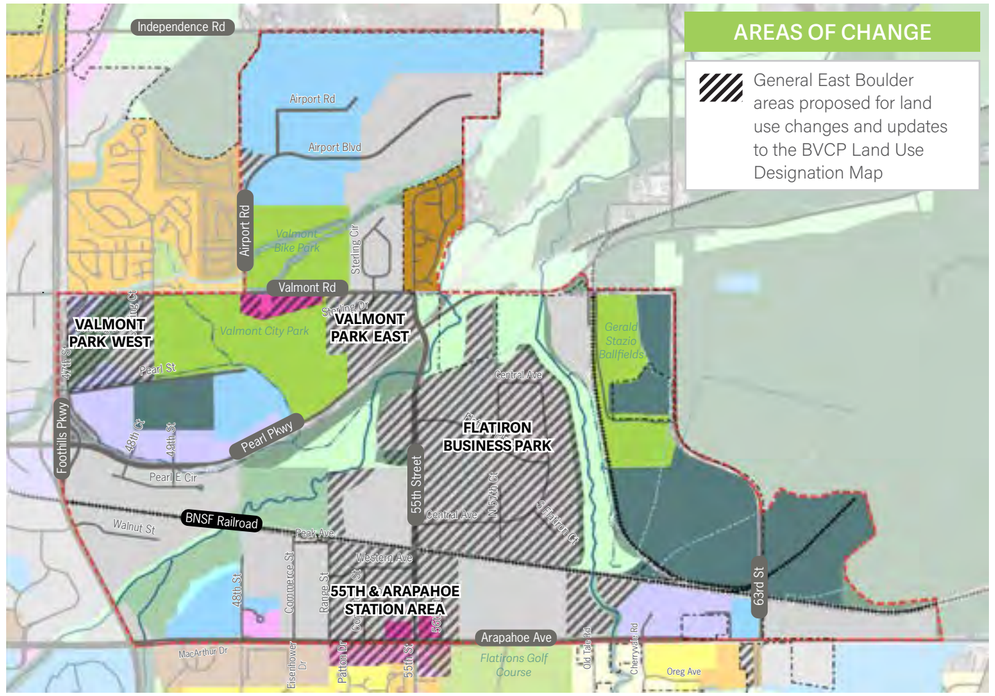
The East Boulder Land Use Plan proposes changes to the current BVCP land use map. Approximately 250 acres that are currently designated as "Light Industrial" are proposed to change to Mixed Use neighborhoods. This modification will bring new opportunities for integrating residential, commercial, and retail spaces and places with existing subcommunity businesses and workplaces. The plan also makes some modifications that will better align the BVCP land use map with existing conditions, protecting small business space through Community Industrial designations, and identifying important natural areas and wetlands with Environmental Preservation designations. While map changes will happen in the near-term, redevelopment in East Boulder is anticipated to happen incrementally, over the next 20 years.

EXPANDING MIXED USE OPPORTUNITIES

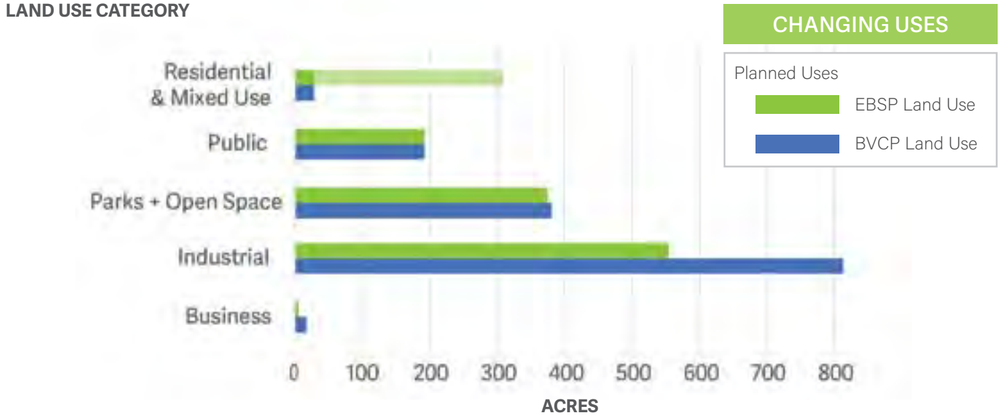
The BVCP includes several policies to encourage, support and realize the development of compact, 15-minute neighborhoods that offer a variety of uses and services. Similarly, community members have described a desire for more convenient, walkable neighborhoods and destinations in East Boulder. To address concerns about impacts to the loss of light industrial spaces or displacement of local businesses, the Land Use Plan includes the following components:

To address these kinds of impacts, the East Boulder land use plan includes the following components:

- **Proposed Updates to the BVCP Land Use Descriptions** for Mixed Use Industrial (MUI) and a new designation, Mixed Use Transit-Oriented Development (MUTOD)
- **Areas of Change: East Boulder Neighborhoods:** illustrative descriptions of what is intended for each unique area
- **Guiding Redevelopment: East Boulder Place Types** fine-grained detail and performance standards to guide redevelopment



The 2021 BVCP Land Use Designation Map and areas recommended for a change in land use by the EBSP



Comparison of BVCP and EBSP planned land uses describes how changes in land designated for industrial and business use is reallocated for residential and mixed uses.

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UPDATES TO BVCP LAND USE DESCRIPTIONS

MIXED USE INDUSTRIAL

The Mixed-Use Industrial land use category describes the types of neighborhoods and redevelopment the community desires in East Boulder. The plan recommends an update to the BVCP Land Use Description for Mixed Use Industrial. See box to the right for revised definition.

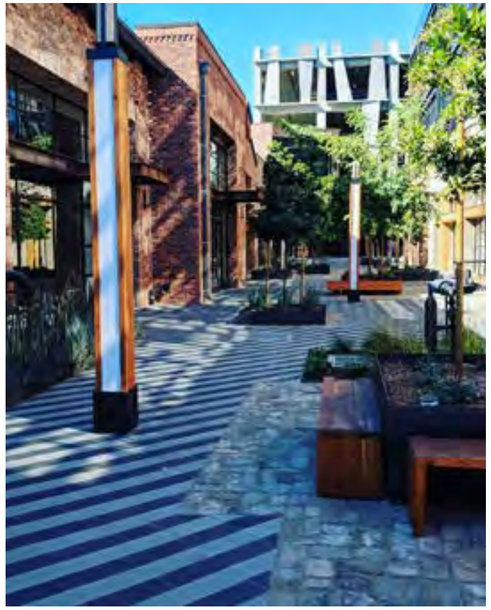
Mixed Use Industrial neighborhoods could help Boulder achieve city goals for Sustainable Urban Form outlined in the Boulder Valley Comprehensive Plan by creating:

- Compact development patterns with density in locations guided by the Land Use Map to create and support a variety of housing types, viable commercial opportunities and high frequency public transit
- A coherent and recognizable structure of paths, edges, landmarks, nodes and centers
- An integrated multimodal transportation system with affordable, accessible and pleasant ways to get around on foot, bike and local and regional transit service
- Opportunities for people to connect to nature and each other
- Daily needs met within easy access from home, work, school, services or recreation without driving a car
- A quality of life that attracts, sustains and retains diverse businesses, creative entrepreneurs and investment in the local economy

MIXED USE INDUSTRIAL (MUI) LAND USE

Characteristics and Locations: MUI areas should integrate diverse housing, commercial and retail options into industrial areas to create vibrant, walkable, working neighborhoods that offer employers, employees and residents a variety of local services and amenities. MUI areas will often provide a transition between existing or planned residential or mixed-use neighborhoods and Light, Community or General Industrial land use areas.

Uses: Consists predominantly of light Industrial use on ground floors. Supporting uses include light-industrial, attached residential, retail, service, office and commercial.



Mixed Use Industrial neighborhoods can offer residents and workforce inspiring places for creative exchange

MIXED USE TRANSIT-ORIENTED DEVELOPMENT

Planned transit and multi-modal facilities for the East Arapahoe corridor present an opportunity for changes that make significant contributions to the city's goals for compact redevelopment, housing affordability and diversity and local business. When such redevelopment is complimented by excellent access to high-frequency transit and other mobility options, the spaces, urban form and requirements for accessories like parking, can take a different shape than in other mixed-use neighborhoods without that level of transportation access. To take advantage of these future investments and create a place that responds to and interacts specifically with high-access mobility infrastructure, the Land Use Plan includes a Mixed-Use TOD (MUTOD) designation. Refer to call-out box to the right for a recommended definition.

MIXED USE TOD (MUTOD)

Characteristics and Locations: MUTOD areas pair existing or planned transit facilities with residential and commercial development opportunities. The goal of MUTOD areas is to transform existing, disparate uses into mixed-use, transit-oriented neighborhoods rich with amenities and services. MUTOD areas are located at regional or local mobility hubs and/or along key transit corridors.

Uses: Consists predominantly of attached residential uses. Supporting uses will be allowed include office, retail, service, commercial and light industrial. Uses should be vertically and horizontally integrated in MUTOD areas.

Image Credit: Adam Coppola

MUTOD neighborhoods give residents and workforce easy access to a myriad of mobility choices

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AREAS OF CHANGE: EAST BOULDER NEIGHBORHOODS

55TH AND ARAPAHOE STATION AREA

The 55th and Arapahoe Station Area will include a variety of new destinations and housing into the fabric of an important working, industrial area. The corner of 55th and Arapahoe will include a mobility hub connecting new residents to places outside of East Boulder and bringing people from other parts of the city and the region to East Boulder by bus, bike, foot, car and even scooter. The neighborhood character will mix high- and low-density buildings with flexible industrial spaces whose doors open to the street, fostering an exchange of people, goods and ideas in this live/work neighborhood. The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario*	
Residential:	100 Townhome/Attached 1,950 Multifamily Unit
Office:	616,000sf
Retail:	136,000sf
Entertainment:	138,000sf
Light Ind/Maker Space:	390,000sf
Light Ind/Production	156,705sf
Structured Parking	645,000sf

The 55th and Arapahoe Station Area Plan, provides a detailed study of the vision, feasibility, and implementation strategies for this catalytic project. The Station Area Plan is an area plan that is part of this plan and can found in Appendix B.

Key Map: 55th and Arapahoe Station Area

KEY ELEMENTS AND RECOMMENDATIONS OF THE 55TH AND ARAPAHOE STATION AREA PLAN INCLUDE:

- Revise zoning in the station area to align with the mix of uses proposed. This may require the development of new zones to accommodate the community vision for the area
- Add form based code standards for the Station Area to the land use code to accommodate the vision for the 55th and Arapahoe Station Area
- Develop an organizational structure, such as a general improvement district or some other type of organization that could provide for some or all, through a public-private partnership that will allow for the following:
  - Ownership and/or management of affordable commercial space
  - Curation of ground-floor activity in station area redevelopment
  - Transportation Demand Management and Parking management
  - The creation of a cohesive branding strategy for the area
- Determine levels and types of financial subsidies and/or incentives to be made available to developers looking to redevelop properties in accordance with the 55th and Arapahoe Station Area Plan
- Establish and operate a Privately Owned Public Space (POPS) program
- Create space for an arts-focused cultural hub
- Increase urban canopy throughout the station area

** Conceptual Scenario metrics provided by consultant team as part of the 55th and Arapahoe Station Area Plan.*

Vision for Conestoga connection at the 55th and Arapahoe Station Area

Vision for the intersection at 55th and Arapahoe

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VALMONT PARK WEST

A mixed-use industrial neighborhood on the west side of Valmont City Park will offer some of East Boulder's most creative combinations of structures and materials, green spaces and waterways, and streetscapes and corridors. The "Valmont Park West" neighborhood will maintain its industrial character and unique businesses while filling a hole in Boulder's missing middle housing by offering new live/work options, attached homes and vertically mixed-use buildings. The neighborhood will become much easier to navigate, with new streets and connections that better link the diverse businesses in this area to each other, the surrounding community and an amazing amenity, Valmont City Park. A 2015 Concept Master Plan for Valmont City Park describes new programming, recreation facilities and connections. Investment in this, the city's largest urban park, will help support the vision and give neighborhood residents, visitors, and workforce access to a beautiful outdoor space with options for both active and passive recreation.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	20 Townhome/Attached 20 Live/Work Large Unit 40 Large Apartment 630 Mid-Sized Apartment 600 Small-Sized Apartment
Light Industrial:	320,900sf
Retail and Sales:	103,300sf
Entertainment:	52,850sf

Key Map: Valmont Park West

Project: Goose Creek Greenway

Today, the Goose Creek path is a multi-use path connecting Central Boulder neighborhoods to the East Boulder subcommunity and Boulder Creek Path. The segment between 47th Street and the path's connection with the Wonderland Creek Path offers a great opportunity to create a beautiful amenity and inviting place in the Valmont Park West neighborhood. The Goose Creek Greenway project envisions this pathway and surrounding landscape as a vegetated greenway to include:

- The creation of a new pollinator corridor
- Places along the pathway to rest and observe the surrounding businesses, architecture, and pedestrian activity
- Improved entrance/exit ramps at the 48th Street bridge

The Goose Creek Greenway could play an important role in the redevelopment of the Valmont Park West neighborhood, offering an important, safe connection to destinations both east and west; as an active green space connecting the neighborhoods north and south of East Pearl Street and as an aesthetic improvement to the community.

Vision for park-side residential along Valmont City Park

Vision for activity and redevelopment along the Goose Creek Greenway in the Valmont Park West neighborhood

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VALMONT PARK EAST

The Valmont Park East neighborhood is all about the views. New mixed-use and residential opportunities in the area will have incredible views across Valmont City Park to Boulder's iconic western landscape. As another opportunity site for missing middle housing, this area may integrate new vertically mixed-use buildings, attached homes and live/work structures. A new east-west multi-use path connection will give area residents, workers, and visitors the opportunity to enjoy a view of one of the subcommunity's eastern landmarks: Valmont Butte.

This mixed-use industrial neighborhood will evolve to include small retail options that better connect the San Lazaro Mobile Home community and the King's Ridge neighborhood to goods and services and compliment the existing office and flex users in the area. The neighborhood's topography offers an opportunity to integrate interesting and creative landscape and architectural features that offer vistas from both the indoors and outside social spaces.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	55 Live/Work Large Unit 360 Mid-Sized Apartment 160 Small-Sized Apartment
Light Industrial/Flex:	53,800sf
Parking:	90,620sf

Key Map: Valmont Park East

Project: The East Side Paseo

The unique structures and great small local businesses at 55th and Arapahoe offer an excellent opportunity to create a neighborhood paseo connecting 55th Street to the proposed north-south connection in the Valmont Park East neighborhood. This project is proposed as a "POPS," a privately owned public space. The paseo would create both a connection and a pedestrian space to allow local businesses, shops and galleries to connect with the local community and draw customers to this hidden local asset. The paseo should offer these unique businesses space to showcase their talents and products, allow for the movement of people and goods and create a special visual connection, that to the East, towards the geologic and cultural feature of Valmont Butte.

Night time along the East Side Paseo

Community gathering spaces activated by a mix of local businesses and live-work spaces

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FLATIRON BUSINESS PARK

The Flatiron Business Park neighborhood will continue to offer high-quality light industrial, flex and office spaces to support local businesses but the neighborhood will also evolve to inspire innovation, encourage active lifestyles and create a local destination district that exemplifies a finely tuned work-life balance. New retail, restaurant and shopping options will support a more active district and allow area workers to walk or bike short distances to meals, drinks and shopping.

Key sites located adjacent to green spaces along Boulder Creek offer opportunities to create new residential homes that are well-connected to not only the Business Park but also regional transit at the 55th and Arapahoe station area to the south and the rest of the city through the subcommunity's robust system of multiuse paths and mobility hubs.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	40 Townhome/Attached 130 Large Apartment 900 Mid-Sized Apartment 100 Small-Sized Apartment
Commercial:	3,864,600sf

Key Map: Flatiron Business Park

Program: East Side Eats

A lack of dining options and a desire to stay local for a quick lunch in East Boulder is a commonly described issue by the area's workforce. Flatiron Business Park is already zoned to allow food trucks in the area, however, there is no central place for people to gather, sit or eat outside. Many workers eat while walking back to the office, carry their food back indoors to eat or try to enjoy their meal while sitting in their car. Outdoor dining offers people an opportunity to spend time outside, creates activity on the street and fosters networking and socialization among diners and passers-by.

The city should collaborate with local property and business owners to identify a centrally located, under-utilized parking area that can accommodate temporary, outdoor dining space to pilot an "East Side Eats" dining plaza. Pending the success of the pilot, future considerations for a permanent plaza installation could provide the business park with a placemaking opportunity and fill a need in the area for outdoor gathering space.

Project: Flatiron Greenway

The city's Transportation Master Plan includes a proposed Multi-Use Path, called the Flatiron Greenway (Project ID 10196). This greenway will offer an off-street option to connect new residents and local workforce in East Boulder to the 55th and Arapahoe Station Area along the drainageway through Flatiron Business Park. The project also offers a recreational amenity to the area, improving the quality of life for users and future residents.

SAN LAZARO MOBILE HOME PARK

The existing mobile home community located at the corner of Valmont Road and 55th Street includes approximately 213 homes and currently lies outside city limits. To include this residential community into the city that surrounds it, deliver San Lazaro residents improved facilities, and grant the community access to city services and programs, the East Boulder Subcommunity Plan recommends the annexation of the San Lazaro Mobile Home Park.

San Lazaro residents are important contributors to the Boulder community but are outside the city limits in the Boulder Valley Comprehensive Plan Service Area II. The neighborhood is eligible for annexation and residents have expressed keen interest in joining the city, provided that the area continues to offer an affordable housing option. Future annexation considerations will align with the city's Manufactured Housing Strategy.

What We Heard

"Include us in Boulder City... Have our children count as part of the city"

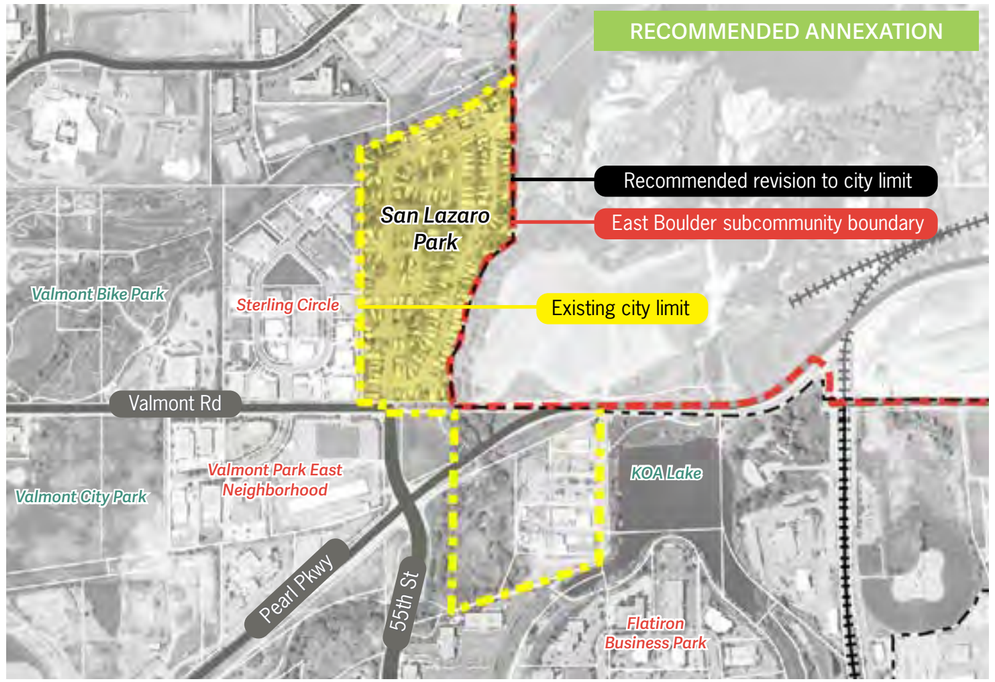
- San Lazaro Resident

"We want to belong to the City of Boulder."

- San Lazaro Resident

"We need more housing in Boulder, simple as that... We also need to protect San Lazaro as an essential neighborhood for low-income housing."

- Questionnaire Participant



Proposed annexation and revisions to city limits

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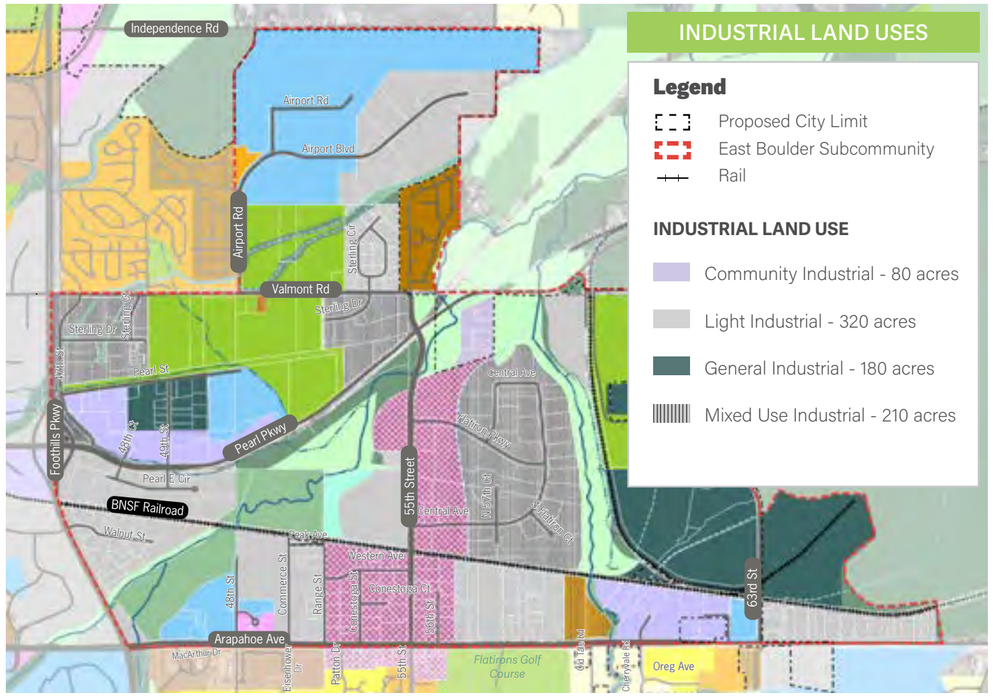
OUTSIDE AREAS OF CHANGE



Much of East Boulder will remain reserved for industrial land uses

The land use changes proposed in the East Boulder Land Use Plan are intended to guide redevelopment and identify needs for investments in strategic locations of the subcommunity. The land use plan maintains 320 acres of land for Light Industrial use, 80 acres for Community Industrial use and 180 acres for General Industrial use. East Boulder is the only subcommunity in the city with land designated for General Industrial use. As other areas of the subcommunity evolve to more mixed-use environments, the value of the industrial lands and how they continue to contribute to the city becomes more precious.

Today, the uses of these industrial areas offer a wide variety of businesses, including everything from car mechanics to research and development offices. Community members have described the value these places offer to the city as employers, industrial service providers and contributors to the local economy. As the city continues to evaluate and guide change across the city, future subcommunity and area planning may utilize the Mixed Use Industrial (MUI) land use designation to indicate priority areas for integrating residential uses into industrial neighborhoods, while preserving Community, Light and General Industrial designations for areas of the city that will continue to offer primarily industrial, manufacturing, flex, and supporting service uses. Directing residential density to key areas of the city that can be well served with amenities and transportation options will help to balance housing and jobs in the community while still offering local business the space to operate.

Boulder Toyota, located along Pearl Parkway (top left) | Boulder Valley Humane Society located off of 55th Street (top right) | Pearl East Office Park (middle) | Office sites in Lake Center Office Park (bottom left) | Naropa Nalanda Campus (bottom right)

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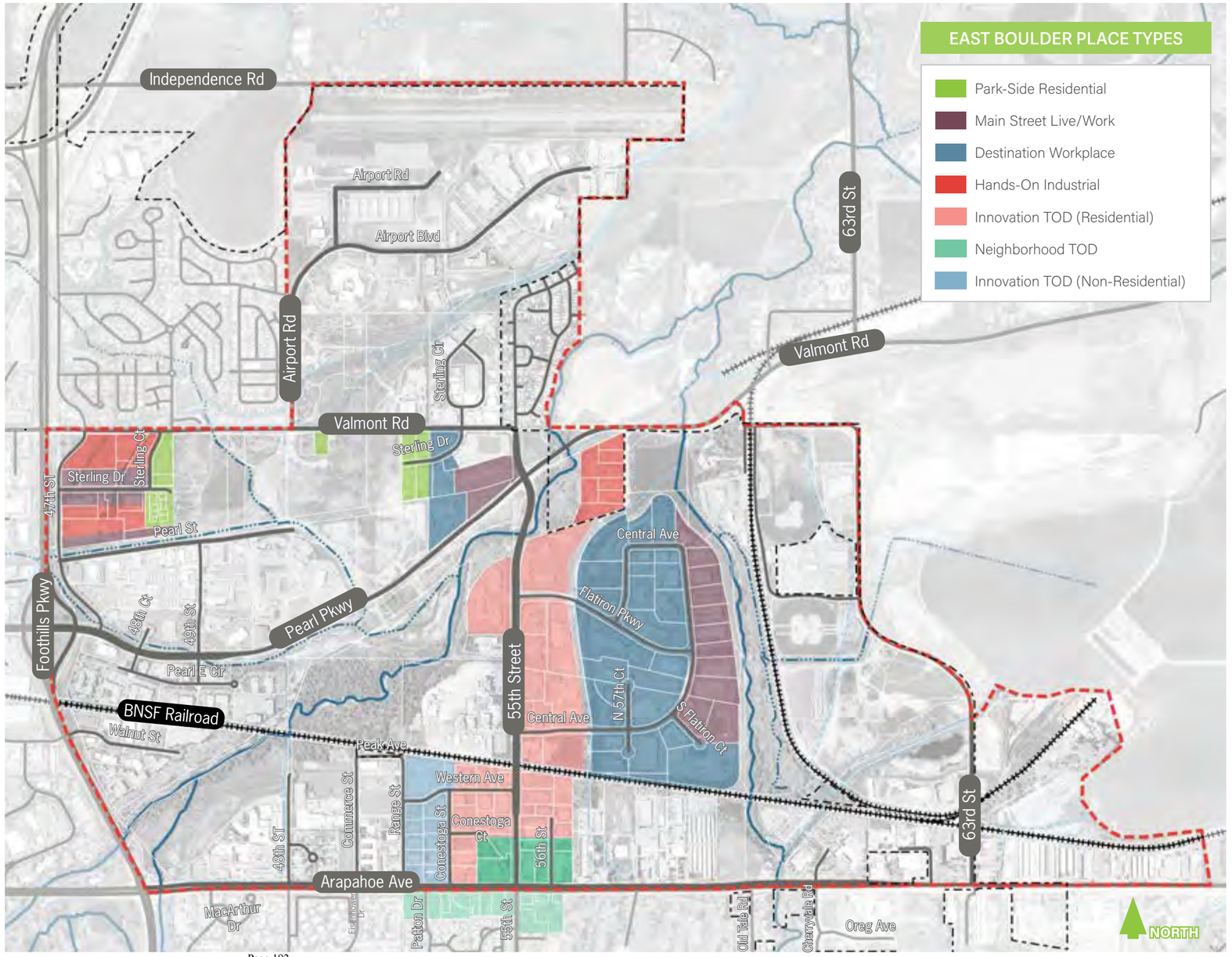
GUIDING REDEVELOPMENT: EAST BOULDER PLACE TYPES

WHAT ARE PLACE TYPES?

What are Place Types? The East Boulder Place Types describes the design intent and performance expectations for these evolving neighborhoods.

The Place Type descriptions and performance measures can be used to guide redevelopment options and help future phases of implementation of the East Boulder Subcommunity Plan through the adoption of potential land use code amendments, re-zonings and the creation of new zones. The Place Type performance standards also describe elements that tie land use to important mobility features, such as access and parking and streetscape character.



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PARK SIDE RESIDENTIAL


Description

The Park-Side Residential Place Type takes advantage of adjacencies to public green space and outdoor recreation sites to provide new/potential residents with the benefits of access to the outdoors. This adjacency allows for a reduction in on-site open space requirements. Park Side Residential neighborhoods will accomodate a mix of unit types, provide affordable housing options and integrate visual and physical access to the outdoors as much as possible. Density allowances are intended to offer new opportunities for a mix of unit types and income levels great access to a city park.

Appropriate Ground Floor Uses

- Residential such as townhomes, triplex and fourflex, courtyard apartments and multiplex units;
- Dining and Entertainment that would support local neighborhood and park users such as restaurants, coffee shops, deli, icecream shop
- Retail Sales and Personal Services that would support local neighborhood and park users such as gyms, dog wash/grooming, recreation-oriented shops (bikes, disc golf, etc.), barber shops, alcohols sales;
- Commercial Service

Non-residential ground-floor uses should provide an active and transparent environment that visually engages pedestrians. Mix of uses is allowed.

Alternative Ground Floor Uses

Retail must be street-facing or park-facing; Uses must be engaging to users of the park and residents in the neighborhood; Encourage ground floor uses that will be open in evenings and on weekends to contribute to neighborhood vitality

Appropriate Uses Above Ground Floor

Attached residential

Useable Open Space

Minimum 10% of total land area

Building Character

Buildings should be treated as "four-sided" architecture. Park-side building faces should have similar treatments to street-side building face. Key design features in this place type include a varied roofline and consistent set-backs from the street.

Street Level Activation

Residential homes should provide "eyes on the street," facilitate front-porch conversations and offer sense of activity. Buildings with commercial and/or retail on the ground-floor should provide transparency and create social exchange between ground-floor spaces and passers-by.

Streetscape Character

Streetscapes should offer a park-like atmosphere, with consistent tree canopy and high quality landscape material contributing to stormwater management. Streetscape amenities may include places to "park" with benches, recepticles and dog clean-up stations or bicycle parking.

Access + Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

Parking

Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

MAIN STREET LIVE/WORK



Description

The Main Street Live/Work Place Type creates opportunities for a greater exchange between local Boulder business customers and workforce by infusing new residential opportunities into working, light industrial neighborhoods. Adaptive reuse of existing buildings and redevelopment should offer new living and office spaces as well as a "front-door" to great, local businesses located along key streets, trails or greenways in East Boulder. These areas are envisioned to include a mix of light-industrial, retail, arts studios and education spaces, office and residential uses along active passageways.

Appropriate Ground Floor Uses

- Light Industrial such as arts studio and maker space, performance, breweries or distilleries, coffee roasters and small-scale manufacturing;
- Dining and Entertainment such as restaurants, cafes and taverns;
- Service uses such as autobody repair, computer repair, and bicycle mechanics;
- Personal services such as salons, indoor recreational or athletic facilities;
- Professional office

Alternative Ground Floor Uses

The following uses should not exceed 4,000sf in floor area: Retail sales; Professional Office

Appropriate Uses Above Ground Floor

Residential (attached); Office; Personal services; Retail Sales;

Useable Open Space

Minimum 10% of total land area

Building Character

Aesthetic choices will be industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes. Buildings should orient "front-door" facades to adjacent trails or greenways, when present. Expect tall ground floor ceiling heights to accommodate industrial uses. Accommodate height flexibility to allow for residential above the ground floor.

Street Level Activation

Building frontages along streets should offer front-door environments, transparency along block-faces and interactive exchanges between buildings and the street, which may include café space, outdoor retail space, market space, etc. When development is adjacent to trails or greenways, prioritize the trail-facing sides of buildings for activation.

Streetscape Character

Streetscapes will support the industrial context of these places and facilitate ease of movement for goods and services in the area. Incorporating tree planting and landscape that will make positive climate impacts into streetscapes where possible is strongly encouraged.

Access + Mobility

Street-side access should balance vehicular access and needs with a supported environment for pedestrians and cyclists. Trail-side access is prioritized for pedestrians and cyclists. Particular attention required to connecting this place type between trail access and on-street networks in the area. Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses

Parking

On-street parking for ROWs that can accommodate; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

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DESTINATION WORKPLACE



Description

The Destination Workplace Place Type incorporates modern principles of creating flexible, active and engaging work places to serve Boulder business and industry. These places will offer industrial and office space with indoor/outdoor work space, excellent connections to a variety of mobility options and local destinations dining and entertainment. This place also expands opportunities for existing or new industrial businesses to create retail space and engage potential customers in an exciting environment. Flexibility in these neighborhoods also includes allowing for residential infill providing area employees with local housing options.

Appropriate Ground Floor Uses

- Office such as technical, financial, professional;
- Light Industrial such as small-scale manufacturing, flex-space, breweries, distilleries, coffee roasting;
- Dining and Entertainment such as restaurants, cafes and taverns;
- Retail sales such as on-site retail for manufacturing businesses or other industrial businesses

Alternative Ground Floor Uses

n/a

Appropriate Uses Above Ground Floor

Office; Light Industrial; Attached Residential

Useable Open Space

Minimum 20% of total land area

Building Character

Buildings should offer modern amenities to Boulder employers and employees that support an indoor/outdoor exchange of air and light. Aesthetic choices should express innovation, creativity and Boulder entrepreunerism. This place type prioritizes energy conservation in both new and re-development.

Street Level Activation

Transparency along both streets and key pedestrian pathways should create an active ground-floor environment. Work places should offer on-site outdoor space for employee use as work space and non-work space. Streetside dining and entertainment space is encouraged.

Streetscape Character

Streetscape environments should incorporate high quality landscaping including a consistent tree canopy and green infrastructure, offer off-street space for pedestrians and cyclists and provide moments for pause and repose.

Access + Mobility

Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

Parking

Parking in the Destination Workplace Place Type should strive for consolidation. It is envisioned that parking structures are well-connected to local work places and retail/dining destinations through a network of the highest quality pedestrian environment.

HANDS ON INDUSTRIAL



Description

The Hands-On Industrial Place Type are key places for Boulder's makers, artists, mechanics, musicians and fixer-uppers. The place type is envisioned to be a little gritty, a little funky and build opportunities for the collective of local artisans and specialists. Adaptive reuse and redevelopment should provide affordable commercial space when possible and provide an interactive ground floor environment that contributes to neighborhood character.

Appropriate Ground Floor Uses

- Light Industrial such as manufacturing, maker space, performance, breweries or distilleries, coffee roasters
- Vehicular Services and Auto-related businesses
- Personal services
- Indoor recreation
- Retail sales
- Arts/Performance Studio
- Maker Space

Alternative Ground Floor Uses

Greenhouse and plant nurseries

Appropriate Uses Above Ground Floor

Accessory or administrative office

Useable Open Space

Minimum 10% of total land area

Building Character

Aesthetic choices will be industrial in nature. Smaller scale buildings are anticipated. Expect tall ground floor ceiling heights to accommodate industrial uses.

Street Level Activation

Building facades should have clear "front-door" entries. Creative facades and signage are encouraged.

Streetscape Character

Streetscape character and local wayfinding should feature and celebrate local businesses, integrate local art, increase canopy and incorporate a pedestrian environment that welcomes customers and visitors to the experience of Boulder's community of makers.

Access + Mobility

Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

Parking

Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

What is Unbundled Parking?

Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of a commercial or residential use. Detaching the cost of a home or commercial space from associated parking spaces allows buyers or renters to pay for parking only if they need it.

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INNOVATION TOD (RESIDENTIAL)



Description

The Innovation Transit-Oriented Development (TOD) Residential Place Type intends to maintain opportunities for light industrial and flex uses while integrating public-facing retail and providing transit supportive, attainable housing options. The area should prioritize energy conservation, urban rewilding strategies and creativity in new and re-development.

Appropriate Ground Floor Uses

- Dining and Entertainment;
- Light Industrial;
- Residential such as attached dwellings, townhomes, and live-work units;
- Retail;
- Personal services

Appropriate Uses Above Ground Floor

Attached Residential; Structured parking

Alternative Uses Above Ground Floor

Second stories may incorporate a mix of office (including medical office) and residential; third, fourth and if plausible, fifth stories, should be reserved for residential uses

FAR Range

1.0 - 3.5

Useable Open Space

Minimum 20% of total land area

Building Character

Buildings may have large ground-floor openings for loading/unloading that may serve multiple purposes. Architecture should express innovation, creativity and Boulder entrepreunerism. This place type prioritizes energy conservation and activation.

Street Level Activation

Building frontages along arterial and collector streets should offer transparent and engaging front-door environments, which will likely include roll-up doors, loading and unloading areas, outdoor dining, etc. Traditional window displays should be limited in favor of sharing what is happening inside the spaces.

Streetscape Character

Streetscapes accommodate small, medium and some large sized delivery trucks while also encouraging a transit-supportive and active pedestrian and bicycle environment. Consistent elements should include landscape with integrated stormwater elements, street trees, seating, and designated areas for bike/scooter parking.

Access + Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or deliveries/ loading/drop off based on adjacent land uses; pedestrian paseos (especially through larger blocks) enhance pedestrian connectivity

Parking

On-street parking for ROWs that can accommodate; rear or alley parking; Promote structured parking and transition away from large surface parking lots; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

INNOVATION TOD (NON-RESIDENTIAL)



Description

The Innovation TOD (Non-Residential) Place Type prioritizes opportunities for light industrial and commercial uses. These areas are envisioned to integrate public-facing retail for light industrial, office, and commercial users.

Appropriate Ground Floor Uses

- Light industrial;
- Office;
- Dining and Entertainment

Alternative Ground Floor Uses

Retail uses should be accessory to on-site businesses

Appropriate Uses Above Ground Floor

Light industrial; Office; Structured Parking

FAR Range

1.5 - 4.0

Useable Open Space

Minimum 15% of total land area

Building Character

Aesthetic choices will be both of industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes and/or more commercial with active office, retail, lobby or studio space on on ground floor. Architecture should express innovation, creativity and Boulder entrepreunerism. This place type prioritizes energy conservation, building rehabilitation and adaptive reuse of existing buildings.

Street Level Activation

Building frontages along arterial and collector streets should offer transparent and engaging front-door environments. Street facing ground floor space prioritize active use. Work places should offer on-site outdoor space for employee use as work space and non-work space. Streetside dining and entertainment space is encouraged.

Streetscape Character

Streetscapes accommodate small, medium and some large sized delivery trucks while also encouraging a transit-supportive and active pedestrian and bicycle environment. Consistent elements should include high quality landscape treatments with integrated stormwater management features, street trees, seating, and designated areas for bike/scooter parking.

Access + Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs should offer micromobility (e-bike, e-scooter) options for first and last mile connections; pedestrian paseos (especially through larger blocks) enhance pedestrian connectivity

Parking

On-street parking for ROWs that can accommodate; rear or alley parking; Promote structured parking and transition away from large surface parking lots; Improve remaining surface lots with landscape stormwater features and pedestrian pathways; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

What is FAR?

Floor area ratio (FAR) means the ratio of the floor area of a building to the area of the lot on which the building is situated.
B.R.C. 9-16-1

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NEIGHBORHOOD TOD



Description

The Neighborhood Transit-Oriented Development (TOD) Place Type reimagines existing auto-oriented commercial and retail areas as highly walkable and transit-supportive environments. Active ground floors may have mixed income housing above when development is multi-story.

Appropriate Ground Floor Uses

- Dining and Entertainment such as restaurants, taverns, cafes, performance space;
- Neighborhood-hood serving retail such as grocery store, convenience store, pharmacy;
- Residential such as attached dwellings, townhomes, condos and apartments
- Neighborhood-serving public or institutional uses such as daycare, nonprofit offices

Appropriate Uses Above Ground Floor

Attached residential; Retail sales; Office

FAR Range

1.0 - 3.0

Useable Open Space

Minimum 10% of total land area

Building Character

Building facades should have a high level of articualtion and transparency, especially facing pedestrian and bicycle facilities (sidewalks, pathways, paseos and breezeways). Building materials may be eclectic, but of high quality. Varied rooflines and architectural detail are important design considerations to align with community vision for the area.

Street Level Activation

Building frontages along streets should offer front-door environments, transparency along block-faces and interactive exchanges between buildings and the street, as well as pedestrian-oriented internal circulation. Buildings in this place-type will orient "front door" facades to higher order streets and pedestrian paseos/courtyards. It is anticipated that most "back of house" loading, service and parking are provided in the rear of properties.

Streetscape Character

Streetscapes should encourage a safe and active pedestrian environment, including consistent tree canopies, landscaping and green infrastructure, seating and designated areas for bike/scooter parking.

Access + Mobility

Side and rear vehicular building access; Transportation connections should offer safe and comfortable pedestrian and bicycle access separated and buffered from vehicular movement when possible; curbcuts should be managed and consolidated where possible to limit potential conflicts between vehicles and pedestrians/cyclists; pedestrian and bicycle connections should provide access to nearby residents and employees.

Parking

Promote efficient use of parking areas through unbundled, paid, flexible and shared use; manage parking supply to encourage use of transit and active transportation.

FUTURE OPPORTUNITIES

East Boulder is home to a number of unique sites within the city that offer future opportunities for implementing citywide goals. In concert with the proposed land use changes described for East Boulder, the following areas have been identified by community members as important sites for continued discussion:

Boulder Municipal Airport

This is a general aviation airport that began operating in 1928. The airport serves business, private, recreational and emergency aviation services to the City of Boulder and surrounding communities. The airport facilities include runways, underground fuel storage tanks, hangar space and tie-down space for aircraft. The City's relationship with the Federal Aviation Administration (FAA) and the Boulder Municipal Airport includes periodic access to grant funding from the FAA and the Colorado Department of Transportation (CDOT) for capital funding or for the historic purchase of land at the airport. Contracts with the FAA and CDOT for capital funding requires a legal agreement to keep the airport open for the useful life of the improvements, designated as 20 years. If actions were taken by the City which denied the public access to the airport, then the contract requires that the City must repay the FAA or CDOT for the unused useful life of the funding on a pro-rata basis.

Key Map: Boulder Municipal Airport

Valmont Butte

Valmont Butte is a basalt dike that runs east-west above Valmont Road. The ridge and rocky outcrops are a unique natural feature in the area. The site is located in Area III of the BVCP's Comprehensive Planning areas. In 2000, the City purchased the land.

The city recognizes the significant spiritual, cultural and historical importance of Valmont Butte and intends to discuss the future of the site in consultation and collaboration with the community including American Indian Tribal Nations, Indigenous community members, Valmont community descendants and the local historic community.

Valmont Butte

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Valmont Power Station

The Valmont Power Station is located outside city limits, in Area II, and currently serves Xcel Energy's overall electric grid through a high-voltage switch yard. This site will continue to operate as a power station beyond the planning horizon of the East Boulder Subcommunity Plan, however, many community members have expressed interest in exploring the future of the site as a gateway feature of East Boulder and community cultural resource. The following recommendations were generated by community members for near-term consideration:

- Work with the property owner to develop a site master plan
- Work with the property to implement a long-term remediation program
- Explore the potential for annexation of the site into city limits

Key Map: Valmont Power Station

The Valmont Power Station as seen from Legion Park

Eastern City Campus and Valmont City Park

In 2021, Boulder City Council adopted the Facilities Master Plan , which recommends a consolidation of roughly 15 city buildings to an Eastern City Campus at the current Municipal Service Center (MSC) site. The MSC is located at the end of Pearl Street and 50th Street, just south of Valmont City Park. The creation of an Eastern City Campus will provide eastern residents with closer access to city services. There is also a great opportunity to understand the site in proximity to the recreational opportunities at Valmont City Park. As the park considers new programming and redevelopment, city departments should plan for close coordination to evaluate opportunities for shared resources, such as parking, mobility access, and district energy. Site design and redevelopment should identify opportunities for exchange between the two city-owned sites and consider how the overall city campus can holistically offer multiple benefits for users, visitors and city operations.

The vision for the proposed Valmont Park West and Valmont Park East neighborhoods is dependent on high quality recreational programming, facilities and landscapes at Valmont City Park. Access to these amenities and resources will be an important component of developing 15-minute neighborhoods in East Boulder. Funding for the design and development of the city's only city park should be prioritized to help realize this vision in the near-term.

Key Map: Eastern City Campus and Valmont City Park

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Mobility and Connections:

TRANSPORTATION

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THE CONNECTIONS PLAN

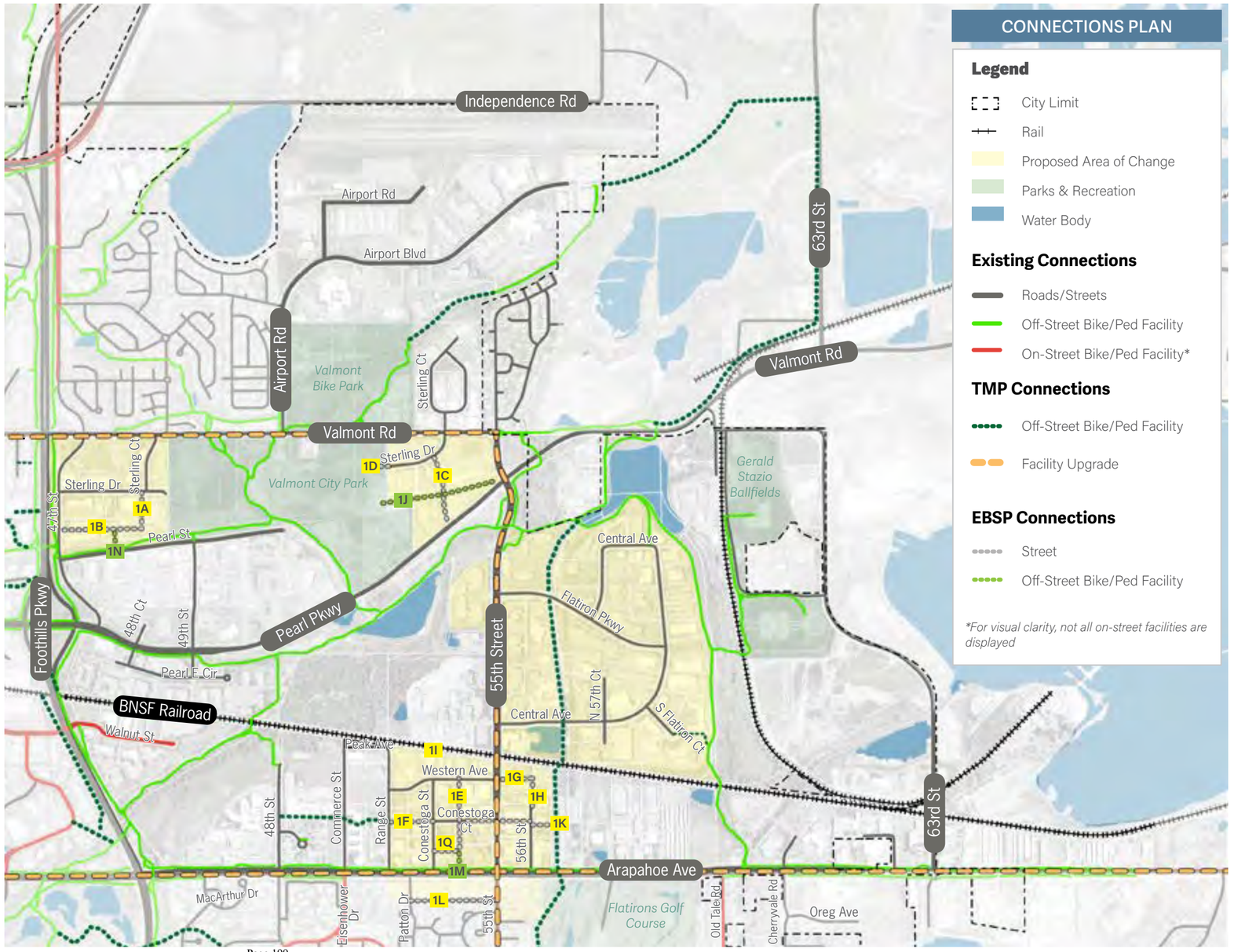
A hallmark of any great city is that its transportation system is designed with consideration for all people and designed in support of community values. Mobility is not a means in and of itself, but rather a function that supports a vital, healthy, and sustainable community.

Today, East Boulder is an area that, over the years, has largely been designed for motor vehicles. Options to travel by any mode other than a vehicle are limited. Dispersed patterns of development have grown up around the car and street blocks are typically long and disconnected. As land uses change, and infill and redevelopment bring a greater mix of jobs and housing to the area, the transportation network and the mobility options will evolve to support this transformation and offer safe mobility choices.

In the future, traveling in East Boulder will look remarkably different than what it does today. East Boulder residents, employees and visitors of all ages and physical abilities will safely navigate multi-use paths, public transit, protected bike lanes, and roadways as they make their way around the community. Future infill and redevelopment will enhance streetscapes to create places where people want to be, while businesses have reliable access to move goods and freight through the subcommunity.

WHAT IS A CONNECTIONS PLAN?

The East Boulder Connections Plan is created alongside the Land Use Plan to support proposed land uses and contribute to citywide and local goals for access and mobility. The plan includes two key components: (1) New Connections; and (2) System Enhancements. The plan serves as a right-of-way plan that will be land development and transportation connections as described in the Boulder Revised Code Section 9-9-8. The plan will be incorporated into the TMP and replace portions of earlier network plans that cover East Boulder. Transportation improvements included in the Connections Plan will be built by property owners as part of redevelopment and through city projects or a combination of the two.



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NEW CONNECTIONS

To create new access that supports proposed land uses and build a safe, complete and comprehensive mobility network in East Boulder, the following provides a detailed explanation and rationale for each new connection. It will be used to help interpret the Connections Plan for capital improvement planning and review of individual development review applications:

Street/Roadway Connections

1A. Southern extension of Sterling Court (Park West) Sites, buildings and parcels located south of Sterling Drive and north of Pearl Street are currently accessed through a series of parking lots. To support redevelopment, potential residential access and create safe walking/biking/scooting options residents and visitors, Sterling Court will be extended south of Sterling Drive and connect to the new 1B. The proposed connection is located along 4850 Sterling Dr. and 4840 Sterling Dr. The blockface distance between Valmont City Park and the proposed connection is approximately 325 feet, creating an easy-to-walk block size. The proposed street type is Local as described in the Design and Construction Standards (DCS).

1B. New East-West Street (Park West) Install a new east-west street between 47th Street and Valmont City Park, connecting to recommended extension of Sterling Court described in 3A. Currently three parcels, five buildings and a variety of businesses located in this area can only be accessed through a series of parking lots. There is no pedestrian or bicycle access and parking is haphazard. To support planned land uses in the area, increase access, and provide local businesses with a safe environment for workforce and customers, a Local Street (refer to DCS) should be installed. The connection will connect 2500 N 47th Street, 4840 Sterling Drive and 4843 Pearl Street and create a northern blockface of about 450 feet and a southern blockface of approximately 365 feet.

1C. New North-South Street (Park East) Install a new north-south street, connecting Pearl Parkway to Sterling Drive. The street will support surrounding land uses by creating multimodal access to the Park East neighborhood from the south and providing existing workforce and future residents with a safe route to access the neighborhood. The Commercial Street (refer to DCS) will create walkable blocks and connect the following parcels: 5378 Sterling Drive, 2935 55th Street, 2907 55th Street, 5401 Pearl Parkway, 5395 Pearl Street.

** Refer to Appendix A for proposed street design*

1D. Sterling Drive Park Connection (Park East) A north-south connection is included in Phase One of the Valmont City Park Concept Plan. This connection will tie access from the Park East neighborhood into that planned connection through the park. Based on the concept-level drawings for the park improvements, this will require an about 200 foot extension of Sterling Drive to the west. The connection will require additional coordination with Parks and Recreation plans for construction and phasing. Street design for the extension should match the existing right-of-way design for Sterling Drive.

1E. New North-South Street (Station Area)* A new north-south street from Arapahoe Avenue to Western Avenue, between Conestoga Street and 55th Street, consistent with the 55th and Arapahoe Station Area Plan. This connection supports a pedestrian-scale street grid and additional access to the core area businesses and place-making amenities. The street will provide on-street parking and better connectivity to the planned BRT stations at the corner of 55th Street and Arapahoe Avenue.

1F. Conestoga Court Extension to the East and West (Station Area)* An extension of Conestoga Court west to Range Street and east to 56th Street will be the "main street" of the core TOD area at 55th and Arapahoe. Pedestrian plazas and outdoor restaurant seating will be accomodated along Conestoga Court between Conestoga Street and 56th Street. This street will be a vibrant hub that supports planned land uses and draws residents, employees, and visitors to the area. The 55th Street intersection will be enhanced to provide safe crossing options for all users.

1G. Western Avenue Extension to 56th Street (Station Area)* The extension of Western Avenue across 55th Street to 56th Street will facilitate mobility options for travelers and redevelopment in the northern portion of the TOD. The intersection with 55th Street will be enhanced to provide safe crossing options for both motorized and non-motorized users.

1H. 56th Street Extension to Western Avenue (Station Area)* This extension of 56th Street will connect to Western Avenue. This short new connection will complete the street grid in the northeastern portion of the Station Area. The connection will allow residents, employees, and visitors convenient options to travel to and from and around the area and support redevelopment.

1I. Conestoga Street Extension to Rail (Station Area). This extension of Conestoga Street to the northern limits of the station area will utilize a 40-foot wide public access easement. The extension of the street will provide connectivity between northern businesses and the core station area activities and BRT station.

1Q. Conestoga Street Alley. This is intended to serve as an alley connection, providing east-west accessat the midblock between Conestoga St and 1E.

Non-Vehicular Connections

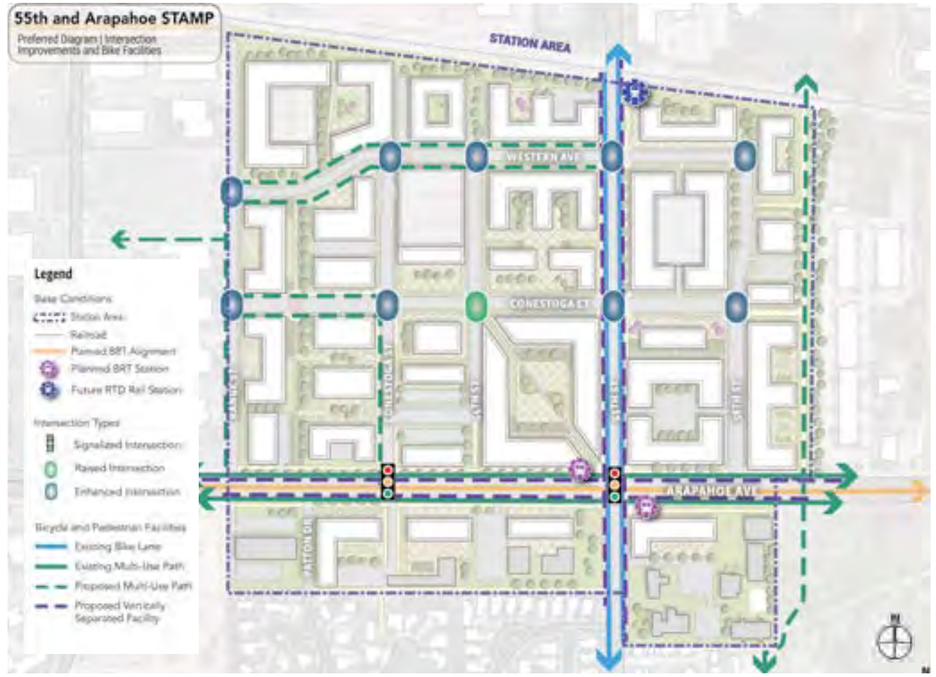
1J. Park East Multiuse Path The undeveloped 12-foot trail easement connecting 55th Street and Valmont City Park offers an excellent opportunity to provide area residents and visitors with a walking or cycling option to move through their neighborhood and connect to other parts of the subcommunity. It may also foster greater connectivity between park visitors and the emerging neighborhood.

1 K. Conestoga Connector (Station Area) This pedestrian-bicycle-emergency access road is an extension of Conestoga Court from 56th Street east to connect to the planned north-south multi-use path connecting the Flatirons Golf Course to the Flatirons Business Park.

1L. Patton Connector (Station Area) A pedestrian-bicycle access road is an east-west connection along the border of the station area and Arapahoe Ridge neighborhoods. The connection will provide pedestrian and bicycle access to uses on the south side of Arapahoe and facilitate connections to 55th Street for the area residents and visitors. The connection will accommodate emergency access if necessary.

1M. Arapahoe Connector (Station Area) A pedestrian-bicycle access is provided along 54th creating a non-vehicular access option at a walkable distance from the BRT station at 55th.

1N. Non-Vehicular Bridge The existing bridge connecting the Valmont West neighborhood over Goose Creek to the south at Old Pearl Street will be converted for non-vehicular use. Vehicular access to the Valmont Park West neighborhood from the south will be redirected to 47th St.



Proposed connections for the 55th and Arapahoe Station Area.
The graphic represents a conceptual layout for how a transit-oriented neighborhood might take shape.

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SYSTEM ENHANCEMENTS

To improve safety and access for a variety of mobility options in East Boulder, the following projects are recommended for consideration in the next TMP update to improve existing facilities:

Pedestrian Facility Improvements

Complete Missing Sidewalks TMissing sidewalks in East Boulder should be completed, particularly in areas of change.

Enhance Crossings Along Key Corridors Pedestrian crossings, especially along Arapahoe Avenue and Valmont Road, should be evaluated and constructed to support ADA-infrastructure and high-quality crossing experiences for all ages and abilities during redevelopment. For example, at signalized crossings, curb bulb-outs, pedestrian refuges, shorter crossing distances and longer walk cycles should be considered.

Increase Pedestrian Lighting Today much of East Boulder doesn't experience a great deal of pedestrian activity after daylight hours. Lighting along new residential, commercial and activity streets as well along connectors to the regional mobility hub at 55th and Arapahoe should be features of streets.

Street Upgrades

Sterling Drive Sterling Drive in the Park West neighborhood will be redesigned as an Activation Street (refer to conceptual diagram below) to facilitate exchange between local businesses and an active pedestrian environment.

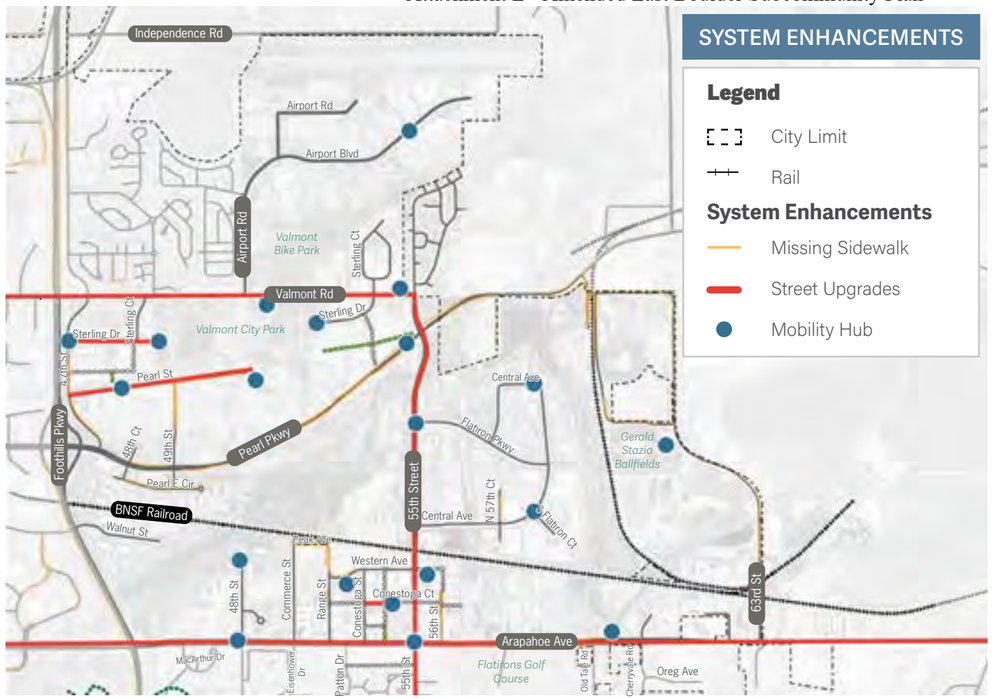
Pearl Street Pearl Street, east of Foothills Parkway will be redesigned to better facilitate access for all modes along local businesses, improve on-street parking conditions and enhance safety.

Conestoga Court The existing Conestoga Court in the 55th and Arapahoe Station Area will be redesigned as an Activation Street and align with proposed extension of street facilities.

55th Street Redesign 55th Street to improve conditions for pedestrians, cyclists and new area users traveling along 55th Street to and from redeveloped areas at 55th and Arapahoe, Flatiron Business Park and 55th and Valmont.

Valmont Road Valmont Road is identified in the Transportation Master Plan for improvements, including a protected bike lane.

The Activation Street type includes two lanes of traffic, on-street parking, a landscaped buffer with trees and wide sidewalks



Mobility Hubs

Pilot and deploy mobility hubs as places where people can connect to multiple modes of transportation for safe, convenient, and reliable trips. Bicycle and micromobility parking, car share vehicles, and wayfinding and real time information are all potential components of mobility hubs. The following locations should be considered in collaboration with local businesses and property owners:

- 55th St and Arapahoe Ave
- Conestoga Ct and Conestoga St intersection
- Western Ave between Range St and Conestoga St
- Arapahoe Ave and 48th St
- Boulder Creek Path access at 48th St
- Northern entrance to Valmont City Park off of Valmont Rd
- Valmont City Park entry at Sterling Dr (Park West neighborhood)
- Goose Creek Path entry on Pearl St
- Foothills Parkway Path connection at Sterling Dr
- Sterling Dr park entry (Park East neighborhood)
- At a central location along Airport Blvd
- 55th St and Valmont Rd near San Lazaro entrance
- Planned transit stop at 55th Street and Pearl Pkwy
- Central Avenue at KOA Lake Connection
- Central Avenue at Flatiron Ct
- Stazio Ballfields
- 55th St and Flatiron Pkwy
- Near Arapahoe Ave and South Boulder Creek path

Bridge Improvements

48th Street Bridge Improve the 48th Street bridge over Goose Creek between Pearl Street and Park West neighborhood to provide better circulation for pedestrians and cyclists. Safety measures, such as a railing or fencing should be considered. Additionally, the bridge may offer an art intervention opportunity.

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IN THE WORKS

There are exciting projects already in the works to create a more safe and walkable East Boulder, where people can easily travel by bike, foot, or scooter and access high frequency transit and ridesharing at a number of mobility hubs.

EAST ARAPAHOE COMPLETE STREET AND BUS RAPID TRANSIT (BRT)

The 2040 vision for East Arapahoe transforms one of our city's busiest travel corridors into a complete street with better travel options for commuters, visitors and residents in East Boulder. A cornerstone of this transportation investment will be high frequency, high quality regional Bus Rapid Transit service along Arapahoe/SH7 connecting Boulder to communities to the east and I-25. In the future, East Arapahoe will include the following features:

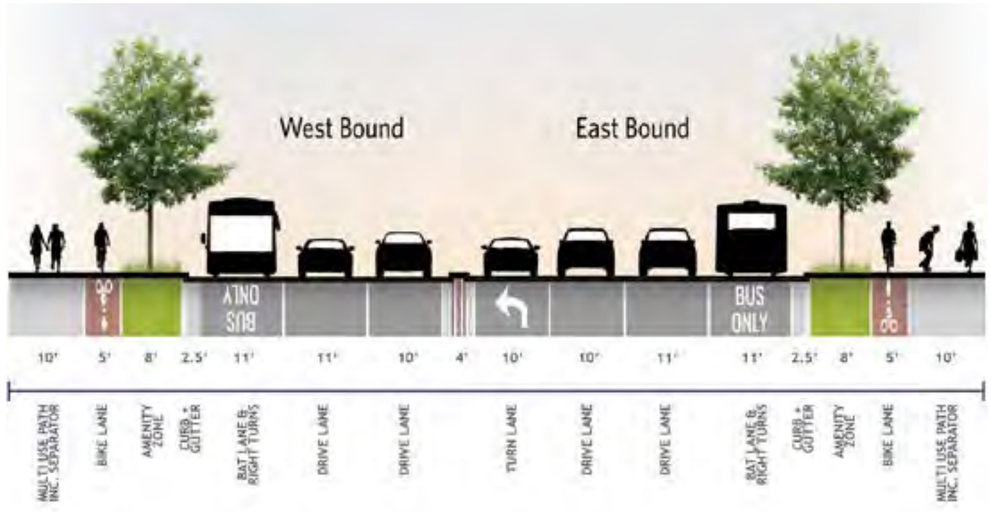
- Two general-purpose traffic lanes in each direction
- Curbside business access and transit lanes to accommodate local and regional transit, right-turning vehicles, high occupancy vehicles and new technologies such as shared autonomous/connected vehicles
- Raised protected bike lanes with a multi-use path create safe, comfortable places for people to walk and bike
- Amenity zones enhance the street character and improve urban canopy

People will connect to the regional BRT and local transit system via centrally located mobility hubs that provide access to other parts of the community and region. The regional mobility hub at 55th and Arapahoe is envisioned to incorporate many options for first- and last- mile connections. Neighbors can anticipate enhanced bus stations with micro-mobility options and pick-up and drop-off zones for public and private service providers at this hub.

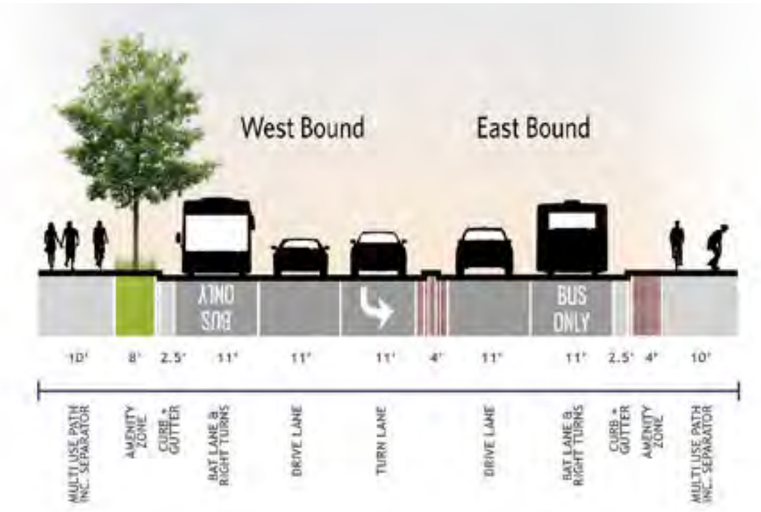
55TH STREET REGIONAL MOBILITY HUB AND SATELLITE MOBILITY HUBS

One of the keys to attracting people to transit and other sustainable modes of travel is creating places where a variety of transportation options are centrally located. Designed to connect transit passengers to adjacent neighborhoods and destinations, a regional mobility hub at Arapahoe Avenue and 55th Street will create a convenient, safe and accessible place to access walking and biking paths, shared modes of travel like e-bikes, e-scooters, car share, and other local transit services. This regional mobility hub will be significantly smaller in scale than existing mobility hubs throughout the city, such as Boulder Junction or the Boulder Downtown Transit Center, that offer features such as parking and off-street bus platforms. At this mobility hub, BRT will be accessed via a curbside station that will include a comfortable shelter, seating, lighting and signage for passengers. The station itself will be part of the larger mobility hub and well-integrated with public, commercial, or residential amenities. It will be a place where commuters to Boulder Community Health or the Flatiron Business Park can get off a bus, grab a shared e-bike or scooter, and reach their destination on comfortable paths. Similarly, residents will be able to conveniently get to destinations in East Boulder, throughout the city and the region via high frequency transit services.

Throughout the East Boulder subcommunity, and connecting to the larger 55th Street Regional Mobility Hub, will be a network of strategically located mobility hubs offering access to shared e-scooters, e-bikes, car share, and local transit service. These hubs will be distributed throughout East Boulder and located at intersections, transit stops and at key destinations, either within or adjacent to buildings, parking garages and public spaces. In addition to being points where travelers can access transit and micromobility, these hubs can offer a variety of additional transportation amenities, such as electric car charging, parcel delivery lockers, public Wi-Fi, and signage and wayfinding. Refer to page 64 for a list of potential mobility hub locations.



15% Design: East Arapahoe Avenue at 55th Street



15% Design: East Arapahoe Avenue east of 63rd Street.

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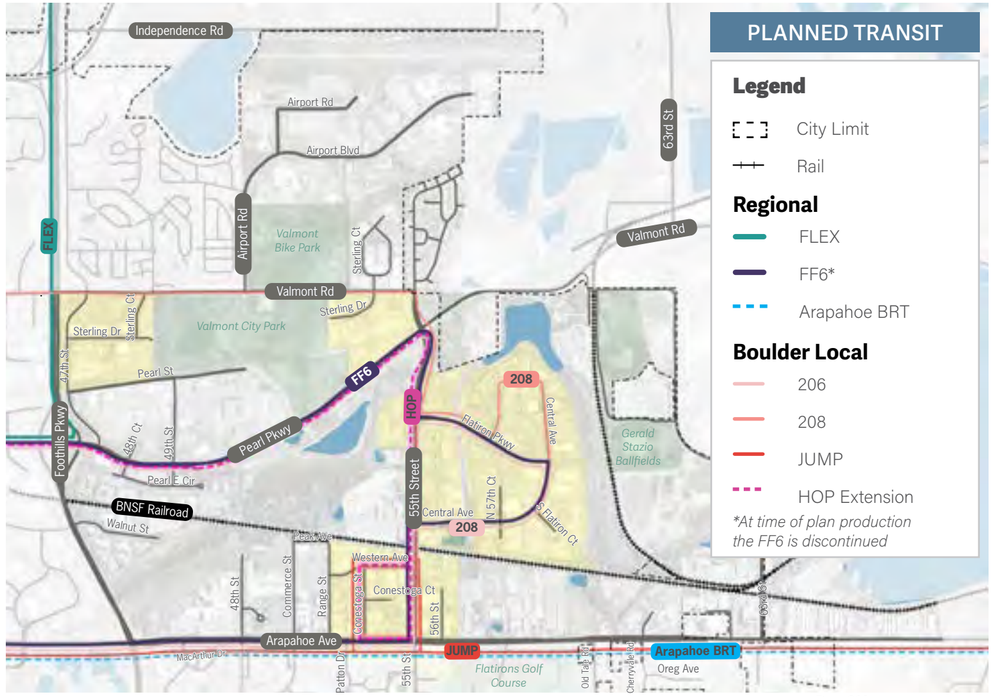
HOP TRANSIT SERVICE EXPANSION

The HOP bus service provides frequent and reliable transit connections throughout much of central Boulder today. Plans to extend the HOP into East Boulder are underway, and in the future, residents, employees and visitors can conveniently travel via HOP between East Boulder and destinations throughout the rest of the city. Whether traveling to downtown shopping, dining, or recreation destinations, or connecting to RTD's airport bus at Boulder Junction, the HOP will provide an easy way for travelers to quickly reach their destinations within and outside East Boulder. The plan to extend the HOP currently calls for extending the 15-minute electric bus service from Boulder Junction, east along Pearl Parkway and south along 55th Street to Arapahoe Avenue in 2022. COVID-19 however, has severely impacted employee travel patterns and transit ridership throughout the city and in particular, East Boulder, given the concentration of office employment. The City, will therefore be closely monitoring travel patterns and ridership, and will evaluate the benefit of fixed route HOP service and/or the concept of extending the HOP as a microtransit service. Whether the HOP is extended to East Boulder as a fixed route, or a more flexible microtransit service, the opportunity to create convenient and reliable HOP service in the area is a key ingredient to supporting the planned mix of new employees, residents and visitors to East Boulder.

What is Microtransit?

Microtransit uses a smartphone app to match trip requests in real-time to flexible routes throughout an area. For users, it is similar to using ride-hailing services such as Uber or Lyft with the ability to request a trip within a short timeframe, like 15 minutes or less, and be picked up and dropped off a block or two from their origin and destination. Microtransit typically operates with smaller vehicles, such as cars, vans, or shuttle buses.



MICROMOBILITY

People generally choose to travel by foot, bike or transit when they have safe, convenient options to do so. Today, these kinds of facility options are lacking in East Boulder. Yet in the future, high frequency regional and local transit, paired with micromobilty options such as shared electric scooters and bikes, will offer convenient ways for people to travel to and from transit stops and between local destinations. For example, one of the thorniest problems travelers have when deciding whether to take a bus, is the issue with how to get to transit (first mile) and to your final destination (last mile). Or, when deciding how to travel between destinations in East Boulder – for example between the Flatiron Business Park and Ozo coffee – the distance can feel too far to walk.

In 2021, the City of Boulder began implementing a Shared Micromobility Program to provide community members safe, equitable and sustainable forms of transportation to improve quality of life, provide connections to transit and key destinations; and replace motor vehicle trips to reduce traffic congestion and transportation-related greenhouse gas emissions. These shared devices will be easily accessible and affordable – and are expected to be deployed throughout the East Boulder Subcommunity.

What We Heard

"We need e-scooters, e-bikes, and lots of micro-mobility options that are affordable."

- Focus Group Participant

"It must be recognized that roads are the backbone for moving goods. Keeping roads in good shape is a priority."

- BeHeardBoulder Participant

"I've worked in east Boulder for 8 years (Conestoga & Central) and would love the area to become less car-dependent and for solid neighborhoods to be able to grow up in the area. "

-BeHeardBoulder Participant

CURBSIDE MANAGEMENT

As a hub for industrial and commercial facilities, a large number of goods and freight vehicles move through and load/unload in the East Boulder Subcommunity each day. In addition to ensuring freight and goods vehicles can continue to safely navigate the roadway network today and into the future, it will also be important for the city to address the growing competition for curbside space.

Conditions in the area are beginning to change as Transportation Network Companies, such as Uber and Lyft, require pick up and drop off areas and on-demand deliveries are on the uptick. Demand for curbside space will only increase as the mix of land uses in the East Boulder Subcommunity change and more people are living, and working. Learning from early pilots in the city's general improvement districts, best practices for curbside management should be applied to East Boulder as the subcommunity experiences redevelopment.

REGIONAL TRAIL CONNECTIONS

Creating regional trail connections between East Boulder and surrounding communities will expand the range of travel options available to people traveling longer distances to and from East Boulder. Boulder County, in partnership with the City of Boulder and Town of Erie, is currently evaluating options for the creation of a new regional trail connection between 61st Street in Boulder, along the RTD-owned rail corridor, linking to County Line Road in Erie. At the same time, the City of Boulder is incrementally designing and building three multi-use path projects to provide a much-needed multimodal connection between Gunbarrel and the city. The projects include the Andrus Road to Airport Road Multi-Use Path Project, Valmont Road Multi-Use Path Project and 61st Street Multi-Use Path Project, at the confluence of Boulder Creek and South Boulder Creek and Boulder Creek and Fourmile Canyon Creek.

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IMPLEMENTING THE TRANSPORTATION MASTER PLAN IN EAST BOULDER

As part of the Concept Development phase of work, Transportation staff evaluated all 87 of the Proposed Transportation Projects identified in the city's TMP that are located within the East Boulder subcommunity. Projects were evaluated for feasibility, compatibility with proposed land uses and overall value to the network.

The following 'Proposed Transportation Projects' included in the TMP are examples of planned projects that will provide important mobility benefits and options for existing and new users in East Boulder:

Foothills Parkway and Valmont Road Transit Stop (TMP Project ID 53,084) The land use changes proposed at the "Park West" neighborhood are projected to provide opportunities for new homes and jobs. The transit stop would provide area residents and workforce with a significant connection to three routes serving local and regional connections. A mobility hub at this site will support first- and last-mile connections and provide a variety of mobility options for nearby residents and workers. The stop would replace the existing stop at 47th and Valmont. Enhanced service along Valmont Road should also be considered to best serve growth in the area.

55th and Pearl Parkway Transit Stop (TMP Project ID 51,415) The transit stop will provide area residents and workforce with a significant connection to three routes serving local and regional connections, included the planned extended HOP service. A mobility hub type at this site will support first- and last-mile connections and provide a variety of mobility options for nearby residents and workers. This project would occur in sync with the extension of the HOP service to East Boulder.

Connection to Flatirons Business Park (TMP Project ID 10,297) This connection provides a southern multiuse entry point into and out of Flatiron Business Park from the South Boulder Creek Path, providing commuters and visitors an option for accessing the area from the east.

EBWG Member and city transportation intern learning more about biking and busing in East Boulder

Considering connections during a 2019 EBWG meeting

The future Flatiron Greenway will run alongside Dry Creek No. 2 Ditch through Flatiron Business Park

Flatiron Greenway – Flatiron to Boulder Creek Greenway Path (TMP Project ID 10,197) The Flatiron Greenway provides a direct, off-street, multi-use path option connecting the employment district at Flatiron Business Park to the transit-oriented development and regional mobility hub at 55th and Arapahoe. The greenway path provides an excellent opportunity for placemaking in the recommended Destination Workplace area in Flatiron Business Park and will offer a variety of benefits beyond mobility, such as providing access to nature encouraging physical fitness and healthy lifestyles.

Valmont Park Multi-Use Path (TMP Project ID 10,097) The multi-use path will complete a connection between the Valmont City Park and the Valmont to Andrus multi-use path. The connection will link commuters to East Boulder from the north.

Elements Removed from the TMP Thirty elements are recommended for removal due to constructability issues, TMP mapping errors, or they had not been fully vetted with the community or accepted by City Council. See Appendix C for the complete list.

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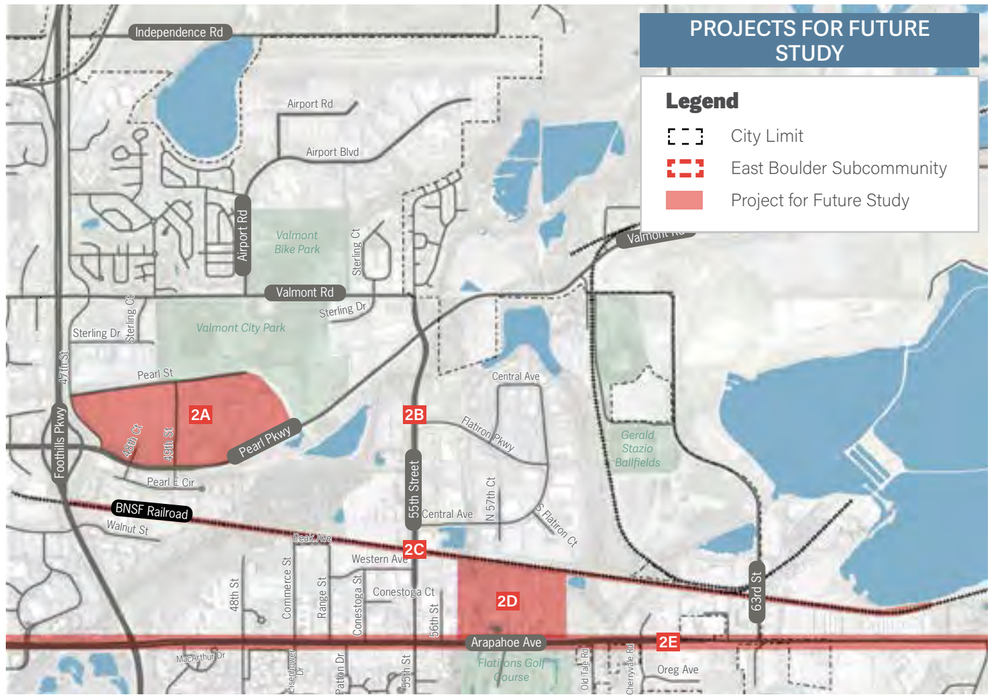
PROJECTS FOR FUTURE STUDY

The following projects may be located outside the areas of change in East Boulder but have been identified as potential projects warranting further study for future consideration or investment. Implementation of the East Boulder Subcommunity Plan should consider when and how these proposed studies are incorporated into future city departments' work plans.

2A. Network Connectivity between Pearl Street and Pearl Parkway The area bounded by Pearl Parkway, Foothills Parkway, Pearl Street and Valmont City Park will continue to offer light industrial and public space. Today many of the properties, businesses and city facilities in this area are accessed through a series of parking lots and driveways. The need for safer and more legible access to these businesses warrants future study. Additionally, as the city expands its presence at the future Eastern City Hub, identifying access management strategies and easy navigation for community members and public service workers will be a key effort for the future success of the area. A study may include but would not be limited to: new east-west and north-south connections to create greater access, opportunities for non-vehicular access, creating a "front door" entrance to city facilities off of Pearl Parkway and better connecting city facilities to Valmont City Park and the Goose Creek Path. Many community comments support the addition of sidewalks along Pearl Street in this area as well as connecting 48th Court north to Pearl Street.

2B. Transit Service and Routing to/from Flatiron Business Park To support the Destination Office area at Flatiron Business Park and increase the local and regional ridership to and from this location, high-frequency fixed route HOP service flexible and/or a micro-transit service should be studied. Community feedback indicates that lack of frequency and limited service hours are key factors that have led commuters in the area to choose to drive single-occupant vehicles over riding a bus.



2C. Northwest Rail Line and Potential East Boulder Station Recently, study of a potential for the 2004 voter-approved FasTracks plan commuter rail service between Denver and Longmont (known as the B Line or the Northwest Rail Line) has been re-initiated by RTD. The city will continue to participate in the regional study of this potential commuter option. Early concepts for the rail line included a station at 63rd Street. Future studies will consider moving the 63rd Street station to a location at 55th Street to better align with the Transit-Oriented Development and regional mobility hub. Additionally, the Transportation Master Plan (TMP) includes a proposed multi-use path along this rail line. The local and regional need and feasibility for this facility should be studied with attention to the potential duplicative multiuse facilities planned for the East Arapahoe corridor.

Transit Futures

The Regional Transportation District provides most of the public transportation in the Boulder area. Today, the organization is facing serious financial constraints. The city will continue to explore, in coordination with RTD , as well as with other regional and and state partners, way to deliver regional Bus Rapid Transit service between I-25 and Boulder. This may include operators other than RTD.

2D. Industrial Access off of East Arapahoe The East Boulder Subcommunity Plan recommends a continued land use of Light Industrial in the area located between Flatirons Golf Course and the existing rail. The plan also recommends a future for transit-oriented development at 55th and Arapahoe and recognizes the Mixed Use Residential future of the site at 5801 Arapahoe Ave (commonly known as Waterview). To accommodate Light Industrial operations and access in this area as well as increase safety for new residential and mixed use development of surrounding properties, this area should be pursued for further study. Potential issues to evaluate include increased network access through the area and consolidation of curb cuts along Arapahoe Avenue.

2E. State Highway 7/East Arapahoe Preliminary Engineering and Environmental

In 2022, the Colorado Department of Transportation (CDOT), in coordination with the City of Boulder, will be advancing the East Arapahoe Transportation Plan from a conceptual design to preliminary engineering drawings. The intent of the project will be to advance the key tenets of the East Arapahoe Transportation Plan vision so that the City, in partnership with CDOT and the Regional Transportation District (RTD) can seek funding for the roadway reconstruction. This next phase of the design process will involve robust community engagement.

East Arapahoe Avenue 15% Design: Rendering depicting CO7 BRT Station

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Achieving the Vision

IMPLEMENTATION

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COLLABORATING FOR EAST BOULDER'S FUTURE

What We Heard

Over the past two years, commun ity members have submitted hundreds of ideas and recommendations for policies, programs and projects that would help East Boulder contribute to citywide goals in the six focus areas. Throughout the project process, city staff have poured over these incredible and thoughtful concepts to match community innovation with implementable recommendations. The recommendations for achieving the vision of the East Boulder Subcommunity Plan included in the following pages represents the outcome of collaborative planning and the value of civic participation in long-range planning processes.

TERMS TO KNOW

Policy

A policy is a deliberate principle or course of action that the city uses to make decisions on topics or issues. Policy recommendations of the East Boulder subcommunity plan are context-sensitive to East Boulder but may influence citywide policy in the future.

Program

A program is a set of activities or actions with a long-term goal. Program recommendations of the East Boulder subcommunity plan are context-sensitive to East Boulder but may influence or be applicable for citywide implementation or use in the future.

Project

A project is a specific action requiring investment by private or public entities or implementation through a partnership of public and private entities.

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ACCESS & MOBILITY

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

Policies

Policy M1 In East Boulder areas of change, the city will work with property owners to ensure the installation of new connections and street upgrades deliver high-quality facilities that will improve access and mobility in the subcommunity.

Policy M2 The city will work with property owners and developers, business owners and residents to develop Transportation Demand Management (TDM) programs suited to the unique needs of East Boulder neighborhoods and align with the city's principles for shared, unbundled, managed, and paid parking (SUMP).

Policy M3 The city will work with mobility service providers and East Boulder property and business owners to develop a network of mobility hubs throughout the subcommunity to provide multimodal travel options and provide safe and convenient first- and last- mile pedestrian and bicycle connections to transit.

Policy M4 The city will continue to advocate for East Boulder access to transit that can provide area workforce and residents with high-quality, reliable and frequent trip options.

Policy M5 The city recognizes the value and importance of freight access to commercial and industrial areas of the city. Future coordination between land use and transportation will safely and efficiently accommodate the movement of goods into, out of, and around East Boulder and support local business.

Policy M6 Redevelopment in East Boulder will be done in accordance with the city's Airport Influence Zone and FAA rules that guide safe and compatible development near an airport.

Improvements to the 55th Street corridor will improve safety, provide mobility options for travelers and create pleasant travel experiences.

Planes, trains and automobiles (and buses and bikes and scooters and feet!) Transportation in East Boulder will accomodate many ways of moving

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ACCESS & MOBILITY

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

Prioritizing Recommendations

Each recommendation includes a priority ranking. Priority 1 indicates near-term implementation, in the next 5 years. Priority 2 plans for implementation in the next 5-10 years. Priority 3 anticipates implementation in the next 10-20 years.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M7	Program	Update the Transportation Master Plan to align with recommendations of the East Boulder Connections Plan	The recommendations of the East Boulder Connections Plan identifies key connections and facility improvements to offer area users more options and improved experiences for traveling in the subcommunity.	(1) Consider implementation of the East Boulder Connections Plan in the next update of the TMP (2023-4)	COB: P+DS and Transportation & Mobility; TAB	1	Transportation Master Plan
M8	Program	Implement the East Arapahoe Transportation Plan	The East Arapahoe Transportation Plan sets a long-range vision that will be implemented over time with safety, access and mobility improvements that can be phased incrementally to improve conditions for people working and living in the corridor. The city will continue to work with state and regional partners and local property owners to improve corridor streetscape, install raised, seperated bike lanes and multiuse paths and implement Bus Rapid Transit facilities and stations along Arapahoe Avenue.	(1) Collaborate with CDOT, RTD and local property owners to complete preliminary engineering for the East Arapahoe Transportation Plan (2) Continue to pursue funding opportunities to implement the East Arapahoe Transportation Plan	COB: P+DS and Transportation & Mobility; TAB; CDOT RTD Property Owners	1	East Arapahoe Transportation Plan TMP Initiative 7: Connecting to the Region
M9	Project	Complete Missing Sidewalks in East Boulder	The city will continue to look for opportunities to install missing sidewalks in East Boulder, including working with property owners and developers to incorporate missing links into redevelopment plans.		COB: Transportation & Mobility Property Owners	3	BVCP policy 6.17 Complete Missing Links TMP Initiative 4: Prioritizing the Pedestrian
M10	Project	Develop Access Management Plans for East Arapahoe and 55th Street	Today, many community members describe one of the biggest challenges of traveling these major streets by bike or by foot as a lack of continuity along facilities and conflicts with vehicles. Frequent driveway cuts interupt travel. Access management plans for Arapahoe Avenue and 55th Street can identify safe, convenient ways to consolidate access, reduce curb cuts and improve safety along the corridor.	Produce access management plans for East Arapahoe and 55th Street in conjunction with further design and preliminary engineering for the corridors.	COB: Transportation & Mobility; CDOT Property Owners	1	East Arapahoe Transportation Plan TMP Initiative 1: Making Travel Safe in Boulder

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M11	Project	55th Street Design	As the only continuous north-south street through the East Boulder subcommunity, 55th Street serves as a key link in subcommunity connections. To better align street conditions with envisioned land uses and encourage a more active streetscape, the city will pursue a 55th Street corridor design plan to evaluate potential re-design options with the community. The city's preferred design for 55th Street should be implemented over time and include transportation green infrastructure approaches.	(1) Include a 55th Street Design project as a workplan item for Transportation Planning (2) Develop a project scope and community engagement strategy (3) Complete the corridor design for approval by the Transportation Advisory Board and adoption by City Council	COB: Transportation & Mobility; TAB	1	55th Street is identified as a priority transportation landscape for improvement in the 2020 Boulder Green Infrastructure Plan 55th Street is a identified as a priority stormwater quality basin in the 2016 Stormwater Master Plan
M12	Project	Develop Mobility Hub standards	A mobility hub is a convergence point that seamlessly integrates various modes with a focus on improving traveler experience through high-quality infrastructure and amenties. While these hubs should provide context-sensitive solutions that are adaptable to a variety of locations, the city should establish standards for the design and operation of mobility hubs to ensure hubs provide safe, equitable access to facilities and enhance the public realm.	(1) Include Mobility Hub standards as a workplan item for Transportation Planning (2) Develop a project scope and community engagement strategy (3) Coordinate with local and regional service providers, business and property owners to identify standard and optional features	COB: Transportation & Mobility; Community Vitality Mobility Service Providers	2	BVCP Policy 6.21 Mobility Hubs TMP Initiative 5: Shaping Innocation and New Forms of Mobility
M13	Program	Phase in shared parking in East Boulder business areas	Identify surface parking lots in key distributed locations through the subcommunity and work with owners to establish shared parking agreements as part of the shared parking phasing in advance of construction of parking garages in locations like the 55th and Arapahoe Station Area and the Flatiron Business Park.	(1) Identify underutilized parking lots in East Boulder (2) Coordinate with property owners to establish shared parking agreements	COB: Community Vitality; Transportation & Mobility Property Owners	2	
M14	Program	Update parking code requirements and establish parking maximums	Update off-street parking standards to create less complicated parking requirements that meet, but do not exceed, the parking needs of area uses. Parking requirements for some uses in East Boulder are disproportionate to their parking needs. Establishing parking maximums can offer a better balance of off-street parking needs with the market while promoting the use of more sustainable forms of transportation and more efficient use of land.	(1) Include parking code updates in the P&DS workplan	COB: P+DS; Transportation & Mobility	1	City of Boulder Access Management & Parking Strategy

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M15	Project	HOP Extension to East Boulder	The plan to extend the HOP currently calls for extending the 15-minute electric bus service from Boulder Junction, east along Pearl Parkway and south along 55th Street to Arapahoe Avenue in 2022. COVID-19 however, has severely impacted employee travel patterns and transit ridership throughout the city and in particular, East Boulder, given the concentration of office employment. The City, will therefore be closely monitoring travel patterns and ridership, and will evaluate the benefit of fixed route HOP service and/or the concept of extending the HOP as a microtransit service.	(1) Monitor East Boulder travel patterns and ridership as the community develops new commuting patterns coming out of COVID-19	COB: Transportation & Mobility	1	BVCP Policy 6.02 Equitable Transportation BVCP Policy 6.04 Renewed Vision for Transit TMP Initiative 6: Delivering Transit in New Ways
M16	Project	Explore updates to the Boulder Revised Code to align the updated BVCP land use map with FAA requirements for the Boulder Municipal Airport.	Code updates may include a revised airport influence zone and consideration of avigation easements for redevelopment in the subcommunity.	(1) Conduct a level of noise study or a Part 150 study (2) Consider whether any changes to BRC section 9-3-10 Airport Influence Zone or other parts of the Boulder revised code are necessary to ensure compatible land use. Changes to the Airport Influence Zone must consider and should seek to minimize adverse impacts to the goals of the East Boulder Subcommunity Plan to establish the planned residential and mixed land uses identified in the Plan.	COB: Transportation & Mobility and P&DS	1	BRC section 9-3-10 Airport Influence Zone City of Boulder Airport Master Plan

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ARTS & CULTURE

The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.

Policies

Policy A1 The city will consider updates to the Public Art Policy to allow for more flexibility on siting installations for pieces that are funded by the percent for art program.

Policy A2 The city will consider additional funding opportunities and public-private partnerships for the installation and/or performance of art in public spaces in East Boulder.

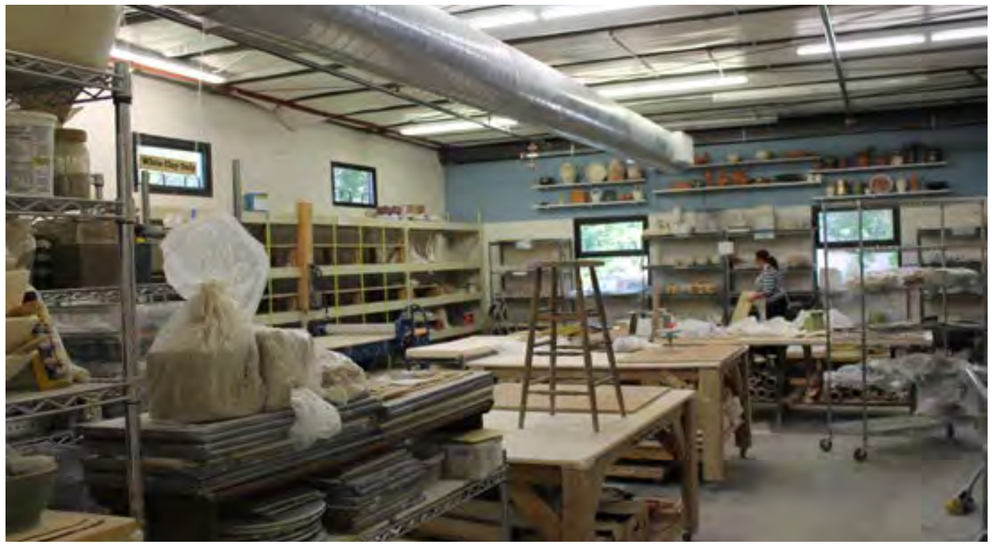
Policy A3 Considerations for Public Art acquisitions or installations in East Boulder should reflect the community identity described in the East Boulder Subcommunity Plan.

Policy A4 The city supports and encourages arts events and activity in East Boulder.

Policy A5 The city will support the development of live/work mixed use development projects that will accommodate the needs of the working artist and entrepreneurial community. .

Make Space to Make Art

Like other small and local businesses in East Boulder, art-makers are challenged to find the right space at an affordable price. See page 93 for recommendations about affordable commercial programs.



The Boulder Potter's Guild is located on Sterling Circle, an area maintaining current land use designation

Local East Boulder businesses incorporate art into work spaces, activating neighborhoods with vibrant colors, visual interest and beauty.

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
A1	Project	Design and install an artistic feature or signage to identify entry into and out of the City of Boulder along East Arapahoe Avenue	Many community members requested a gateway feature be incorporated into eastern city limits along Arapahoe Avenue. The intention is for the feature to welcome travelers to Boulder, celebrate views to the west and feature local artisans.	(1) Work with CDOT and local property owners to identify potential sites (2) Identify funding source (3) Work with the office of Arts and Culture to plan and commision the work	COB: Arts & Culture Transportation & Mobility;	2	BVCP Policy 8.23 Public Art
A2	Program	Offer cultural and spanish-language programming at Valmont City Park	As Parks and Recreation considers updates the Parks and Recreation Master Plan and plans for the future design and programming for Valmont City Park and Valmont Bike Park, offerings for cultural programming, and spanish-language programming should be considered for East Boulder parks with an emphasis on youth and after-school activities, such as the Youth Services Initiative programs.		COB: P&R Local residents	1	
A3	Program	Develop privately owned public space (POPS) program	Redevelopment will play an important role in providing new residents as well as workforce with access to gathering spaces to socialize, eat a meal, see a performance, attend a market or engage with nature. A variety of publicly-accessible outdoor spaces will be important to the success of future 15-minute neighborhoods in East Boulder.	(1) Identify key characteristics to define POPS in Boulder (2) Pilot a POPS program in East Boulder by identifying and mapping existing POPS (3) Create a hierarchy of POPS (4) Work with local property owners and developers to contribute to the East Boulder POPS network	COB: Arts & Culture; Community Vitality; P&R; P&DS Property Owners	2	BVCP Policy 2.41 Enhanced Design for All Projects BVCP Policy 5.10 Role of Arts, Cultural, Historic & Parks & Recreation Amenities
A4	Program	Expand the Creative Neighborhood Mural Program to the business community in East Boulder	Industrial buildings and uses in East Boulder provide large, often windowless, facades. Today, many of these buildings are not accessible or oriented to the street so passers-by are faced with non-transparent, faceless buildings. The city should consider expanding the Creative Neighborhood Mural Program to the business community and work with local owners to identify potential sites for new murals in East Boulder.	(1) Identify key corridors in East Boulder that would offer the best opportunities for mural integration (2) Invite business and property owners along key corridors to participate (3) Work with local owners to select artist and fund mural	COB: Arts & Culture Local Arts Community	1	BVCP Policy 8.22 The Arts & Community Culture

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
A5	Project	East Boulder Arts and Artists event	There are a wide variety of artists making, selling, collecting and sharing art in East Boulder but it is somewhat unknown to those outside the community that artistic life is so vibrant in East Boulder. The city should consider a future event to showcase and celebrate the East Boulder arts community.	(1) Expand the Creative Neighborhoods program to East Boulder to collaborate with local artists and neighborhoods to establish event.	COB: Arts & Culture; CV Local Arts Community	2	BVCP Policy 8.22 The Arts & Community Culture BVCP Policy 5.10 Role of Arts, Cultural, Historic & Parks & Recreation Amenities
A6	Project	Increase the amount of public art in East Boulder by considering city-owned sites for future permanent and/or temporary artwork installation	Today, there three public art installations in East Boulder. The city may consider the following city-owned locations as potential sites for future installations, using the percent for art allocation during capital improvements: 48th Street Vehicular Bridge over Goose Creek, Valmont City Park, Boulder Municipal Airport, the future Flatiron Greenway and the future Eastern City Campus.	(1) Share project with Arts Commission for inclusion in the Public Art Implementation Plan	COB: Arts & Culture; P&R Arts Commission	2	City of Boulder Public Art Policy; 2020-2022 Public Art Program Implementation Plan https://boulderarts.org/wp-content/uploads/2021/12/CMO-Memo_2021-PA-Imp-Plan-Updates.pdf
A7	Project	Include art enhancements along the future SH7/Arapahoe Ave corridor and a site-specific piece at the 55th and Arapahoe bus stations	RTD's Art-N-Transit program is based on RTD's belief that public art helps provide a stronger connection between neighborhoods and transit. Installing artwork at transit facilities creates a sense of community and provides opportunities to celebrate the diverse cultural, ethnic and historical richness of the many communities RTD serves. Work with CDOT and RTD to incorporate "Art in Transit" along the SH7/Arapahoe Ave Bus Rapid Transit corridor.	(1) Share project with Arts Commission for inclusion in the Public Art Implementation Plan	COB: Transportation & Mobility; Arts & Culture RTD CDOT	1	BVCP Policy 2.41 Enhanced Design for All Projects section g: Human scale and art in public places

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DESIGN QUALITY & PLACEMAKING

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

Policies

Policy D1 East Boulder is open and accessible to everyone. Subcommunity structures, streetscapes and public spaces will balance the needs of users and offer high quality design, materials, and construction to create welcoming environments.

Policy D2 Future redevelopment will catalyze a more active public environment through the installation of new connections and activated streetscapes to create walkable blocks.

Policy D3 Development and design in East Boulder will reinforce the subcommunity's identity as a creative, working and industrial area. The design of future structures, streetscapes and public spaces should reference the subcommunity's history and culture of innovation and entrepreneurialism.

Policy D4 Public space, both public and privately owned, will be programmed to encourage socializing, play and respite. Public spaces in East Boulder should be oriented to maximize physical comfort (consider solar exposure and shade, wind and noise), provide seating or active elements such as play features, and incorporate landscape and trees.

Policy D5 Redevelopment in East Boulder will preserve Boulder's quintessential views to the west from key corridors and the public realm. Designs for future structures should consider impacts to view corridors from public spaces. New buildings may consider providing publicly accessible roof areas to exhibit the western skyline.

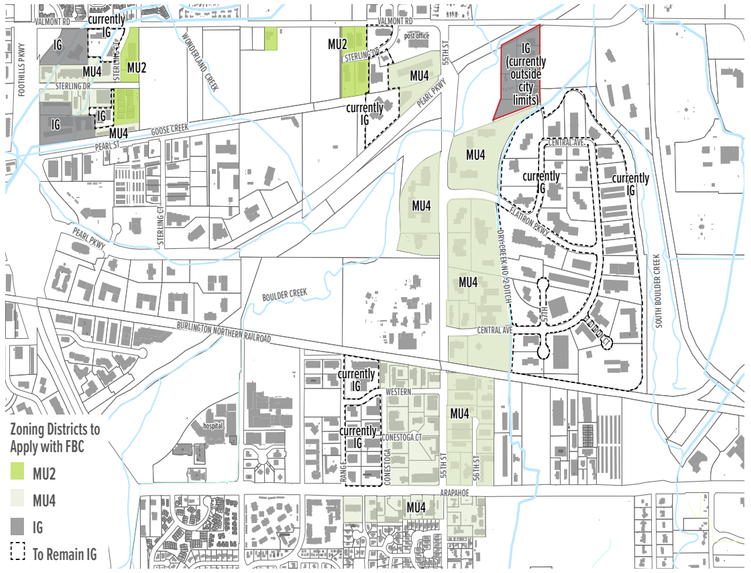
Policy D6 Redevelopment should strive to restore, enhance and celebrate the natural features of East Boulder, such as waterways, water bodies, wetlands and geologic features. Support for the natural environment contributes to local management of climate impacts and provides site users with visual and physical connections to nature.

Comfortable spaces in the public realm

Policy D7 Structures in East Boulder should offer varied rooflines. Building roofs inform the image of the city from afar and shape the experience from the street. Roof forms should be integral to the building's overall composition. When possible, rooftop utilities and mechanical equipment should be minimized and integrated into the overall building architecture or screened.

Policy D8 Structures in East Boulder should respond to climatic and environmental factors. The city will support innovation in architecture and work with development teams to advance the potential of new materials and methods that will contribute to the citywide goals for climate resilience.

Maintaining an industrial heritage while incorporating new uses



Recommended Zoning Diagram describes appropriate zone districts that are consistent with the recommended land use and place types of the East Boulder Subcommunity Plan.

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DESIGN QUALITY & PLACEMAKING

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
D9	Project	East Boulder Zoning and Form Based Code Study	Implementing the vision of the East Boulder land use plan will require code updates, zoning changes and possibly, the creation of new zones. The East Boulder Place Types Map and Place Type Performance Standards will be used as a guide to develop code recommendations to implement the plan and deliver design quality and placemaking described in the EBSP. Form-based code will be considered as an implementation option.	(1) Include code study in the P&DS workplan (2) Develop scope of work, schedule and community engagement strategy (3) Propose revisions to Title 9 and the BVCP Zoning Map	COB: P&DS	1	B.R.C. Title 9 Land Use Code
D10	Program	Establish a 55th and Arapahoe Station Area General Improvement District	Given the growth potential of the 55th and Arapahoe Station Area, there is an opportunity to engage public financing mechanisms for infrastructure and services that benefit more than one property to support the goals of the EBSP and the 55th and Arapahoe Station Area Plan.	(1) City staff works with property owners petition city council to form the district, establish district boundaries and authorize any property taxes or debt (2) City council holds a public hearing on the petition	COB: CV and P&DS Property Owners	1	BVCP Policy 5.01 Revitalizing Commercial and Industrial Areas
D11	Project	Goose Creek Greenway revitalization	Improve landscape character and quality of the Goose Creek Greenway from Foothills Parkway to Valmont City Park. Greenway should strive to improve habitat quality and diversity, provide shade for travelers of the multi-use path and create a landscape that acts as a centerpiece between the neighborhoods north and south of Pearl Street.	(1) Consolidate maintenance of the Goose Creek greenway area under one department (2) Develop a scope, schedule and engagement plan (3) Develop a design concept (4) Identify potential funding sources	COB: Parks and Recreation; Transportation; Public Works/ Greenways; OSMP	2	BVCP Policy 2.23 Boulder Creek, Tributaries & Ditches as Important Urban Design Features
D12	Project	Flatiron Greenway	This TMP project would offer an off-street option to connect new residents and local workforce in East Boulder to the 55th and Arapahoe Station Area along the drainageway through Flatiron Business Park. The project also adds a recreational amenity to the area, improving the quality of life for users and future residents.	(1) Develop a scope, schedule and engagement plan (2) Obtain permission from Dry Creek No. 2 ditch company (3) Develop a design concept (4) Identify potential funding sources	COB: Transportation; Public Works/ Greenways	2	BVCP Policy 2.23 Boulder Creek, Tributaries & Ditches as Important Urban Design Features

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
D13	Project	Park East Paseo	This project is proposed as a "POPS," a privately owned public space. The paseo would create both a connection and a great pedestrian space to allow local businesses, shops and galleries to connect with the local community and draw customers to this hidden local asset. The site for this project is on privately-owned land. Implementation would require support and guidance from the city to implement this concept as redevelopment occurs in the area.	(1) Work with local property owners to gage interest in project implementation, timeline and investment (2) Develop a design concept	Community members Property owners	3	
D14	Program	East Side Eats	The city should collaborate with local property and business owners in Flatiron Business Park to identify a centrally-located, under-utilized parking area that can accommodate temporary, outdoor dining space to pilot an "East Side Eats" dining plaza. Pending the success of the pilot, future considerations for a permanent plaza installation could provide the business park with a placemaking opportunity and fill a need in the area for outdoor gathering space.	(1) Work with local property owners to gage interest in program implementation, timeline and investment (2) Explore regulatory implications (3) Identify a potential site	Property owners Local business community COB: CV	1	
D15	Project	Conduct a city-wide industrial lands study	As the city continues to evaluate and guide change across the community, a comprehensive study of industrial uses, trends, culture and needs in the City of Boulder would offer decision-makers a tool to inform updates to the Use Standards of the Boulder Land Use Code (B.R.C. 9-6) and future updates to the Boulder Valley Comprehensive Plan.	(1) Add study to the P&DS work plan (2) Develop scope and schedule for the project (3) Identify funding to support the study	COB: P&DS and CV	1	BVCP Policy 2.21 Light Industrial Areas
D16	Project	Communicate with Valmont Power Plant property owner to explore the potential future site	While Valmont Power Plant will continue to operate beyond the horizon of the EBSP, initiating conversations about the site's future should begin to establish common understanding of site operations, timeline and other potential uses.		COB: Climate Initiatives and P+DS	3	
D17	Project	Valmont Park West Pilot Project	Use the West Valmont Park area as a pilot study for how the city can work with communities in the midst of change, helping them evolve such that the social infrastructure that has developed around unique place types can be sustained and thrive in the future.	(1) Add pilot project to the P&DS Work Plan (2) Develop scope of work and engagement plan for study (3) Identify community partners (4) Complete a pilot study report	COB: P&D; CV; Arts & Culture	1	

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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 in the community.

Policies

Policy H1 Support the development of new housing in East Boulder. The East Boulder subcommunity presents an opportunity to create new housing options for residents and workforce in Boulder to improve the jobs to housing imbalance, reduce commuter impacts and increase housing options in Boulder. Opportunities for the development of housing in strategic locations will be supported through land use and zoning updates.

Policy H2 Support the development of a range of attached housing types and styles in East Boulder. New housing in East Boulder should contribute to the city's overall diversity of housing types. Housing diversity will be supported through zoning updates.

Policy H3 Support the development of family-sized units in East Boulder. To support residential diversity in the subcommunity and address the need for "missing middle" housing, some new development should include units that will meet the needs of families, with two or more bedrooms. Building form will be supported through zoning updates.

Policy H4 Incentivize redevelopment that incorporates affordable housing units in East Boulder. To increase the overall supply of housing in East Boulder and encourage a mix of new uses in the subcommunity that includes permanently affordable housing options, an incentive program should be established in concert with future zoning updates.

Policy H5 Support mixed-use redevelopment to provide future residents with access to 15-minute neighborhoods. Allowing for a mix of uses in East Boulder will help create walkable neighborhoods that offer residents live-work-play options the subcommunity. Mixed-use redevelopment will be supported through land use and zoning updates.

Integrating housing into mixed use industrial neighborhoods

Housing Investments in East Boulder

In 2020, a consultant team completed an economic profile report for the 55th and Arapahoe station area and surrounding area. Combining data analysis with feedback from brokers and developers active in the area, the report outlines economic and real estate trends that impact market activity to characterize the economic context and opportunities for growth in the area. The report identifies one of the major challenges to developing new housing in East Boulder: "with high demand for [existing] space and tenants willing to pay high lease rates, there is little incentive for new and/or redevelopment in the area."

The community engagement process for the East Boulder Subcommunity Plan has consistently described a strong desire for a diversity of new housing options in the subcommunity. To see this kind of change in the near future, the city should explore options that would incentivize local property owners and developers to provide new housing development. The city should explore a full package of incentives as a way to invest in housing and provide affordable low- and moderate housing choices and market-rate middle-income housing choices.

Attached housing with varied rooflines and outdoor space

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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 in the community.

What is Missing Middle Housing?

Missing Middle Housing describes a range of multi-unit or clustered housing formats. Middle income households indicated they would choose missing middle housing types in a 2014 Housing Choice Survey.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
H6	Program	Update the BVCP Land Use Map to align with the recommended East Boulder Land Use Plan	The recommendations of the East Boulder Land Use Plan expand opportunities for new residential and mixed use development in the East Boulder Subcommunity	(1) Notice East Boulder properties (2) Schedule	COB: P+DS; Information Resources	1	BVCP Exhibit B: Amendment Procedures
H7	Program	Amend Title 9 Appendix L - Form-Based Code Areas and Appendix M - Form-Based Code of the Boulder Revised Code to include areas of change identified	Appendix L identifies areas of the city where a Form-Based Code Review process is used instead of Site Review criteria. The EBSP Place Types Map, Descriptions and Performance Standards should be used to amend the city's Form-Based Code. This will provide a diversity of housing types and form in area redevelopment that is in line with the community's vision for the areas of change.	(1) Identify funding for code revision project (2) Add project to the P+DS Work Plan (3) Engage community in code update process (4) Propose Amendments to Appendices L and M of Title 9 of the BRC to Planning Board and City Council for adoption.	COB: P&DS	2	Section 9-2-16 B.R.C. 1981
H8	Project	Annex San Lazaro Mobile Home Park	The existing mobile home community located at corner of Valmont Road and 55th Street includes approximately 213 homes and currently lies outside city limits. Annexation of San Lazaro to the City of Boulder will preserve the housing provided by this local mobile home park, include this residential community into the city that surrounds it, deliver San Lazaro residents improved facilities, and grant the community access to important city services and programs.	(1) San Lazaro Park Property submits application for annexation (2) City of Boulder and property owner negotiate terms of annexation agreement (3) Planning Board Ordinance recommendation (4) City Council Readings 1 and 2 of Ordinance	San Lazaro Park Property Owner COB: HHS; P+DS; PW; Finance; CAO	1	BVCP Policy 1.17 Annexation and BVCP Policy 7.09 Preservation & Development of Manufactured Housing; Manufactured Housing Strategy
H9	Program	Expand the Community Benefit Program	Develop a menu of incentives to encourage private developers in East Boulder to provide affordable low- and moderate-income housing and market rate middle-income housing options as part of new residential and mixed-use projects. The program could serve as a pilot for housing redevelopment in other transitioning areas of the city. Developers may negotiate a package of incentives with the city to allow the city, future residents and the existing community mutual benefits.	(1) P&DS works with HHS to develop a suite of options (2) Community engagement process to weigh options and understand what existing and potential residents are comfortable/not comfortable with (3) P&DS and HHS collaborate on a recommendation to the Housing Advisory Board, Planning Board and City Council	COB: HHS; P+DS;	1	BVCP Policy 2.16 Mixed Use & Higher Density Development; BVCP Policy 7.01 Local Solutions to Affordable Housing; BVCP Policy 5.02 Regional Job Center
H10	Project	Homeownership Incenvtive Programs	Explore programs to incentivize homeownership for low, moderate, and middle-income households in East Boulder Subcommunity.	(1) Add project to city work plans (2) Engagement process to weigh options and identify tools attractive to future potential homeowners and the development community (3) P&DS and HHS collaborate on a recommendation to the Housing Advisory Board, Planning Board and City Council	COB: HHS; P+DS; CV Boulder Chamber	2	BVCP Policy 7.01 Local Solutions to Affordable Housing

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LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

Policies

Policy B1 Commercial redevelopment in East Boulder that should strive to incorporate the City will pursue strategies to incentivize the incorporation of ground-floor spaces suited to small business, shared business space and mixing of business uses to caters to customers with a mix of incomes, and the rentention of existing industrial space.

Policy B2 The city will allocate space for local businesses in city-owned redevelopment projects in East Boulder.

Policy B3 The city will pursue an affordable commercial strategy for city-owned commercial space through the provision of shared spaces and demising existing spaces into smaller units.

Policy B4 The city will support the development of new retail, dining, and personal service uses in Mixed Use neighborhoods of East Boulder. These kinds of local businesses can help to (1) create 15-minute neighborhoods where new residents and existing workforce can access goods and services; (2) reduce the number of daily trips into and out of East Boulder; and (3) provide job opportunities in the subcommunity that may not require advanced degrees.

Policy B5 The city recognizes the value and importance of freight access to commercial and industrial areas of the city. The city will support businesses in the subcommunity by designing and building streets that will accommodate the movement of goods into, out of, and around East Boulder as necessitated by the land use plan.

The city's primary employers, like BCH, will continue to play an important role in the success of East Boulder

New mixed use districts in East Boulder will offer opportunities to widen the local customer base and grow with the neighborhood

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LOCAL BUSINESS

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
B6	Program	Update the Community Benefit program	Update the community benefit program to allow redevelopment projects to work from a suite of community benefit options. This allows for a negotiation that would offer context-sensitive benefits to community members, including the provision of affordable commercial space.	(1) Establish scope, schedule and engagement plan (2) Identify planning board and council sponsors	COB: P&DS and CV	1	BVCP Policy 1.12 Enhanced Community Benefit
B7	Project	Create incubator space at city-owned sites.	The city owns significant sites in East Boulder, including the municipal services center (site of the future Eastern City Campus) and the Boulder Municipal Airport. As these sites evolve in the future, the city should consider progamming incubator space to offer local entrepreuners affordable commercial space.	(1) Evaluate opportunity for incubator space in the next iteration of the Easter City Campus design study	COB: FAM	3	
B8	Program	Create a facade improvement program	Develop an incentive program to encourage property owners and businesses to improve the exterior appearance of their buildings and storefronts. Can provide financial incentives such as a matching grant or loan, a tax incentive and design assistance. Design assistance enables and helps ensure that building modifications comply with any design goals for the area.	(1) Develop Face Improvement Guidelines (2) Establish program in P+DS or Community Vitality? (3) Identify funding source (4) Establish program administration, application, etc.	COB: P&DS; CV; Arts & Culture Boulder Chamber	2	
B9	Program	East Boulder Business Retention Program	Existing businesses in East Boulder provide great value to the community and have contributed to the subcommunity's history and culture. An East Boulder Business Retention program would evaluate methods of retaining local businesses through redevelopment processes and develop recommendations for standardizing approaches to businesses facing issues of displacement.	(1) Work with Boulder Chamber to develop scope of program	Boulder Chamber COB: CV	1	BVCP Policy 5.05 Support for Local Business & Business Retention

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LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
B6	Program	Establish a General Improvement District for the 55th and Arapahoe Station Area	The growth potential of the Station Area presents an opportunity to use public financing mechanisms for infrastructure and services that benefit more than one property to support the goals of the EBSP and the 55th and Arapahoe Station Area Plan. Public financing through a GID can leverage the strong market demand to address community needs.	(1) City staff works with property owners petition city council to form the district, establish district boundaries and authorize any property taxes or debt (2) City council holds a public hearing on the petition	COB: CV and P&DS	1	BVCP Policy 5.01 Revitalizing Commercial and Industrial Areas

Why a General Improvement District (GID)?

- A GID is a seperate governmental entity
- Creates revenues through mill levies on properties in the district or rates, fees, tolls and charges for use of GID improvements and to construct and maintain common infrastructure and amenities, that in turn benefit the immediate area as well as the larger community.
- Employs a tool that has been proven within Boulder (e.g. CAGID, BJAGID), utilizing the GID structure for governance, revenue tools, and partnerships.
- Provides on-going and scalable funding for TDM programs and management of shared structured or on-street parking.
- Provides common set of services that are relevant to tenants and owners within the area that are not provided citywide.
- Can tailor to needs and resources of the area.
    - Adaptable (e.g. can expand micromobility and art beyond immediate station area).

What would a GID do?

- Centralized, shared parking: enable developers to buy into shared parking within the district, reducing the parking required to be constructed on individual sites.
- This would involve constructing a parking structure within the district.
- Developers would join the district and buy into this parking structure; in exchange for joining the district, they would receive lower parking requirements (e.g. through parking maximums) and increased FAR on their development site.
- In addition to parking, this structure could be designed to accommodate affordable housing as well as first-floor affordable commercial space (similar to the City's approach to parking structures it owns).
- Micromobility and Transportation Demand Management (TDM): subsidize e-bike and e-scootershare, carshare, as well as transit benefits, such as the EcoPass and other TDM programs, and provide bicycle parking within the district.
- Art: curate and fund public art throughout the district, and potentially include artist space within the first floor of the district parking structure, within the overall program for affordable commercial space.
- Manage funds: depending on the depth of funding sources that are available for this district (i.e. the size of membership and value of member properties), the district would manage these funds and deploy them at times when specific partnership opportunities emerge.
- Affordable commercial space: similar to the City's approach to first floor space in its parking garages, the district can develop dedicated affordable commercial space as a first floor use in the district parking structure.

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RESILIENCE & CLIMATE COMMITMENT

Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural 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.

Policies

Policy R1 To combat the impacts of climate change, the city will work to integrate living, natural systems with the built environment by working with property owners to implement green infrastructure strategies.

Policy R2 The city will continue to invest in technology that can assess and help manage the community's climate risks.

Policy R3 The city will protect critical habitat in East Boulder from human disturbance by working with property owners and development teams to implement mitigation measures through design that will: minimize lighting encroachment to open space, minimize impacts to the viewshed, include fencing to discourage trespass including pets accessing open space, providing enhanced climate preparedness and opportunities for floodplain restoration.

Policy R4 The city will continue to work with local partners, employers and potential districts to expand access to mobility programs and services to reduce GHG emissions from single-occupant-vehicle trips.

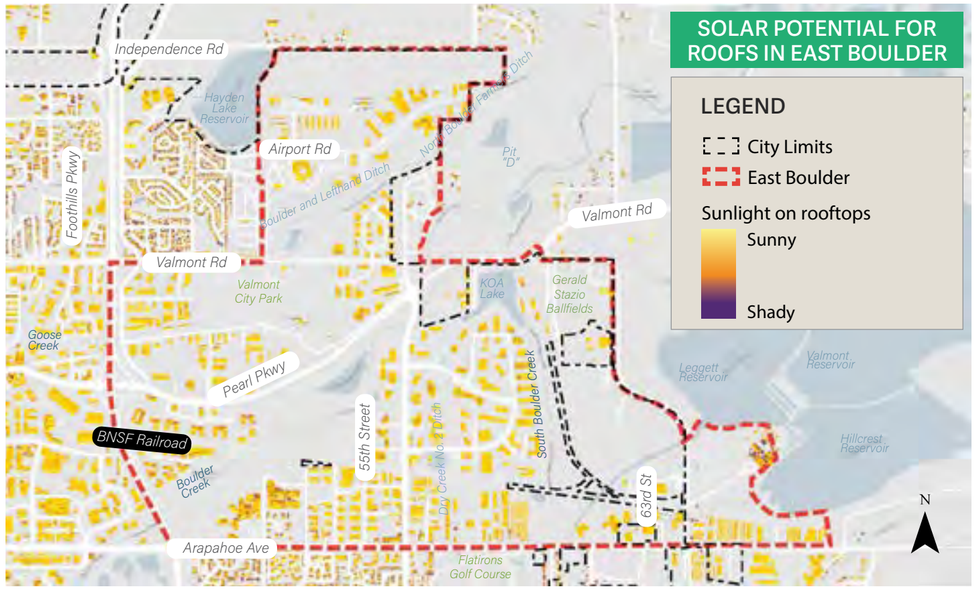
Policy R5 The city will support pilot projects in East Boulder to implement energy system resilience strategies such as microgrid development, active islanding, on-site energy generation and energy storage, and ground source heating and cooling services.

Policy R6 The city will stabilize and improve terrestrial and aquatic ecosystems by protecting natural and riparian areas and restoring native vegetation; connect to urban plantings designed and maintained to support biodiversity, improve soils and drawn down carbon into living systems.

Policy R7 The city's Design and Construction Standards require the implementation of green infrastructure where feasible based on the potential to infiltrate stormwater runoff locally. The city will support designers and development teams in implementing effective and site appropriate stormwater control measures for East Boulder through the development of local guidelines for design, construction, and maintenance, and collaboration on green infrastructure/ low impact development pilot projects, potentially including underground, right-of-way, or adjacent properties.

Making Positive Change

The East Boulder Subcommunity Plan offers a multitude of opportunities to manage emissions in Boulder. Once key element of the plan is reducing vehicle miles travelled in Boulder and the associated emissions. By creating mixed use neighborhoods, increasing opportunities for Boulder area workforce to live in East Boulder and providing multiple options for mobility, the plan anticipates a 28.3% reduction in per capita GHG emissions from the current condition. Today, per capita GHG emissions (mtCO2 equivalent) is 3.70mt. per person. Under the proposed conditions of the East Boulder Subcommunity Plan, estimated per capita GHG emissions lowers to 2.65mt.



Source: Project Sunroof data explorer (November 2018)

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RESILIENCE & CLIMATE COMMITMENT

Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural 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.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
R8	Program	Establish an Adaptive Reuse Incentive Program and incentivize the deconstruction requirement.	The reuse of existing building materials saves a high percentage of embodied energy. It reduces the energy consumption associated with demolishing a structure and building a new one to replace it. A large portion of a building's carbon emissions comes from its materials, fabrication and delivery to aseemble it.	(1) Establish targets for adaptive reuse that balance the effects of demolition and construction with costs for adaptive; (2) Create guidelines for adaptive reuse; (3) Update building code	COB: Climate Initiatives and P&DS	1	
R9	Project	East Boulder Canopy Improvement Project	East Boulder's urban canopy coverage today is less than five percent. To achieve the needed increase in canopy coverage, the city should plan for new tree plantings and long-term tree maintenance along corridors planned for future investment and neighborhoods identified in the EBSP as "areas of change."	(1) Use the EBSP Areas of Change to assess opportunities for near- and long- term canopy investments (2) Work with local property owners to provide high-quality growing conditions for new tree installations to ensure long-term health of the canopy (3) Identify funding source for long-term maintenance and irrigation of trees	COB: Urban Forestry; P&DS	1	BVCP 2.38 Importance of Urban Canopy, Street Trees & Streetscapes
R10	Project	East Boulder Pollinator Loop	Design and implement a focused pollinator planting project along the Foothills multiuse path to Goose Creek Greenway and north along Wonderland Creek in Valmont City Park	Scale and rate of implementaion depends on securing grant and Xerces Society support.	COB: Climate Initiatives; Parks & Rec; PW; Transportation and Mobility	2	
R11	Program	Expand the Commercial Tree Program (CTP) to East Boulder	The city's Urban Forestry Strategic Plan recommends expanding the CTP beyond downtown to maintain and increase the urban tree canopy, protect property and better manage public safety issues.	(1) Reinstate funding for Commercial Tree Program	COB: Urban Forestry	1	BVCP 3.12 Urban Forests

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
R12	Program	East Boulder office parks conversion to organic grounds management	Work with local business parks to reduce/eliminate lawn chemicals and convert landscape maintenance to organic grounds management practices. This will help eliminate runoff contamination into creek systems and protect insects,.	(1) Identify eligible sites and present options to property owners	COB: Ecological Planning; Climate Initiatives; PACE	1	

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AMENDING THE EAST BOULDER SUBCOMMUNITY PLAN

AMENDMENT PROCEDURES

Amendments to the East Boulder Subcommunity Plan will be reviewed and approved by City Council and Planning Board as described in the Boulder Valley Comprehensive Plan. Significant changes to the Subcommunity Plan's vision statements, policies, programs or projects are anticipated to involve a community engagement process that is consistent with the city's Engagement Strategic Framework. Consistent with the East Boulder Subcommunity Plan, a future engagement process should operate under the "Collaborate" space of the Engagement Spectrum.

Amendment Procedures for the East Boulder Connections Plan

Specific approval authority for relocations, additions and eliminations of connections in the East Boulder Connections Plan are identified in Table A. Amendments under the process identified in Table A are subject to the review criteria set forth below and subject to City Council call-up. If called up by City Council, Council becomes the approval authority.

Amendment requests can be processed in conjunction with a Site Review or Form-Based Code Review, as applicable. Where the Planning Board has approval authority for an amendment request that is processed in conjunction with a Site Review or Form-Based Code Review, the City Council automatically becomes the approval authority for such amendment request when City Council calls up and becomes the approval authority for the Site Review or Form-Based Code Review.

Any amendment to the Connections Plan under Table A will be permitted upon a finding that one of the following criteria has been met:

1. The amendment is due to a physical or practical hardship that would prevent construction of the connection;

2. The connection is made in a manner that is equivalent to the connection shown on the Connections Plan; or

3. The amendment is consistent with the intent of the applicable New Connection or System Enhancement described in the Connections Plan on page 51.

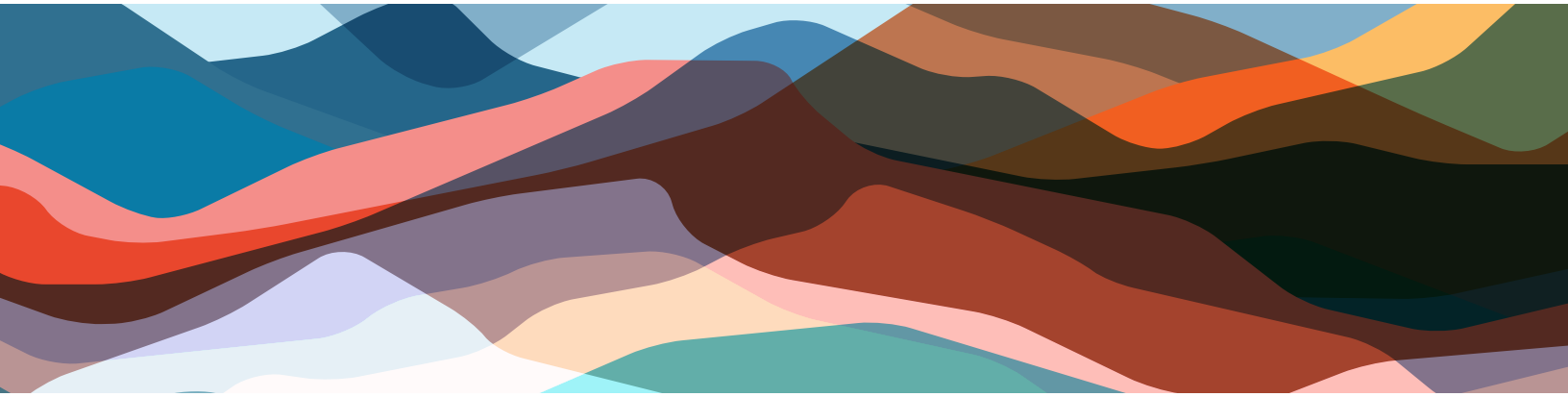
In those instances where the standards above cannot be met or if the amendment is not identified in Table A, the amendment will be considered legislative in nature and requires approval by the Planning Board and City Council.

Table A: Approval Requirements for Amendments to the East Boulder Connections Plan

	Relocation greater than 50' or onto an adjacent property	Relocation less than 50'	Addition	Elimination
New Connections				
Street	Planning Board	Administrative	Planning Board	Planning Board
Off-Street Facility	Planning Board	Administrative	Planning Board	Planning Board

55TH & ARAPAHOE

Station Area MASTER PLAN



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Appendix ..... Under Separate Cover

1 INTRODUCTION & BACKGROUND

The introduction to the Station Area Master Plan establishes the Plan's technical foundation. This includes a summary of the station area and its context, highlighting the area's demographics and physical characteristics, as well as the influence from prior and concurrent plans. Additionally, this section provides an explanation of what BRT and TOD mean in relation to this project and the planning process. All of that information is distilled in station area-specific opportunities and constraints that informed the concept development and community engagement process.

The area surrounding the 55th Street and Arapahoe Avenue intersection in East Boulder is currently served by a few local and regional bus routes, but in the future the intersection will be the location of a State Highway 7 Bus Rapid Transit (BRT) station – connecting Boulder east to Interstate-25 and beyond with high frequency service. This planned mobility investment also includes streetscape and multi-modal improvements and creates an unparalleled opportunity for transit-oriented development (TOD) within a critical focus area identified in the East Boulder Subcommunity Plan.

TOD is compact, walkable, mixed-use development located close to high frequency transit wherein development intensity is often higher than in surrounding areas to support a greater level of activity and facilitate a greater number of people having reasons to be in proximity to the transit station. When paired with multimodal mobility improvements, TOD areas serve as activity centers that provide a range of benefits to residents, employees, students, and visitors in and near the station area.

Commercial plaza on the south end of station area

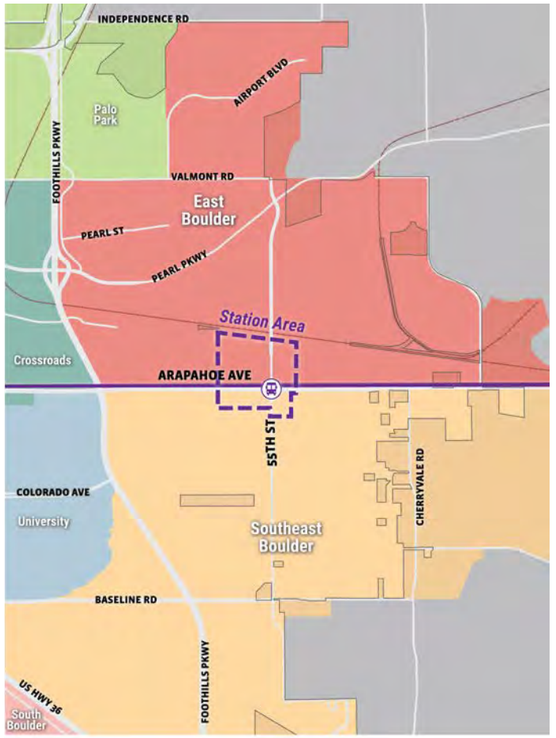
STATION AREA AND CONTEXT

The 55th and Arapahoe Station Area is located on the east side of Boulder, in the area east of Foothills Parkway. It is bounded by the railroad on the north, Range Street on the west, a drainage channel on the east, and the northern edge of the neighborhood to the south. The planned BRT stations will be located on either side of Arapahoe Avenue near the intersection at 55th Street.

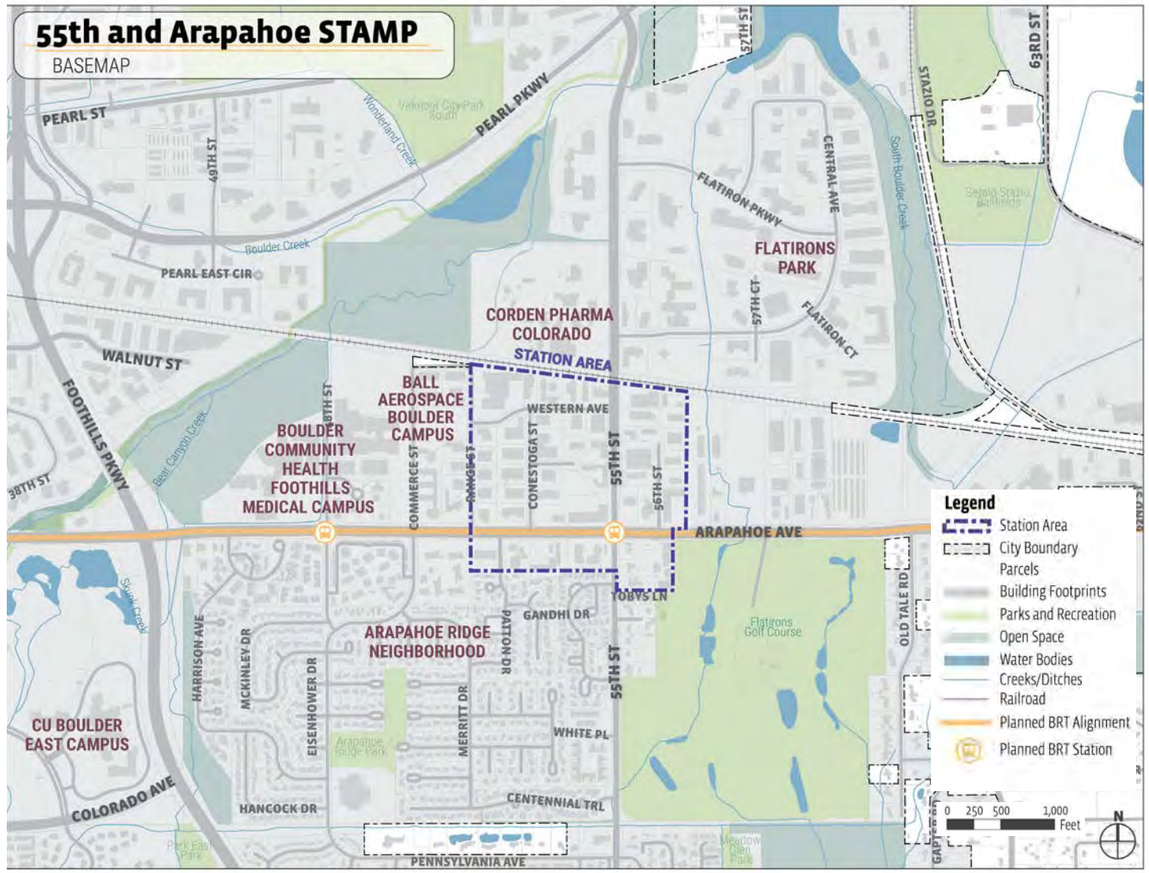
The Station Area north of Arapahoe Avenue is primarily made up of businesses and light industrial users and is within the East Boulder Subcommunity geography as defined in the Boulder Valley Comprehensive Plan. South of Arapahoe Avenue, the Station Area includes primarily auto-oriented retail and restaurant uses and is within the Southeast Boulder Subcommunity.

The Station Area makes up some of the most diverse employment opportunities in Boulder with its wide range of light industrial, manufacturing, dining, public, and health care uses. Only a small amount of housing exists in the Station Area (in the southeast corner), but more multifamily and single family residential exist immediately south and southwest of the Station Area.

Major nearby destinations just outside the Station Area include Ball Aerospace's Boulder Campus, Boulder Community Health's Foothills Medical Campus and the CU Boulder East Campus to the west; Corden Pharma Colorado, Flatiron Park, Valmont City Park and the Boulder Municipal Airport to the north; the Valmont Power Station to the northeast; and Flatirons Golf Course, the Arapahoe Ridge Neighborhood and the East Boulder Community Center to the south.



Station Area Locator Map

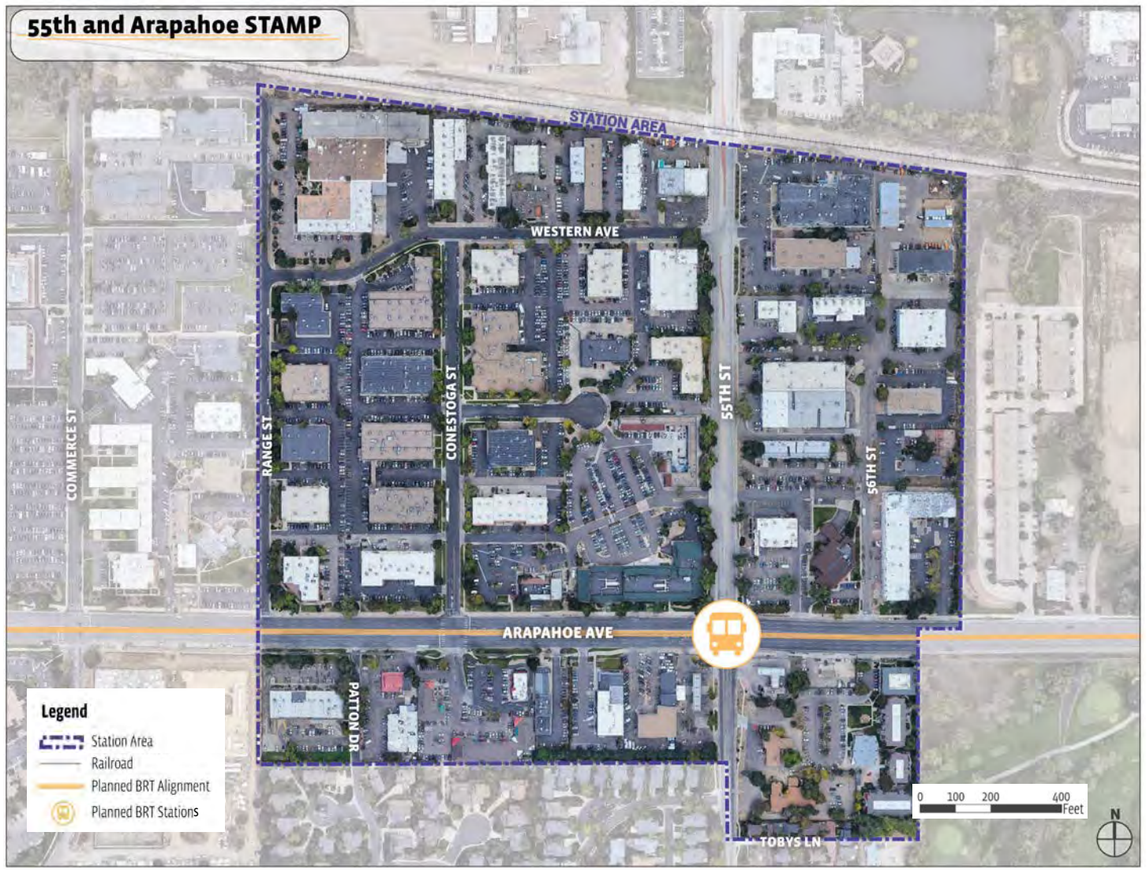


Plan Area Context

Walking Tour of East Boulder

DEMOGRAPHICS

In comparison to the entire city, the Station Area and its surrounding vicinity are comprised of a active adult community, a concentration of high-income earners, a smaller proportion of multifamily housing, strong employment growth in production and healthcare, and a significant number of in-commuters. See the 55th and Arapahoe Economic Profile in the Appendix for more demographic information.



Station Area Boundary

Vision for East Arapahoe Streetscape (Source: East Arapahoe Transportation Plan)

WHAT ARE BRT & TOD?

Bus Rapid Transit (BRT) is a bus service that operates much like light rail, providing frequent, rapid service, typically in dedicated transit lanes. BRT stations also typically feature a high aesthetic value and more amenities than a typical bus stop.

Transit-Oriented Development (TOD) is development that typically:

- Includes a dense mixture of housing, office, retail and/or other uses,
- Is rich with community amenities and infrastructure,
- Is integrated into a compact, walkable environment with nearby high quality, high-frequency public transportation, and
- Serves as an activity center that provides a range of social, equitable, environmental, and economic benefits.

PREVIOUS AND CONCURRENT PLANS

East Arapahoe Transportation Plan
The East Arapahoe Transportation Plan vision for East Arapahoe Avenue is a complete street. Complete streets include facilities and amenities for all modes of travel rather than just vehicles. These facilities and amenities may include separated bike lanes, buffered sidewalks, safe crosswalks, bicycle parking, shaded transit shelters with seating, trash receptacles, and more.

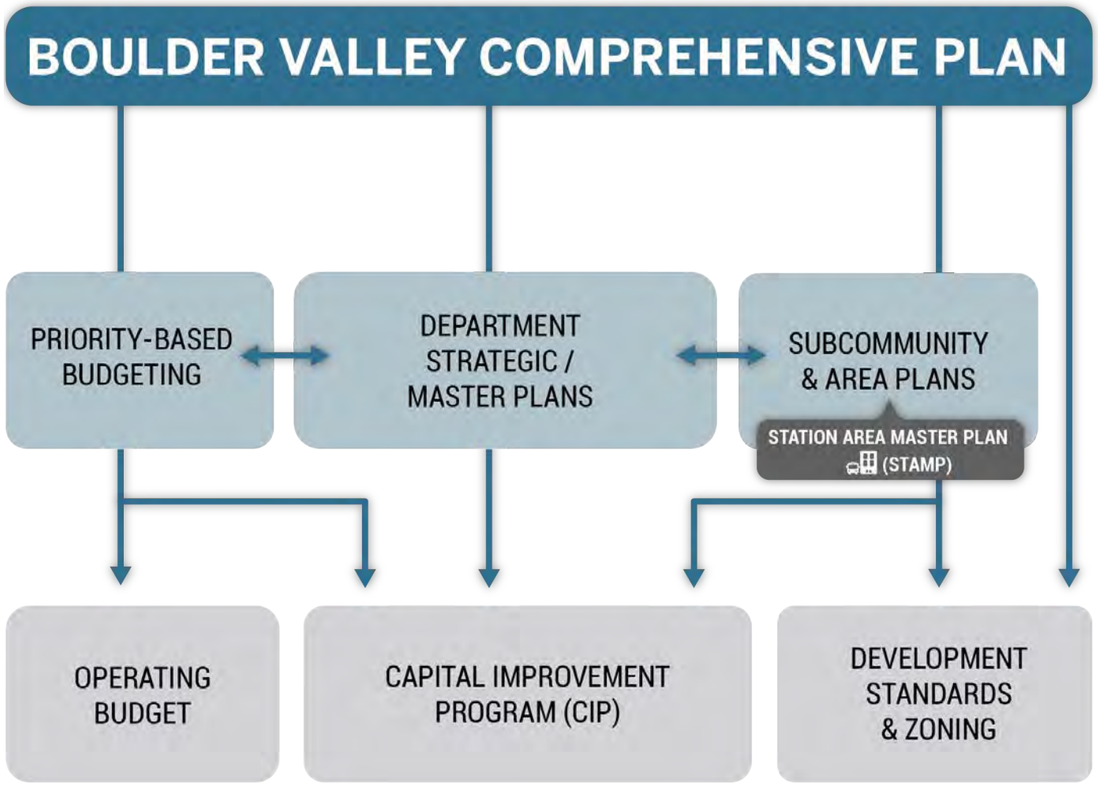
The regional BRT service will connect Boulder to I-25 and Brighton via State Highway 7/ East Arapahoe Avenue. Planning for BRT along Arapahoe Avenue and for the potential for TOD with a mobility hub at the 55th Street station is a driving force behind this Station Area Master Plan.

East Boulder Subcommunity Plan

Concurrent with the 55th and Arapahoe Station Area Master Plan (STAMP) process, the East Boulder Subcommunity Plan (EBSP) was also developed. The STAMP is one of several focus areas within the EBSP and is identified as one of four areas of change within the subcommunity.

HOW TO USE THIS PLAN

This Plan is intended to articulate a future vision for the 55th and Arapahoe Station Area that is based on the community's goals and values and provide tools and strategies to implement that vision. STAMPs provide detailed planning for subcommunities and distinct neighborhoods. This type of plan provides a once-in-a-generation (20 years) opportunity to holistically plan for change, rather than considering changes incrementally and parcel by parcel. The City of Boulder doesn't own most of this land - it is private property - but the City can use zoning to allow or disallow various types of redevelopment in the future. City staff will use this document moving forward to inform public investment, City staff work plans, City-led and partnership projects, and programs to achieve the community's vision as recommended by this plan.



Relationship between BVCP and STAMP

STATION AREA OPPORTUNITIES AND CONSTRAINTS

The following synthesizes key findings from the analysis of the existing opportunities and constraints within the Station Area. These key takeaways, like those from the review of the EBSP's Inventory and Analysis, guided community/stakeholder engagement and set the stage for plan recommendations that are forthcoming in Chapter 3 of this plan. See the complete Existing Conditions Report in the appendix of this plan for more analysis and detail about the Station Area.

Opportunity for Increased Mix of Uses

A variety of land uses can be found in the Station Area and surrounding vicinity, including primarily light industrial, office, and medical uses north of Arapahoe Avenue retail, and low density residential and recreation south of Arapahoe Avenue. Along the East Arapahoe Avenue corridor is an area of high-density residential and commercial and community-serving uses west of the future station. The existing land uses in the Station Area are generally consistent with the current designations for this area in the BVCP land use map. There is an opportunity to best leverage the transit investment by increasing the number of people in the Station Area that may find it convenient to use the BRT.

Growing Economy without New Development

Economic activity is expanding within the Station Area and surrounding vicinity, consistent with trends seen throughout the Boulder area. This is particularly seen in employment, where nearly 2,900 jobs were added in this area over the past decade, reflecting growth in health care and industrial flex/manufacturing. A significant characteristic of this job growth is that little new construction has happened alongside the increase in jobs. This indicates that the area's economic potential has not been limited by the building inventory; with more valuable real estate, tenants are responding to the strong market

Medium density residential

Upslope Brewing Company

PopSockets Boulder Office

KOA Lake

Community retail on Arapahoe Avenue

Private patio space in Flatiron Park

and getting more utilization of existing spaces. There are unique challenge in managing this type of success; as businesses grow and evolve, they require different solutions that often involve leasing more space or require the creative utilization of existing spaces.

Land Use Policy and Economic Development

Trends over the past decade indicate that growth for industrial/flex uses in the Station Area generated an expansion of employment at a rate of approximately 60 new employees per year over the decade. Based on interviews with community stakeholders, brokers, and land owners, with changes to the area's development regulations additional employment could increase above these historical trends. Based on the data and interviews, there is strong market demand in this area, as evidenced by employment growth, reinvestment in buildings, strong rents, and low vacancy rates. Recognizing the older building product and relatively low building density, there is significant opportunity for redevelopment and the City is in a position to help shape the level of economic activity and leverage this strong market demand to address other community needs, such as improvements to transit and expansions to the affordable housing inventory.

The City of Boulder is in a unique position to adopt land use policy to allow for economic development that can help achieve community goals and provide local benefits. This is an opportunity to explore adjustments to current land use map and zoning regulations in order to achieve the community's greater vision for the Station Area.

Zoning for TOD

Higher densities and achieving a critical mass are often essential in the success of transit-oriented development and would help to meet the BVCP goals in this area. Current land use designations and zoning have created constraints to reaching those goals, but this plan creates a new opportunity to explore ways to achieve more efficient utilization of parcels, increased vibrancy, reimagined parking requirements, accommodation for growth needs, and to provide opportunities to current and future residents and employees.

Pedestrian Connectivity and Parking Demand

The northwest section of the Station Area lacks a complete street grid and block pattern. There are opportunities to create smaller parcels through redevelopment in the Station Area that can support additional pedestrian-scaled infrastructure and connections. Additionally, if parking demand is lowered by an increase in employees working at home, future BRT service, focused Transportation Demand Management (TDM) strategies, and the implementation of shared parking, there may be the potential to reconsider their current use.

Bicycle Connectivity and Facilities

The eastern portion of the Station Area lacks north/south bicycle connectivity. The identified vertically separated bike facilities on 55th Street will be a significant safety and comfort enhancement and will provide separation from motor vehicle traffic. Redevelopment in the Station Area provides an opportunity to implement this improved north/south connection.

Strategic Mobility Hubs and Increased Transit Use Potential

The East Arapahoe Transportation Plan calls for a regional mobility hub at 55th Street and Arapahoe Avenue. Providing residents, employees, and visitors with a variety of convenient and affordable transportation options to and from the station will support the BRT investment along Arapahoe Avenue

Crosswalk at 55th Street

Multi-use pathway and bike share station

Conestoga Court adjacent parking

Arapahoe Avenue transit shelter

Permeable, soft-surface paths in Flatiron Park

Anderson Medical Center with rooftop solar

and work toward meeting the City of Boulder's mode share and greenhouse gas reduction goals.

Transportation Pilot Projects

The high density of office space in and near the Station Area offers opportunities to implement pilot programs to test commuter-focused TDM and micromobility strategies. Pilot programs are often a successful technique to allow the community to provide feedback about a project before it is finalized based on real experience. They can also be used to test materials/construction techniques and to provide a "proof" of market for potential vendors, such as micromobility operators.

Part of the planned HOP transit service extension expands service to Flatiron Park. Others could be e-bike and/or e-scooter pilot projects (which could provide vendors with the assurance that there is a viable market within the study area).

Energy and Decarbonization

The energy consumption and greenhouse gas emissions within the Station Area are typical of US cities without major heavy industrial sectors. Some users in the area require a significant amount of energy due to the specialized nature of their operations, such as Boulder Community Health, Ball Aerospace, and Corden Pharma. There are opportunities for the City to create programs in response to trends in Boulder related to emissions per the measures and targets identified in the City of Boulder's Community Dashboard.

There are opportunities for decarbonization by reducing both building and transportation energy consumption. It is vital to decarbonization of the neighborhood that these strategies must not only focus on potential future increased density and new mixed-use development, but also the existing high energy intensive areas. Despite a limited amount of greenspace, there are also opportunities for carbon sequestration in this area. An example of this may include reducing the heat island effect and addressing albedo, the ability of surfaces to reflect sunlight and heat from the sun.

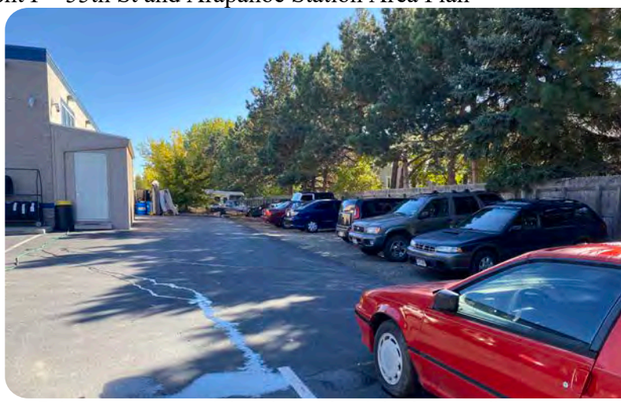
There is also significant potential for building level solar installations in the Station Area. Programs that maximize rooftop solar in new development and add solar installations to existing buildings will be vital to meet the decarbonization goal.

New Amenities for Current Residents

The potential for redevelopment brings with it the opportunity to provide new amenities, such as quality streetscape design, community gathering spaces, and neighborhood serving retail.

Balancing Concerns of Displacement

Rightful concerns regarding residential and business displacement due to these positive changes should be addressed by incorporating policies and programs to retain current residents, businesses, essential uses and tenants. This may involve new regulations, incentives, and partnerships to help facilitate private development.



Existing Commercial and Residential edge conditions south of Arapahoe Avenue

Commercial development at Conestoga Street and Arapahoe Avenue

Arapahoe Ridge Park

2 THE COMMUNITY'S VISION

This chapter summarizes the community outreach conducted during the station area planning process. Community input helped to create the vision for the future of the station area.

COMMUNITY AND STAKEHOLDER OUTREACH OVERVIEW

The 55th and Arapahoe STAMP provided an opportunity to expand upon the existing network of diverse and engaged community members participating in the East Boulder Subcommunity planning process. Members of the East Boulder Working Group formed a STAMP committee to help guide the concept development process. Outreach to the greater community prioritized key audiences from across the project area and adjacent neighborhoods, City staff, decision-makers, and those representing property owners, local businesses and the community at large.

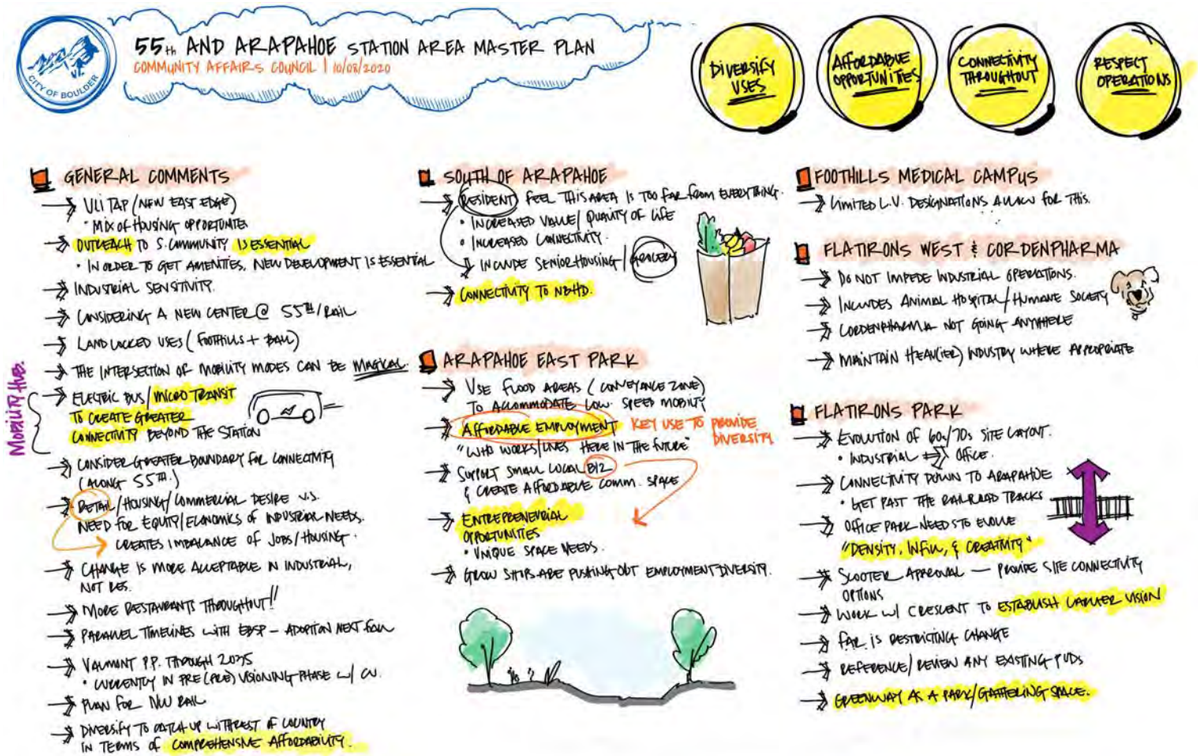
SUMMARY OF OUTREACH METHODS

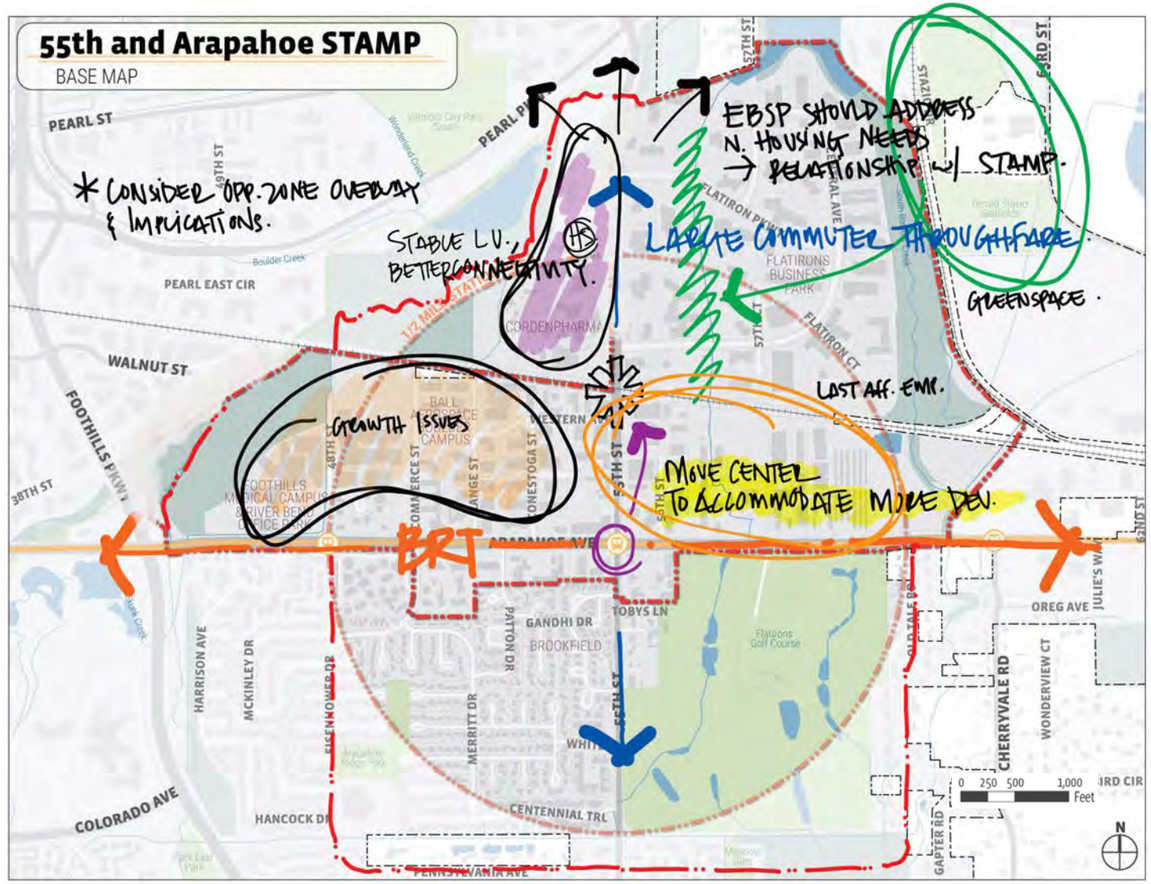
Through the process, the business and resident communities were asked to provide feedback and input to aspects of the plan through various activities and events. Those activities and events included:

- East Boulder Working Group and STAMP committee meetings and work sessions
- Online Community Meetings and Focus Groups
- Community Questionnaires
- BeHeardBoulder Video Presentations and Open-comment "Office" Hours

KEY TAKEAWAYS FROM COMMUNITY AND STAKEHOLDER FEEDBACK

- Prioritize a vibrant, mix of uses (as opposed to a single, predominant land use)
- Attract more locally-serving commercial uses
- Incorporate residential development, including an emphasis on affordable housing and adjacency to the transit station
- Maintain a strong sense of community, character, and the "Boulder mystique"
- Preserve some of the existing uses and structures
- Create a walkable, bikeable, transit-accessible environment
- Introduce building forms that set back, step back and include unique roof design elements





Digital Wall Graphic Recording from Boulder Chamber Community Affairs Council, October, 2020.

STATION AREA VISION STATEMENT

The 55th and Arapahoe Station Area is envisioned as a unique mixed-use center with a blend of neighborhood-serving retail and restaurants; a variety of employment with opportunities prioritized for light industrial users, makers and creatives; and attainable mixed income housing that are all set in a highly walkable and bikeable area with great access to bus rapid transit. The community's vision includes more comfortable and attractive streets and promenades better organizing and connecting a dynamic tapestry of buildings, businesses, employees, and residents. The new transit-oriented development will be respectful of and well-connected to established neighborhoods and employment areas nearby. The transformation of the Station Area over the next 10-15 years will build on existing assets and character to enhance this important mixed use activity center for East Boulder and the broader community.

EAST BOULDER VISION

The vision for the Station Area reinforces the vision statements which were established by the East Boulder Working Group, building from the Focus Areas of the Boulder Valley Comprehensive Plan. The vision statements are further contextualized in the Station Area and set the foundation for Station Area guiding principles. Those vision statements are:

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 and 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 and 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.

Housing Affordability and Diversity of Housing Types
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 and Climate Commitment
(Re)development in East Boulder will respect and enhance the integrity of the area's natural resources and minimize disruptions. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.

Access and 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.

GUIDING PRINCIPLES

The guiding principles for the STAMP guided the planning process, stakeholder discussions and community engagement. These principles provided guidelines for the community, working group and staff for plan development and plan implementation moving forward.

Prioritize Transit-Supportive Strategies
Recommendations for land use, redevelopment and mobility hubs should leverage the planned BRT investment and build toward a transit-supportive activity center in East Boulder.

Focus on Strategic Geographies and Opportunity Sites
While charged with the implementation of citywide goals, the direct area of focus should be placed on the 60-acre Mixed-Use TOD designation area at 55th Street and Arapahoe Avenue in the East Boulder subcommunity.

Preserve and Promote Accessible and Attainable Housing and Employment Opportunities
Maintaining and/or enhancing affordability across all land uses will be a key element throughout the process, primarily when focused on housing and employment.

Identify and Prioritize Recommendations with Co-Benefits
As planning and design is completed for the Station Area, recommendations that achieve multiple benefits or advance multiple citywide goals should be prioritized if feasible, understanding that goals and recommendations will need to be achieved over time.

Prepare for Future Innovations
It may be necessary to modify concepts to fully integrate and leverage future innovations in technology, transportation, and beyond.

Stay True to Community Input
The plan should reflect a collaborative engagement process by incorporating community interests and concerns throughout the process and in the final recommendations.

Ensure a Flexible Development Framework
This plan should not be overly prescriptive as to prevent opportunities for advancement or changes in preferences, approaches and delivery methods throughout implementation in land use and redevelopment.

Facilitate Incremental Change and Sequencing
Knowing that the Station Area will not transform overnight, each phase of public and private investment, if possible, should: 1) contribute to the vision for the Station Area and East Boulder, 2) be able to thrive in the interim, and 3) make positive contributions to existing residential and business communities.

Protect and Enhance Integrity of Existing Neighborhood
An important part of this project will be the careful balance of preservation and progress. Careful consideration will be given to appropriately scaled land use and density transitions from areas of potential change to existing single-family residential neighborhoods. The Plan should also ensure that new public and private investments benefit existing neighborhoods while allowing for naturally evolving neighborhood character.

3 STATION AREA FRAMEWORK

The Station Area Framework for the Master Plan builds from the technical foundation summarized in Chapter 1, and the community's vision highlighted in Chapter 2, and includes all of the major components of this Plan. Each component is summarized through a series of direct recommendations.

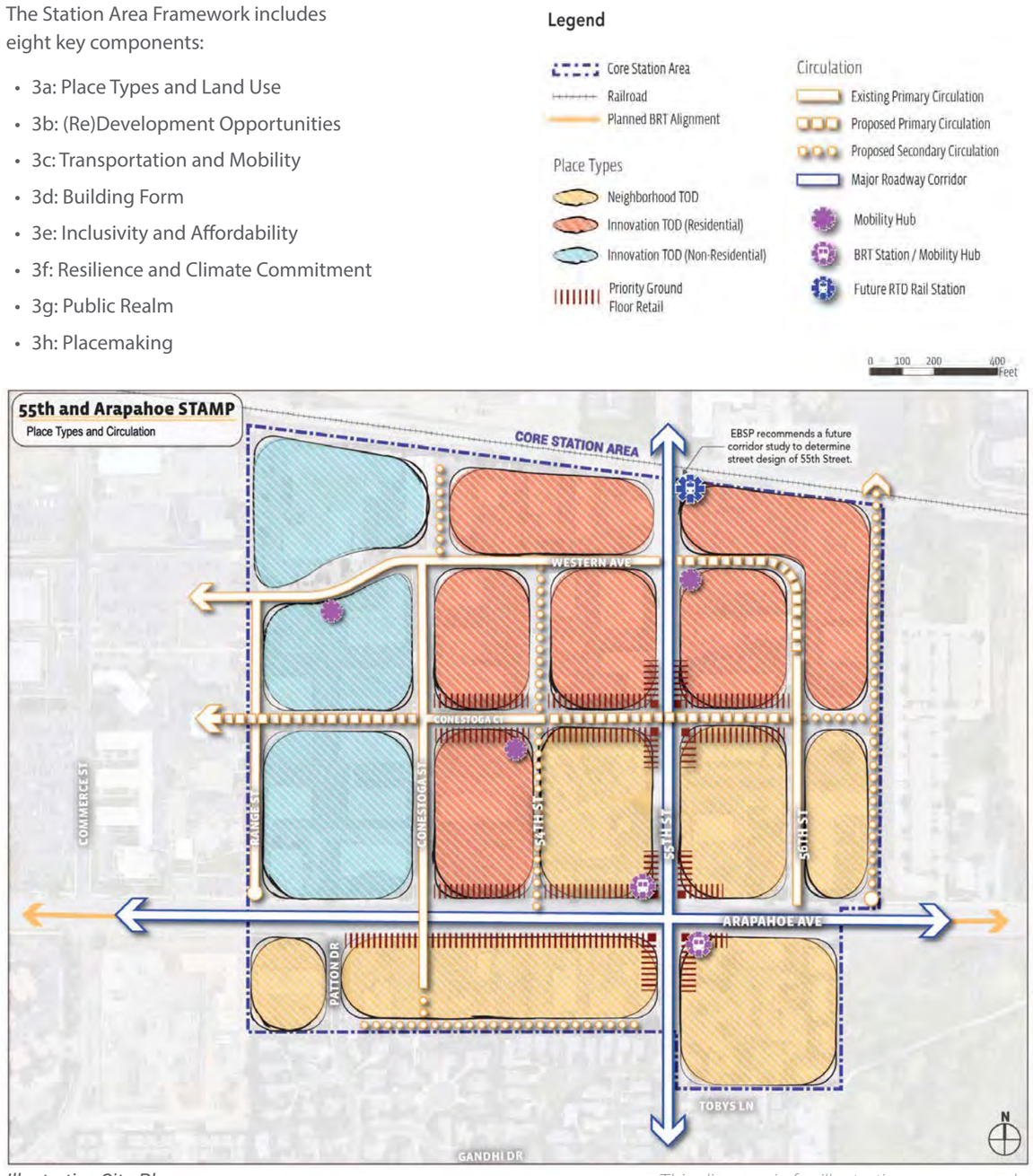
FRAMEWORK INTRODUCTION

The Station Area Framework provides the overarching blueprint for how the Station Area will emerge as a great transit-oriented district in the coming years. The overall plan framework for the Station Area is intended to build upon the existing character of local businesses in an employment center, while significantly increasing connectivity and activity in the area to better support surrounding neighborhoods and districts, contribute to placemaking, and support expanded transit use to reduce trips and help achieve climate goals.

Precedent images that describe the character and quality of the future station area

The Station Area Framework includes eight key components:

- 3a: Place Types and Land Use
- 3b: (Re)Development Opportunities
- 3c: Transportation and Mobility
- 3d: Building Form
- 3e: Inclusivity and Affordability
- 3f: Resilience and Climate Commitment
- 3g: Public Realm
- 3h: Placemaking



Illustrative Site Plan

This diagram is for illustrative purposes only

3A: PLACE TYPES AND LAND USE

PLACE TYPES

While land use offers guidance on key characteristics and uses of the subcommunity, community members desired a method for further defining preferred development patterns for evolving neighborhoods. The East Boulder Place Types is a tool that provides the community with a way to describe the design intent and performance expectations for these evolving neighborhoods.

Place Types and Circulation Diagram *This diagram is for illustrative purposes only*

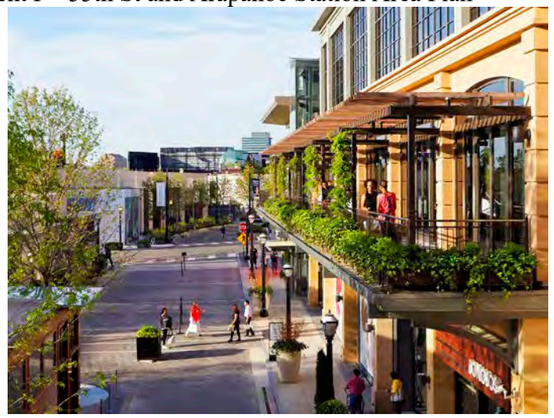
The Place Type performance standards of the East Boulder Subcommunity Plan also describe expectations for elements that tie land use to important mobility features, such as access and parking as well as streetscape character. Enhancing the subcommunity's mobility network in East Boulder to create places that are memorable, inviting, and well-connected can help steer redevelopment towards success and achievement of citywide goals in these new kinds of Boulder neighborhood.

Station Area Place Types

As it relates to the Station Area Master Plan, place types are further articulated by combining aspects of future land use, building design, and placemaking of smaller subgeographies within the Station Area. In general, future development within the Station Area is expected to apply the principles of TOD with an emphasis on creating a vibrant mix of uses, greater activity, and an engaging pedestrian realm.

Within the Station Area Framework, three place types are identified.

- Neighborhood TOD
- Innovation TOD (Residential)
- Innovation TOD (Non-Residential)



Neighborhood TOD Precedent

Innovation TOD (Residential) Precedent

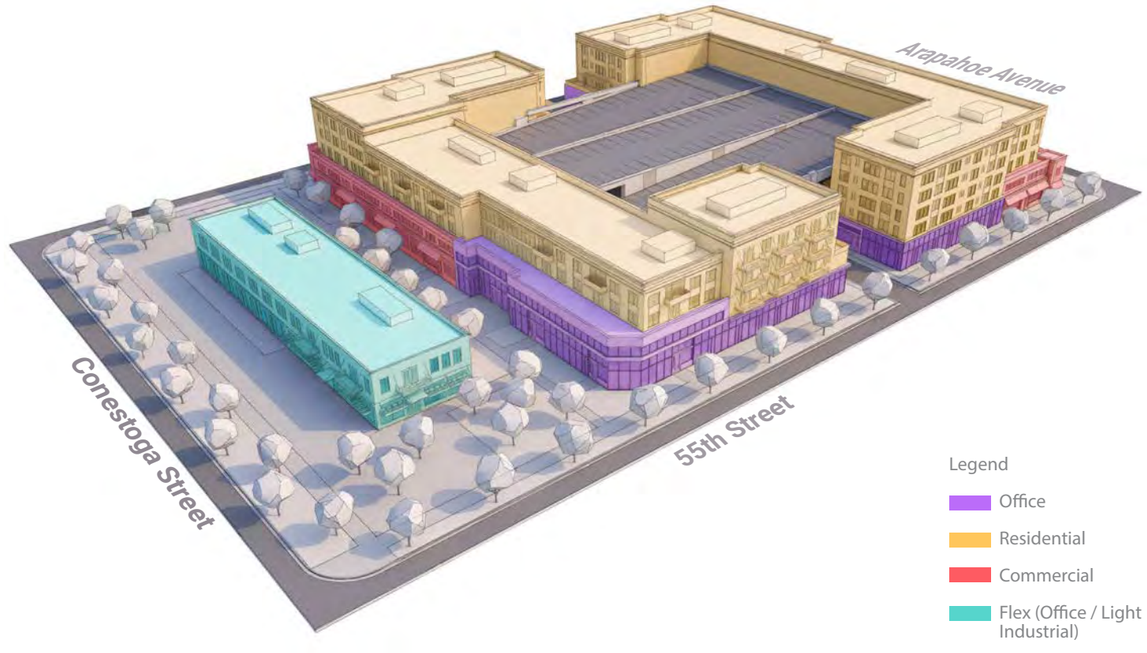
Innovation TOD (Non-Residential) Precedent

NEIGHBORHOOD TOD






Neighborhood TOD Precedent Images



Neighborhood TOD:
Massing and Building Use Example

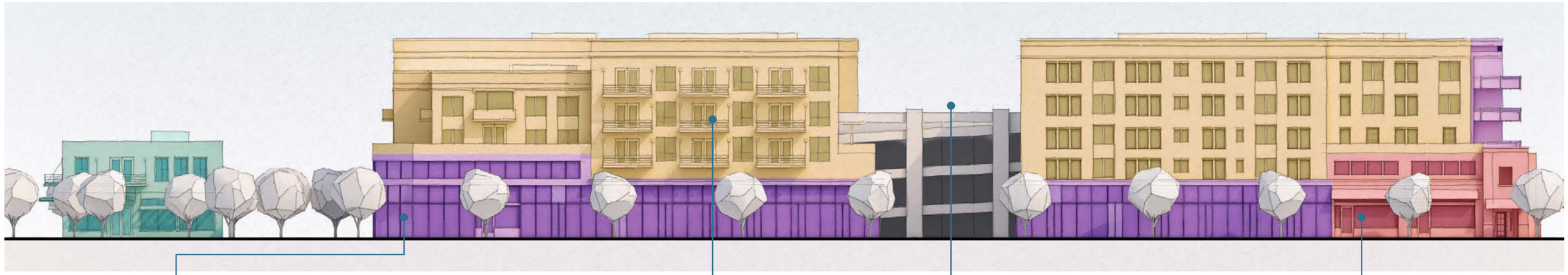
This rendering is for illustrative purposes only

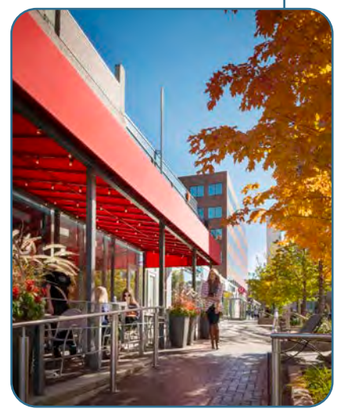
PLACE TYPE PERFORMANCE FOR NEIGHBORHOOD TOD

The Neighborhood TOD Place Type, south of Arapahoe Avenue and immediately surrounding the 55th Street and Arapahoe Avenue intersection, reimagines existing commercial and retail areas within easy walking distance to transit. Ground floors have shops, cafes or other businesses and may have mixed income housing above. Reimagines existing auto-oriented commercial and retail areas as highly walkable and transit-supportive environments.

Priorities

- Active ground floors may have mixed income housing above when development is multi-story
- Streetscapes include consistent tree canopies, landscaping, seating and designated areas for bike/scooter parking





Legend

- Office
- Residential
- Commercial
- Flex (Office / Light Industrial)

Building heights and FAR

- 1-4 story
- Height limit of 45’
- Minimum FAR of 3.0

Predominant Uses

- Residential;
- Retail Sales;
- Dining and Entertainment;
- Commercial

Setbacks

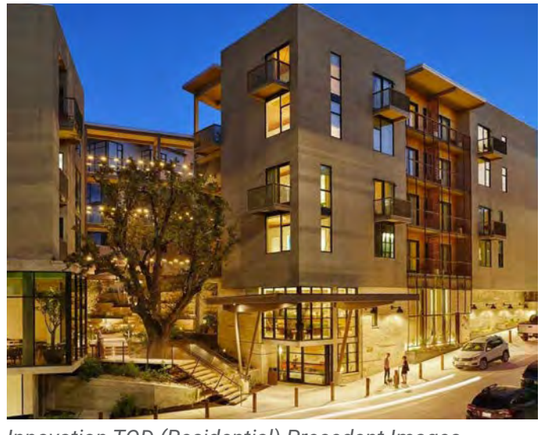
Within Neighborhood TOD Place Types, use regulatory tools or development agreements to require a 10’ minimum setback from the right of way.

Public Realm and Ground Floor Activation

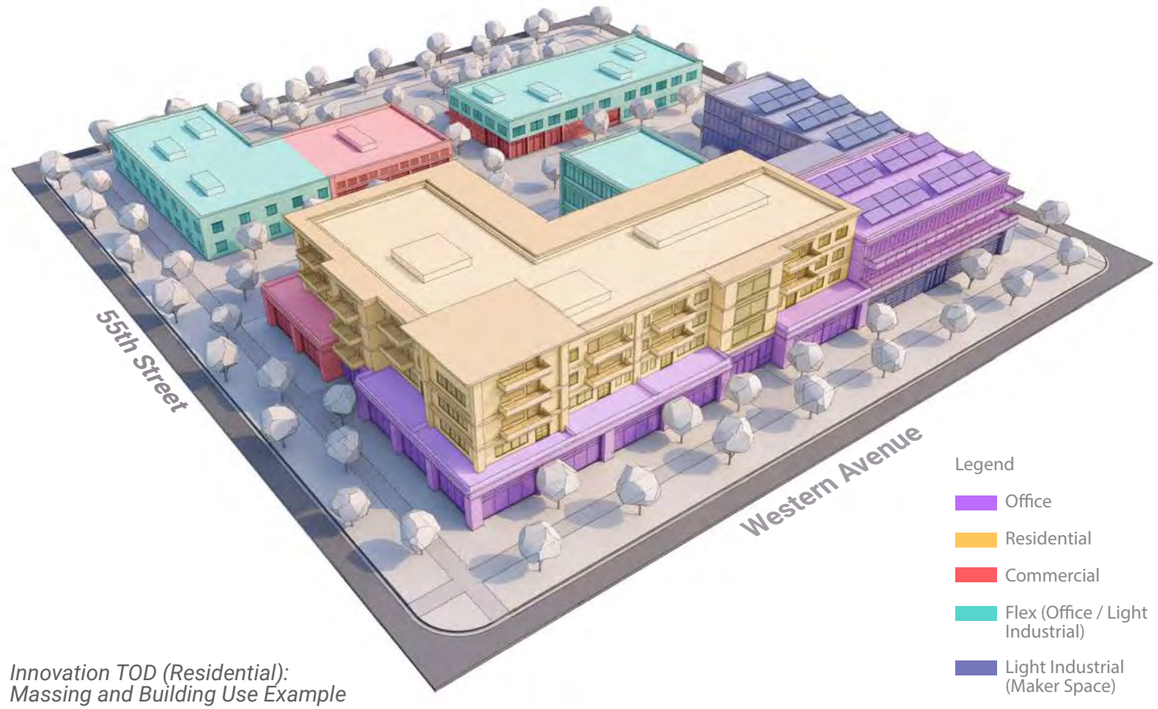
In Neighborhood TOD, there should be a prioritization of physical activation and uses such as retail sales, dining and entertainment. In these instances, the adjacent uses should actively engage with the public realm, providing store signage and café seating in support of the business and the overall area.

INNOVATION TOD (RESIDENTIAL)




Innovation TOD (Residential) Precedent Images



Innovation TOD (Residential): Massing and Building Use Example

This rendering is for illustrative purposes only

PLACE TYPE PERFORMANCE FOR INNOVATION TOD (RESIDENTIAL)

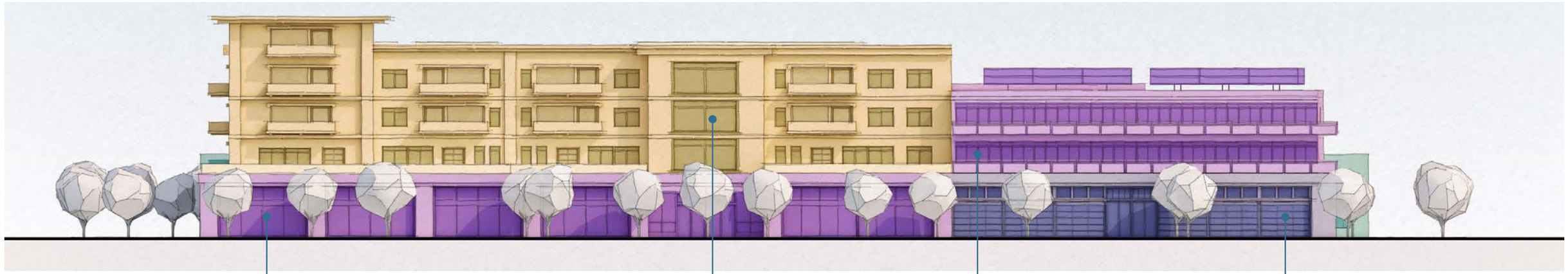
The Innovation TOD (Residential) Place Type, central to the area and further north along 55th, intends to maintain opportunities for light industrial and commercial uses while introducing mixed income residential uses. These areas are envisioned to integrate public-facing retail for all users while also providing affordable housing options near transit.

Priorities

Reimagines existing auto-oriented commercial and retail areas as highly walkable and transit supportive environments

Integrates public-facing retail for light industrial and flex users while also providing transit supportive affordable housing option

Prioritizes energy conservation, urban rewilding, activation, and creativity in new and re-development.



Legend

- Office
- Residential
- Commercial
- Flex (Office / Light Industrial)
- Light Industrial (Maker Space)

Building heights and FAR

- 2-5 story
- Height limit of 55’
- Minimum FAR of 3.5

Predominant Uses:

- Light Industrial;
- Commercial;
- Residential

Setbacks

Within Innovation TOD (Residential) and Neighborhood TOD Place Types, use regulatory tools or development agreements to require a 10’ minimum setback from the right of way.

Public Realm and Ground Floor Activation

In the Innovation TOD place types, in both the Residential and Non-Residential designations, the priority should be placed on visual activation, especially for office and light industrial uses at the ground floor. Visual activation (visual interest due to the design or visual access into certain building uses) along the ground floor necessitates increased transparency and strategic floor plan layouts to locate light manufacturing, conference rooms and common spaces along the perimeters of buildings.

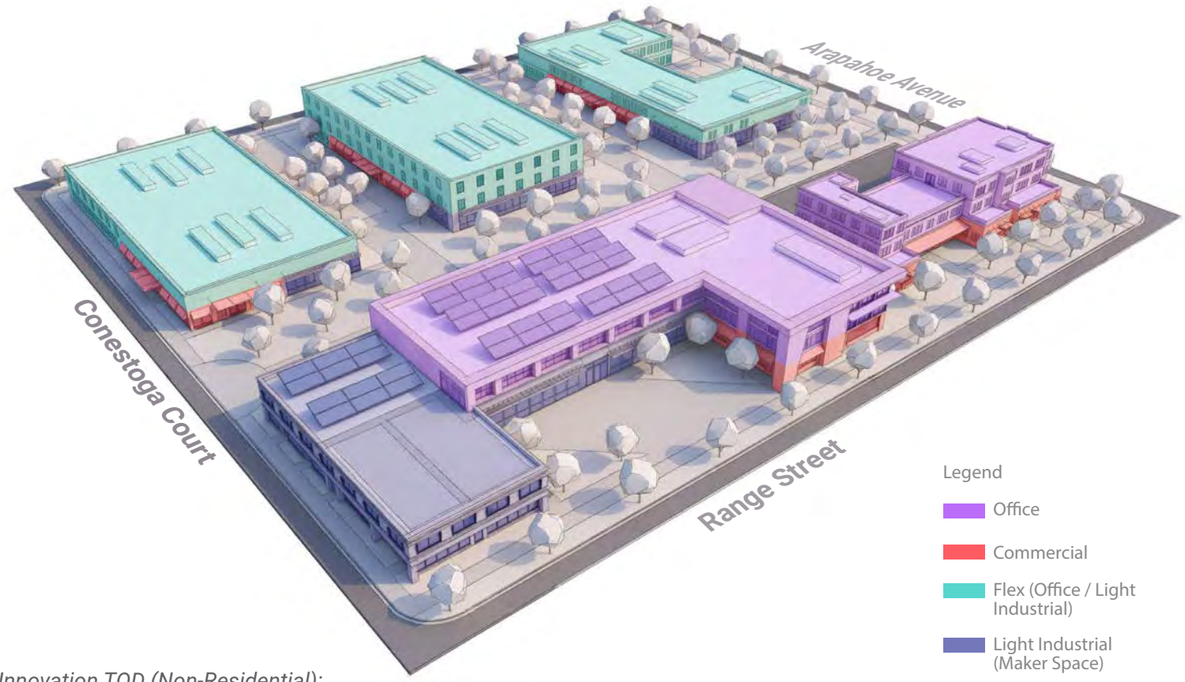
In both Innovation TOD designations, opportunities should be sought to integrate these needs, especially in terms of access and circulation.

INNOVATION TOD (NON-RESIDENTIAL)





Innovation TOD (Non-Residential) Precedent Images



Innovation TOD (Non-Residential): Massing and Building Use Example

This rendering is for illustrative purposes only

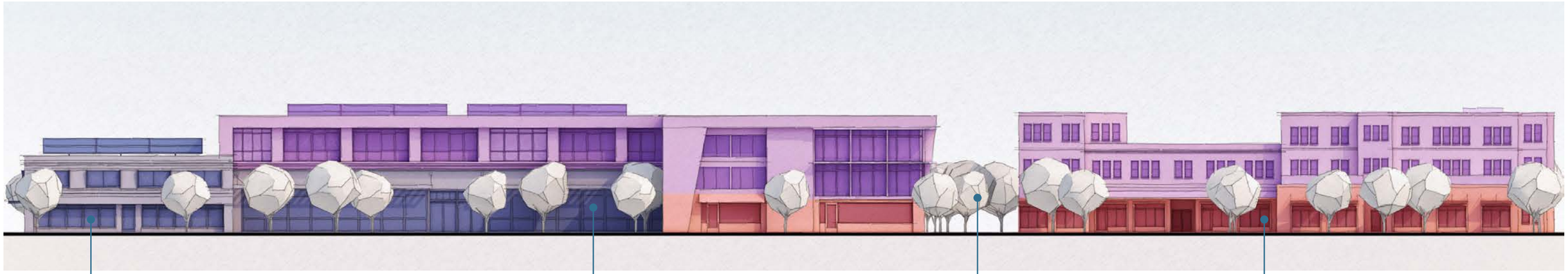
PLACE TYPE PERFORMANCE FOR INNOVATION TOD (NON-RESIDENTIAL)

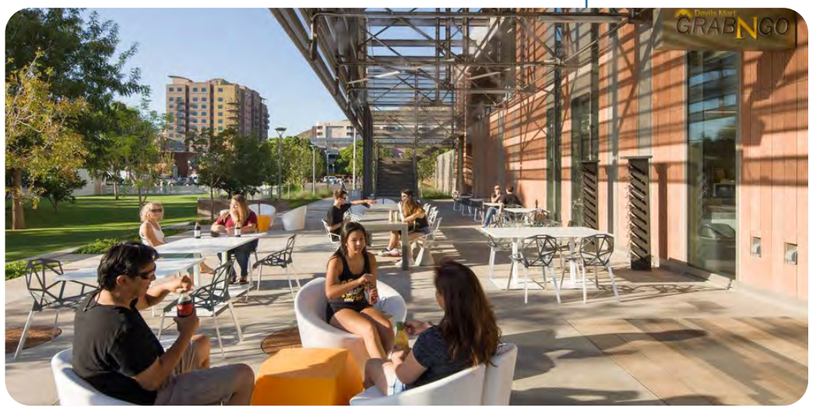
The Innovation TOD (Non-Residential) Place Type, along the western portion adjacent to Ball Aerospace, prioritizes opportunities for light industrial and commercial uses. These areas are envisioned to integrate public-facing retail and customer-facing activities for light industrial, office, and commercial users.

Priorities

Prioritizes light industrial and commercial uses with public-facing retail for light industrial, office, and commercial users

Work places should offer on-site outdoor space for employee use as work space and non-work space





Legend

- Office
- Commercial
- Flex (Office / Light Industrial)
- Light Industrial (Maker Space)

Building heights:

- 2-5 story
- Height limit of 55’
- Minimum FAR of 4.0

Predominant Uses:

- Light Industrial;
- Commercial;

Set Backs

Within the Innovation TOD (Non-Residential) Place Type do not require a minimum setback, as buildings should be encouraged to be built near the street to create a more urban environment.

FUTURE LAND USE

Closest to the station, the ideal future land uses include traditional mixed-use with retail and other commercial on the ground floor and residential on upper floors. The area north of that is envisioned to include a unique mix of light industrial and maker space, retail, mixed income housing, and limited office space. The area west of Conestoga Street is envisioned with a similar look and feel, but with a heavier office presence and no residential. Ground floor retail should be prioritized at the intersections of 55th Street with Arapahoe Avenue, as well as along an extension of Conestoga Court.

Within the three place types, there are overlapping future land use allowances. However, each place type prioritizes certain land uses in order to achieve the unique character envisioned within different parts of the Station Area.

Zoning changes to allow for higher density and an increased mix of uses, as well as requirements for active ground floors within the Station Area, at least nearest to the proposed BRT stations, could enable an increase in activity and critical mass near the station. Additionally, an expanded allowance for innovative housing types, such as micro-units or live/work units, should be explored as this could create additional affordable housing options while maintaining defining characteristics of the Station Area.

ACTIVE AND VARIED GROUND FLOOR USES

Active uses on the ground floor contribute to sense of place that makes nearby office or residential spaces more desirable. Curating ground floors to contain active uses like retail, restaurants, light industrial, and community serving uses will increase vibrancy and provide amenities to the surrounding residents and employees.

CASE STUDY

HYBRID INDUSTRIAL GENERAL PLAN DESIGNATION

Los Angeles, CA

Downtown Los Angeles is a prosperous regional employment center with many small manufacturers. As such, housing needs continue to grow in and near this area, and market demand for converted industrial land is growing with it. Downtown LA is experiencing significant new development, adaptive reuse, and infill projects. This private sector growth is supported by city-led initiatives such as public transit investments, density bonuses for affordable housing, and restoration along the Los Angeles River.

However, this growth and improvement also comes with the risk of industrial displacement. In the City of Los Angeles' Downtown Plan (DTLA 2040), the city proposed a hybrid-industrial zoning district (IX3) which is intended to "preserve productive activity and prioritize space for employment." Uses to be preserved include light industrial, commercial, and creative office. The district also recommends incentivizing affordable housing for artists and freelance creatives. The industrial mixed-use zone aims to create an urban district that provides industrial employment alongside affordable housing, while recognizing that without intentional regulation, increasing entitlements can accelerate the industrial land conversion process. Lessons learned and recommendations from the implementation process suggest that zone districts should require industrial space in new development; zoning should be explicit about what industrial uses are permitted and ensure other code regulations do not prevent those operations; and land use tools should be synchronized with economic programs to help support the viability of these businesses.

Hybrid Industrial

Hybrid Industrial Outdoor Center

Affordable Industrial

CASE STUDY
WALKABILITY AND GROUND FLOOR ACTIVATION

Urban 'walkability' has connected the fields of urban planning and design to broader issues of public health, climate change, economic productivity, and social equity. Density, functional mix, and access networks are recognized as key factors: density concentrates more people and places within walkable distances; functional mix produces a greater range of walkable destinations; and access networks guides the flow of pedestrian traffic through the area.

Pedestrian friendly zones are defined by three points: (1) The area should be attractive to pedestrians. Once they have arrived and are presented with the functional requirements of safe and manageably walkable routes, details such placemaking, wayfinding, and district character are needed to encourage the pedestrian to walk. (2) The combination of routes and destinations throughout the area must be safe and supportive (friendly) to pedestrians. (3) The destinations in the area must be within walking distance from residences, offices, or vehicular connection points, such as a transit zone.

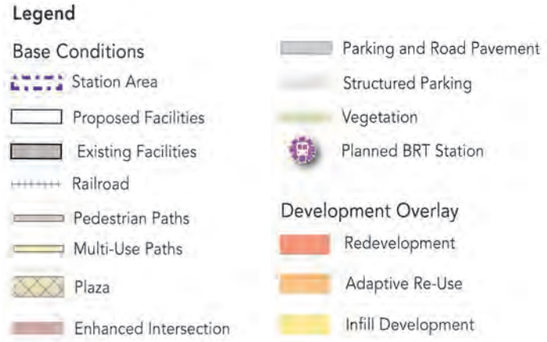
Station areas are used to create a denser and more walkable environment around transit facilities. Typically, a station area is about 1/4 mile in diameter and centered on the transit center supplied with a mix of housing, offices, shops, and services. Adding office and residential uses in the mix assures a certain level of around-the-clock activity. Regardless of their form and uses a pedestrian-friendly community must provide attractive, safe, and walkable access to these areas.

RECOMMENDATIONS

- Apply zoning that aligns with the uses and locations of the Place Types to the Station Area. This may necessitate the creation of new zoning districts or modification of existing districts that emphasize or require mixed use that includes light industrial uses.
- Consider the expansion of the existing Form Based Code (FBC) to enable targeted incentives within the Station Area for development that aligns with TOD principles as outlined in the STAMP.
- Provide technical assistance for property managers and engage residential and business tenants to provide ground floor uses that serve the local community's needs.
- Formalize the application of Station Area Place Types within a larger Citywide Place Types framework to create an area-specific FBC.
- Update (or modernize) existing industrial definitions to include allowances for uses such as live/work, maker space, etc.
- Potential to repurpose some existing surface parking into pedestrian-friendly development, new circulation, and/or supportive spaces.

3B: (RE)DEVELOPMENT OPPORTUNITIES

When considering redevelopment or change in the Station Area, there are four primary approaches that could take place: 1) Renovation and/or Expansion, 2) Infill Development, 3) Redevelopment, and 4) No Change. These approaches are described in greater detail on the following pages, and an example application of these approaches is suggested on the map below.



Redevelopment Approach Diagram *This diagram is for illustrative purposes only*

RENOVATION AND/OR EXPANSION

Assuming that some change is desired by the current or future private building and property owners, a renovation or expansion may be the appropriate approach. This approach best allows for the preservation of some of the physical character in the Station Area, while allowing for new needs to be addressed. Within a renovation and/or expansion, there are three primary types:

Support Current Use

There are some current uses and buildings within the Station Area that will likely be appropriate in the future. However, the current private use may wish to expand to address the evolving needs of their consumer base. Examples of supporting a current use may include internal technology upgrades, public realm enhancements or other improvements that allows that use to continue to best serve the community.

Add Use

It may be that a current use and building in the Station Area is still viable but would benefit by expending or diversifying its services either with its existing tenants, or potentially new ones. The addition of uses will help positively contribute to the overall user experience in the area, as these new uses are able to more nimbly address the immediate needs of internal and external users. An example of this may be an existing private office use desiring to incorporate a publicly accessible coffee shop in their building.

Adaptive Reuse

The fullest form of renovation and/or expansion of a property would be an adaptive reuse of an existing building or buildings. This type of redevelopment has the greatest potential for retaining some of the existing architecture and character of the area, while responding to the new needs of the community and realities of the market. Adaptive reuse should prioritize interior renovations, with minimal impact to the exterior, except when greatly contributing to the quality of the public realm. Examples of this may include a former warehouse or industrial space that is now used as an office.

INFILL DEVELOPMENT (ON SURFACE PARKING)

If a private building owner chooses to reinvest in their property, but their current building size or quality is inadequate for future needs, infill development of existing surface parking is another approach. Given the shared nature of much of the surface parking in the Station Area, redevelopment of these spaces needs to be carefully coordinated and calibrated to ensure the parking and access needs are still met for other existing business.

One primary infill strategy would be the construction of a district-based garage or garage(s). By consolidating the parking provision for a larger area, smaller parking lots may become more viable for infill development in support of the adjacent businesses and uses.

REDEVELOPMENT

The greatest opportunity for change, however, likely lies with full redevelopment of individual and assembled parcels. Given the age, quality and scale of many of the existing buildings, new development may be required to fulfill expectations from new tenants, many of whom will seek more space, broader amenities, and higher building quality than is currently provided. Notwithstanding the level of market demand, it is critical to recognize that current landowners have a disincentive to redevelop. The dated nature of most of the buildings suggest financing terms that were structured in the past and provide reasonably low financial hurdles. Within the context of a strong market, landowners can raise rents without significant investment, and the market data confirm this trend. Thus, there will likely need to be substantial incentives to motivate developers to move forward and redevelop structures that otherwise generate sufficient net operating income (NOI) to fulfill investment returns.

NO CHANGE

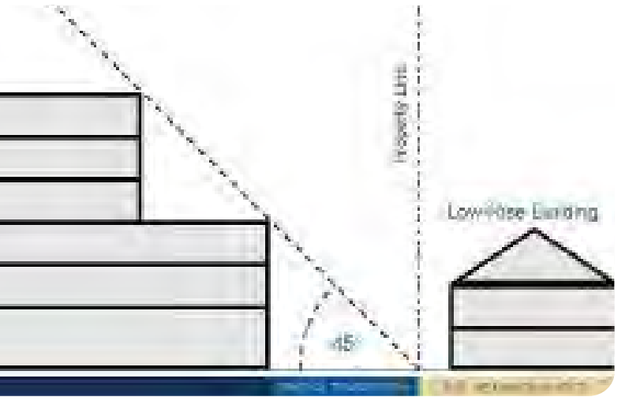
The adoption of the 55th and Arapahoe Station Area Plan does not mean that change will or must happen. It only allows for it, and provides guidance for future change. Redevelopment of individual properties is determined by individual private property owners. They may choose to renovate, expand or redevelop altogether, or continue to operate in their existing buildings and with existing uses.

RECOMMENDATIONS

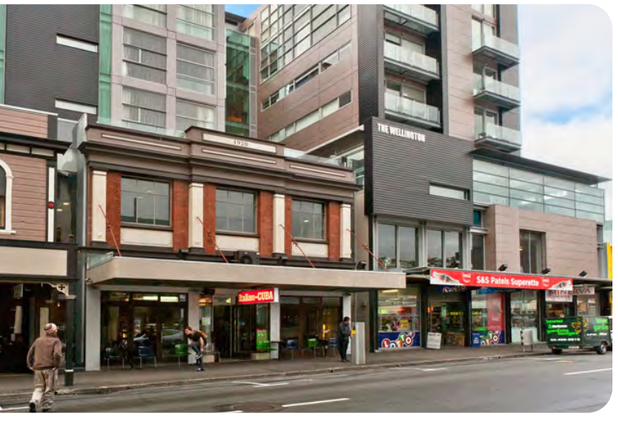
- Consider financing tools that provide sufficient incentives to developers to catalyze development.
- Determine levels and types of financial subsidies/gap closure assistance to be made available to developers looking to redevelop properties in accordance with this plan.
- Review the City's building and land use codes and remove unnecessary barriers to ensure that the scale and type of reuse and redevelopment envisioned for the Station Area is not being precluded.
- Encourage adaptive reuse for buildings as identified on the Redevelopment Approach diagram that can serve the needs of their users and contribute to the preserving the existing Station Area character.
- Create adaptive reuse guidelines to identify character-defining features of buildings identified for Adaptive Reuse on the Development Approach diagram, ensure renovation projects properly identify risk factors, assess existing conditions, account for structural needs and, establish a work program, maximize potential uses and usable building space, and remain sensitive to the surrounding uses and context.
- Incentivize catalytic (re)development of buildings near the intersection of Arapahoe Avenue and 55th Street in particular, as these are nearest the BRT station and could help stimulate redevelopment in other parts of the Station Area. See the Development Diagram for more detail.
- Assemble a cross-department staff team to review/guide development in the Station Area.
- Consider regulations for new development which would require new development to address community needs and civic amenity, such as affordable housing, multimodal connections to transit, and placemaking.
- Concentrate housing, employment, and retail opportunities near the station to best leverage the investment.

3C: BUILDING FORM

Though land use prioritization varies throughout the Station Area, there are four key tenets to building design that should be addressed in any redevelopment. The application of these tenets will ensure that, regardless of use, the end products are positively contributing to the quality of the user experience.



Diagrammatic step back example, City of Burlington Design Guidelines



Third Floor Set Back Example

VERTICALLY INTEGRATED MIXED USE AND STACKING

Different place types will naturally result in some horizontal mixed use development and redevelopment in the Station Area. In order to achieve the desired level of density and activity in the Station Area, development should emphasize a vertically integrated mix of uses of at least three stories in support of an activated ground floor. While commercial/office and residential are assumed to be the primary uses above the ground floor, the ground floor can house a multitude of uses.

SETBACKS

With rights-of-way that are relatively constrained and a desire for active ground floors, 10-foot minimum setbacks can provide public space in the Innovation TOD (Residential) and Neighborhood TOD Place Types. The setback will provide additional space for amenities, such as café seating, outdoor displays, micromobility elements, and landscaping. Within these setbacks, mechanical units, HVAC, etc. should be screened per design code standards so as to not negatively impact the visual quality of the user experience.

STEP BACKS

Concern was voiced throughout the engagement process of a 'canyon effect', where large, monolithic buildings, with little to no roof articulation, constructed on both sides of the street edge would diminish the experience due to a feeling a being closed in. One primary tool in addressing these concerns are step backs, where after a certain height or floor, the upper floors 'step back' from the primary façade. This does two primary things – first, it provides a visual relief by creating a cascading volume that steps down to the street. Second, this provides an opportunity to activate the upper floors as well, offering areas to gather adjacent to but separate from the public realm. This step back should occur after the second or third floor depending on the scale of the development and should align with the City's existing form-based code or with an area-specific form-based code. However, in the Innovation TOD (Non-Residential) Place Type, the step back can be minimized or reduced so long as other elements of the building form contribute to the positive user experience at the ground floor.

Additionally, given the proximity of established, single family residential neighborhoods , similar step backs should be employed in order create a 'wedding cake effect', where buildings step down towards lower scale developments.

BUILDING ARTICULATION

Along with step backs, attention should be given to the overall building form and the placement of doors and windows, especially along street fronts that continue unbroken for a longer distance. The building face should not extend more than 300' along the same plane without some sort of notable change in volume, setback or material along both 55th and Arapahoe. Internal to the development, the building face should not extend more than 200' unbroken to create a greater level of urban 'texture' and variety in the user experience. The expectation is that tenant improvements are catering towards smaller spaces within standard floor plate sizes, as opposed to large, industrial, single-use spaces. Floor-to-floor heights are a critical determinant for industrial uses, and ground floors above 14' in height should not count towards multiple floors if that use still actively engages the public realm.

RECOMMENDATIONS

- Consider expanding Boulder's form-based code to the 55th and Arapahoe Station Area to provide more detailed standards on step backs and building articulation to enforce the importance of designing public spaces at a human scale. Future form-based code regulations are assumed to supersede specific numerical recommendations in this section.
- Work with developers to ensure buildings step back after the third story to mitigate the 'canyon effect' and create a more comfortable human scale. Consider utilizing stepped back areas for patios, planters, and shared open space that is accessible for building users.
- Work with developers, create regulatory tools, or apply design guidelines to ensure that new buildings within the Station Area provide regular articulation and detail, such as accent lines, wall recesses, projections, balconies, awnings, and material changes, to create visual interest.

3D: TRANSPORTATION AND MOBILITY

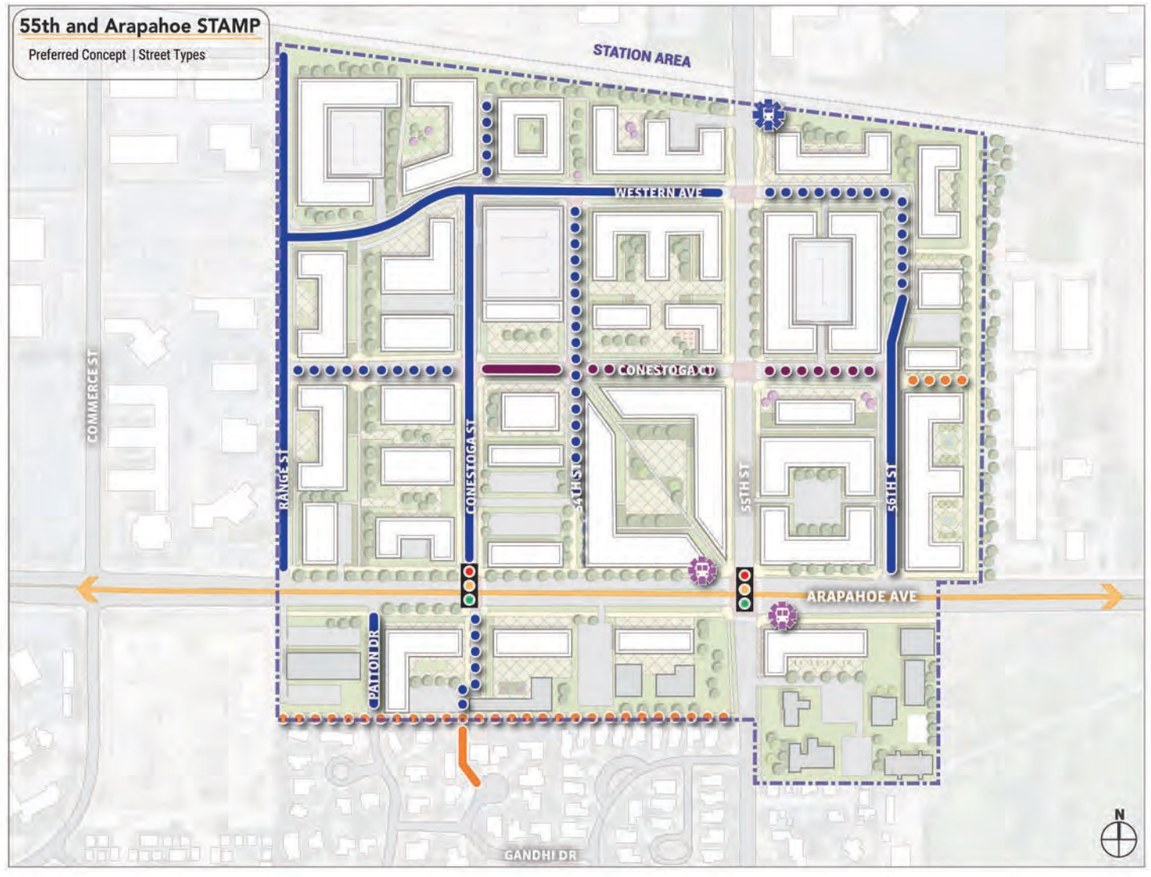
The Station Area Framework envisions an inviting and accessible multimodal network that provides strong connections within the Station Area and to the surrounding community for all residents, employees, and visitors. Implementation of the Station Area Framework will improve the mobility of people, goods, and services by improving transportation options for travelers. The STAMP integrates infrastructure and policy recommendations to ensure a complete transportation network that encourages multimodal travel.

Legend

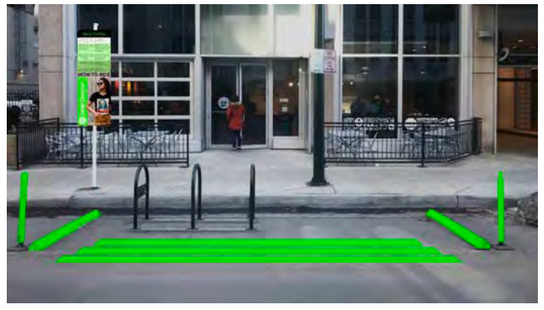
Base Conditions
- Station Area
- Railroad
- Planned BRT Alignment
- Planned BRT Station
- Future RTD Rail Station

Street Hierarchy
- Activation Street
- New Activation Street
- Local Street
- New Local Street
- Pedestrian/Bike Emergency Access Street
- New Pedestrian/Bike Emergency Access Street
- Signalized Intersection

Note: Dotted Lines in the Street Hierarchy indicate street alignments that do not currently exist today.



Street Types Diagram *This diagram is for illustrative purposes only*



Precedent Images that describe the character and quality of transportation and mobility in the future station area

AN INTERCONNECTED NETWORK OF STREET TYPES

The proposed street network in the 55th and Arapahoe Area focuses on providing access to safe and comfortable streets for all users. The Preferred Concept - Street Types Diagram details the proposed street hierarchy and types. These streets are defined by Boulder's Design and Construction Standards, Pedestrian Crossing Treatment Installation Guidelines, and other Boulder policies and standard practices in contemporary street design. This section begins with a discussion of the two arterial roadways that create the major axes of the Station Area – 55th Street and Arapahoe Avenue – and then details each of the four proposed street types with considerations for specific applications within the Station Area.

55th Street

55th Street plays an important role in the overall transportation system and the short and long-term success of the 55th and Arapahoe Station Area Master Plan. 55th Street is the main north – south transportation corridor in this subcommunity of Boulder and provides connectivity to major destinations including the Municipal Airport, multiple neighborhoods, industrial parks, recreational facilities, other transportation corridors and several businesses, to name a few. Additionally, 55th is an important street in the area that supports the delivery of goods and services to the current and future land uses.

As redevelopment occurs along 55th Street, access management should be considered and new driveways or access should only occur on side streets like Western Avenue and Conestoga Court. Access management strategies will improve the safety and comfort of people walking and biking by reducing the number of driveways, which create conflict zones with turning vehicles. Limiting access points also improves the movement of through traffic and reduces vehicle conflicts and crashes

An initial analysis of the existing conditions and traffic volume data was completed, and ideas for conceptual street cross-sections on 55th Street were developed. The cross-sections can be found in the appendix. Below is a list of the cross-sections that were considered:

- *Alternative 1: Multi-use Path within the existing ROW* – Four travel lanes, one center left turn lane, and two multi-use paths.
- *Alternative 2: Multi-use Path with dedicated ROW* – Four travel lanes, one center left turn lane, amenity zones , and two multi-use paths.
- *Alternative 3 : Horizontally Separated Bike Lanes with dedicated ROW* – Four travel Lanes, one center left turn lane, buffered bike lanes, amenity zones, and sidewalks.
- *Alternative 4: Vertically Separated Bike Lanes with dedicated ROW* – Four travel Lanes, one center left turn lane, curb and vertically separated bike lanes, amenity zones, sidewalks.

Based upon the initial analysis and limited resources, it is recommended that a full Corridor Plan be completed to develop the vision for 55th Street and its functionality in the larger transportation system.

55th Street, Looking North – Existing Condition

55th Street, Looking North – Potential Future Condition

This rendering is for illustrative purposes only

Arapahoe Avenue, Looking West – Existing Condition

Arapahoe Avenue, Looking West – Proposed Condition
This rendering is for illustrative purposes only

Arapahoe Avenue

The East Arapahoe Transportation Plan sets out a long-range vision that will be implemented over time, with safety, access, and mobility improvements that can be phased incrementally to improve conditions for people working and living in the corridor now and into the future. In the future, East Arapahoe Avenue will include the following features:

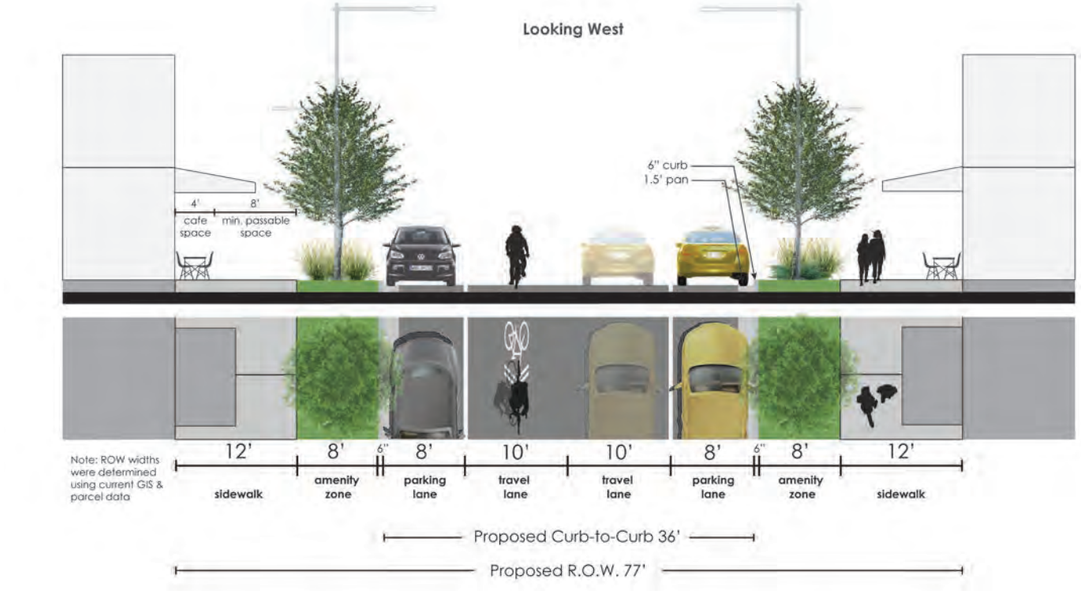
- Two general-purpose traffic lanes in each direction
- Curbside business access and transit lanes accommodate local and regional transit, right-turning vehicles, high occupancy vehicles and new technologies such as shared autonomous and connected vehicles
- Raised separated bike lanes with a multi-use path create safe, comfortable places for people to walk and bike
- Amenity zones enhance the streetscape and public realm

As redevelopment occurs along the north and south sides of Arapahoe Avenue, access management should be considered, and new driveways or access should only occur on side streets like Conestoga Street and Range Street.

The East Boulder Connections Plan includes the right-of-way plan applicable to Arapahoe Avenue within the area of the East Boulder Subcommunity Plan.

East Arapahoe Transportation Plan
Existing Arapahoe Avenue Section

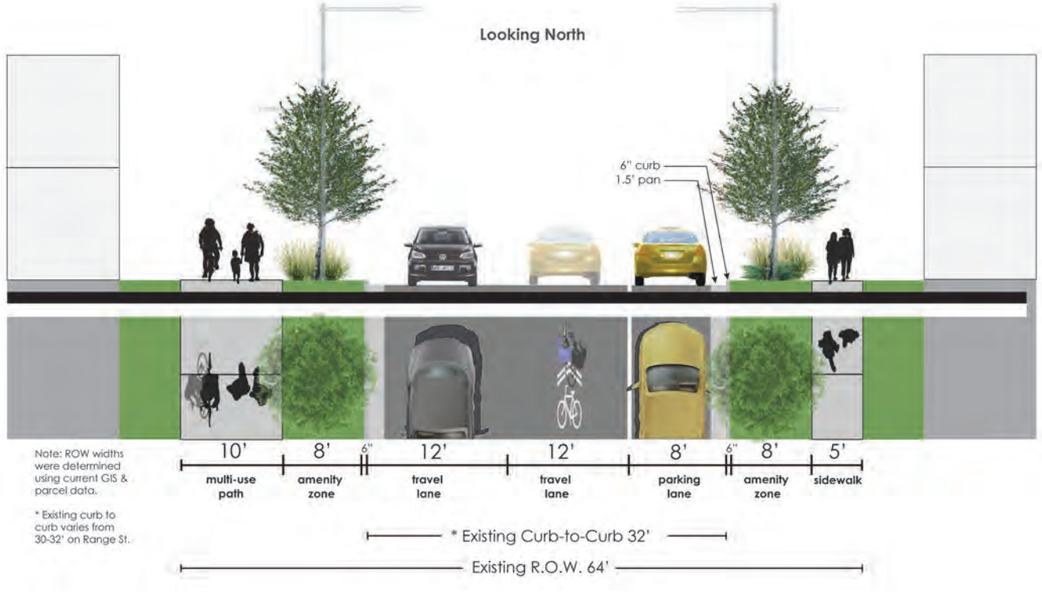
ACTIVATION STREET – CONESTOGA COURT (Conestoga Street to 56th Street)



Activation Street – Conestoga Court (Conestoga Street to 56th Street) Section and Plan Location Diagram

This new street is envisioned as the "main street" for the Station Area and will provide access to residential and non-residential Innovation TODs and accommodate pedestrian, bicycle, and motor vehicle travel. Conestoga Court facilitates access to the future multi-use path along Dry Creek Ditch #2 to the east side of 56th Street. The street design on Conestoga Court includes wide detached sidewalks to facilitate active ground floors that may include cafes, restaurants with outdoor dining, or commercial space that allows visitors to dwell and enjoy enhanced pedestrian amenities while still allowing 8' of passable space. The roadway is multimodal and is intended for pedestrians, bicycles, and slow-moving motor vehicles. No dedicated bicycle facility, such as a bike lane, is planned as this street is designed to be a shared environment for bikes and cars. It has one travel lane in each direction and curbside parking lanes on both sides. Enhanced pedestrian facilities, like a raised intersection at 54th Street, are proposed to keep vehicle speeds low and improve the experience for people walking or biking through the area.

LOCAL STREET – RANGE STREET (Arapahoe Avenue to Railroad)



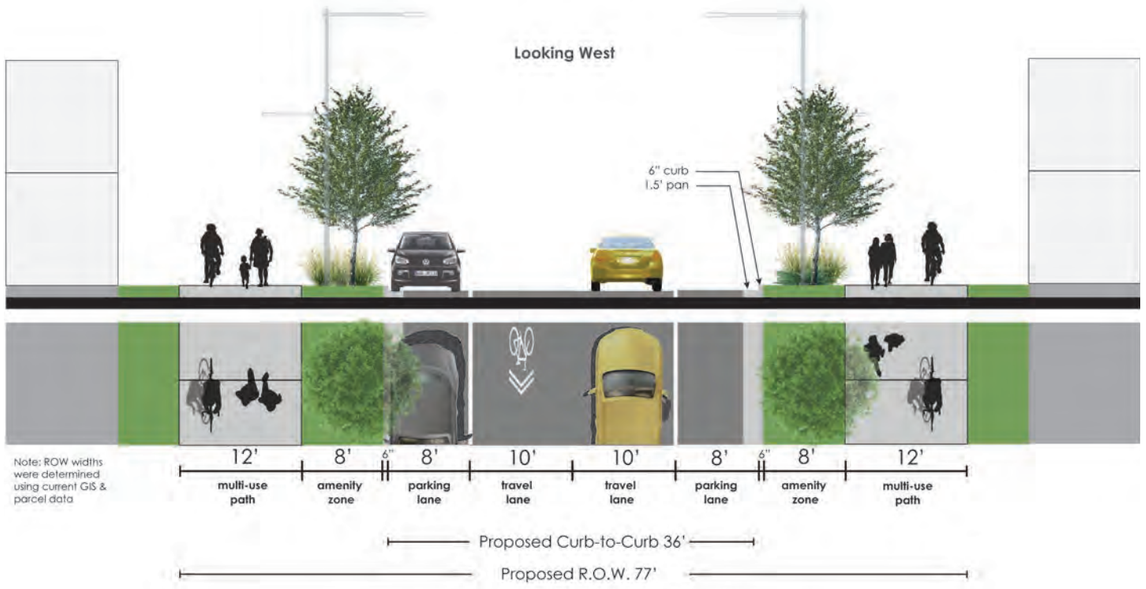
Local Street – Range Street (Arapahoe Avenue to Railroad) Section and Plan Location Diagram (opposite page)

Running along the westernmost edge of the Station Area, Range Street will provide pedestrian, bicycle, and motor vehicle access to the non-residential Innovation TOD place types. Pedestrians may utilize the detached sidewalk on the east side of the roadway as well as the detached multi-use path on the west side of the roadway. The multi-use path will serve as part of Boulder's low-stress network, offering a facility for people biking who may not be comfortable sharing the roadway with vehicles, particularly heavy vehicle traffic. The roadway design, however, will provide a safe options for bicyclists who feel comfortable riding in mixed traffic. One 8' parking lane on the east side of the roadway and 8' wide amenity zones to support street trees and other amenities are included as well.

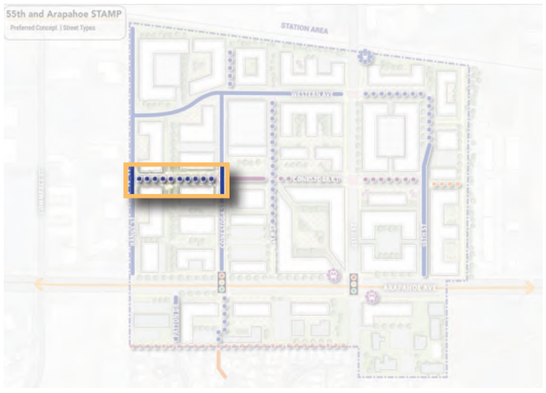
Mountable element, rollover curb example

Range Street, as well as other local streets described in this section, will be designed with intersections to allow for delivery and heavy vehicle operations, such as small curb radii with mountable elements to allow for large vehicle turning movements to occur. Prior to implementation of any mountable element (typically an additional element in addition to the curb), determination of the design would want to be agreed upon to determine if a mountable element is needed. Treatments such as raised driveway crossings, crosswalk markings, or green markings at intersections and driveways to reduce pedestrian conflicts are proposed and reduce crossing distances, while still creating a comfortable experience for all users.

LOCAL STREET – CONESTOGA COURT (Range Street to Conestoga Street)



Local Street – Conestoga Court (Range Street to Conestoga Street) Section

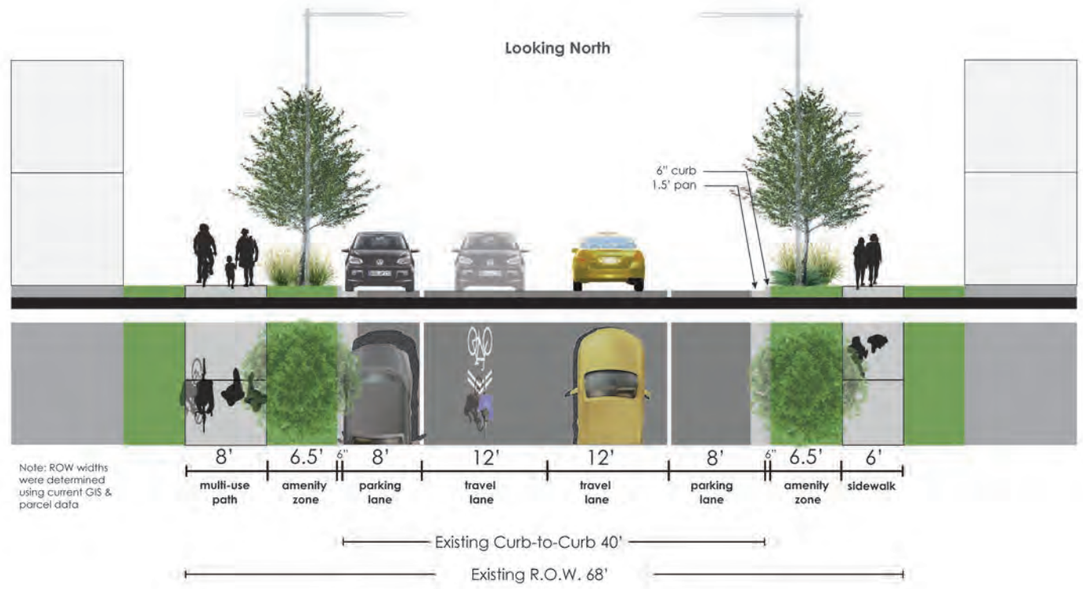


Plan Location Diagram

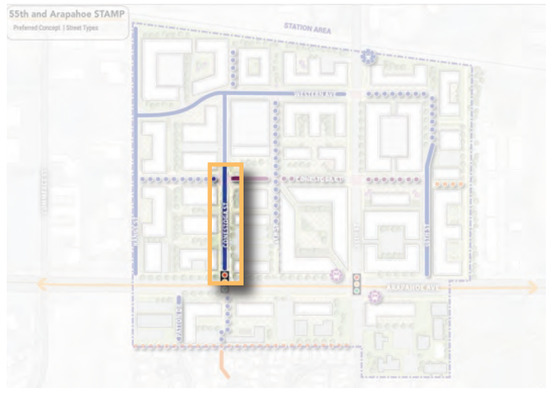
Conestoga Court from Range Street to Conestoga Street is a new street running through the non-residential Innovation TOD place types connecting the western edge of the Station Area to the main activation corridor. Conestoga Court will accommodate pedestrians and bicyclists with two 12' multi-use paths detached by 8' amenity zones, as well as a shared roadway condition for people biking. Two 10' travel lanes should encourage slow vehicle speeds for bicyclists to be comfortable operating with motor vehicles. Two 8' curbside parking lanes are also proposed.

Additionally, the network of multi-use paths within the station area will provide a low stress off-street option for people riding bikes, walking, and riding other micromobility devices, such as e-scooters, and make connections to the residential area to the south or the Boulder Creek Path to the north.

LOCAL STREET – CONESTOGA STREET (Arapahoe Avenue to Conestoga Court)



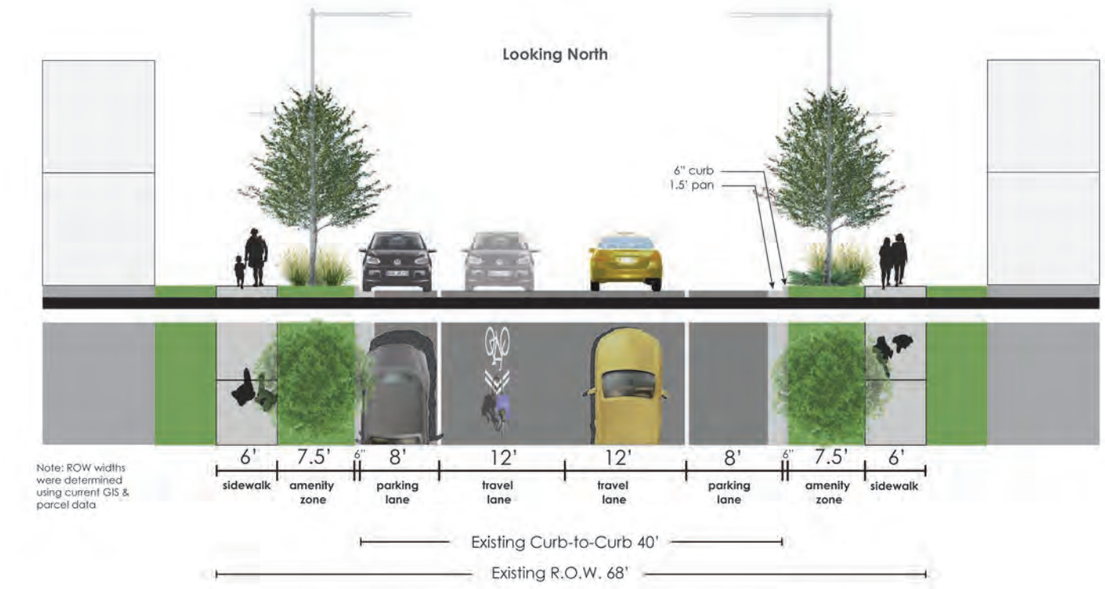
Local Street – Conestoga Street (Arapahoe Avenue to Conestoga Court) Section



Plan Location Diagram

This section of Conestoga Street lies between the non-residential and residential Innovation TOD place types and will facilitate access to the Station Area from the south via the existing traffic signal at Arapahoe Avenue. Similar to Range Street, Conestoga Street will support pedestrians and bicyclists with one 8' multi-use path on the west side, as well as a 5' sidewalk on the east side and a roadway designed for people biking to share the roadway with vehicles. The roadway design contains two 12' travel lanes and two 8' curbside parking lanes.

LOCAL STREET – CONESTOGA STREET (Conestoga Court to Western Avenue)

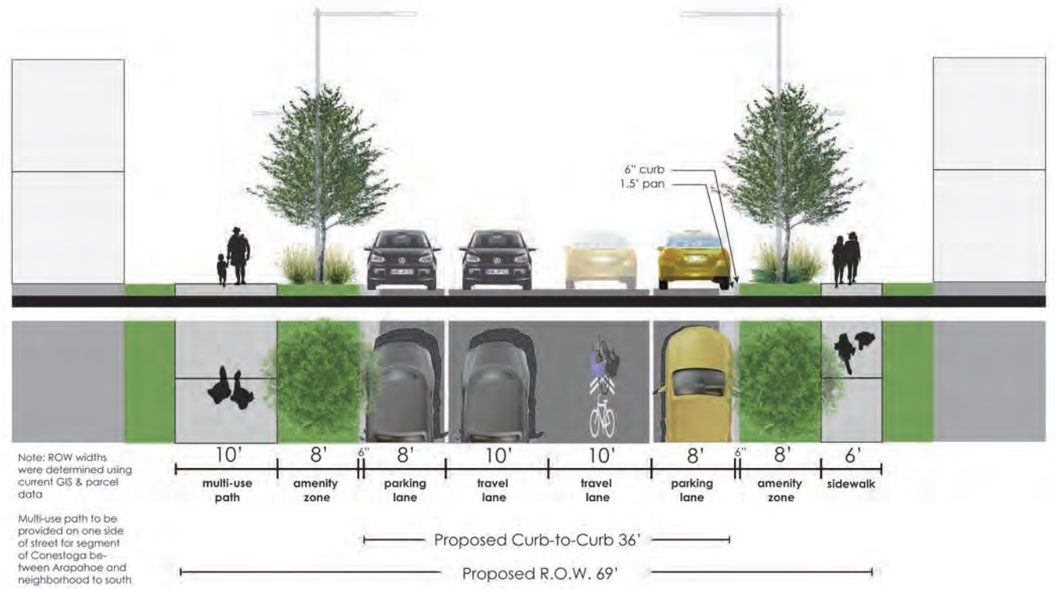


Local Street – Conestoga Street (Conestoga Court to Western Avenue) Section

Plan Location Diagram

The northern end of Conestoga Street also sits between non-residential and residential TOD place types and has a similar proposed layout to the segment south of Conestoga Court. The main difference is that this section will contain two 6' sidewalks with 7.5' amenity zones instead of one sidewalk and one multi-use path. People biking from the south may continue east or west on Conestoga Court to access the activation area or Boulder Creek Path, or they may comfortably share the roadway with vehicles on this block. The roadway contains two 12' travel lanes and two 8' curbside parking lanes.

LOCAL STREET – CONESTOGA STREET (Arapahoe Avenue to Neighborhood) - *New Street*

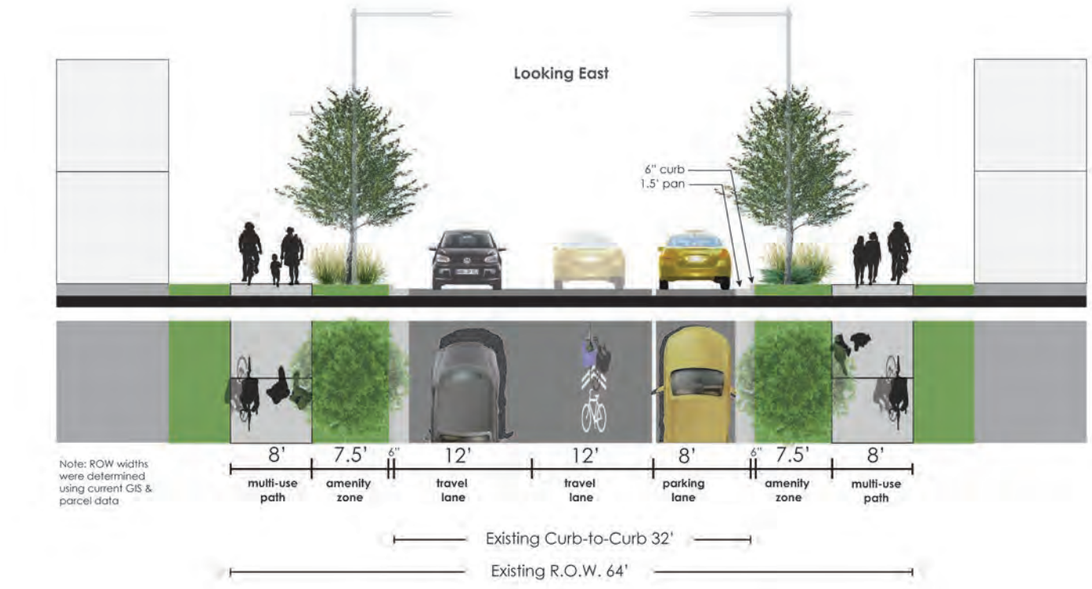


Local Street – Conestoga Street (Neighborhood to Arapahoe Avenue) Section

Plan Location Diagram

In the southernmost end of the Station Area, Conestoga Street connects to the existing multi-use path leading to Brandt Court in the neighborhood south of the Station Area. This will be a new street containing a 10' multi-use path on the west side and 6' sidewalk on the east side, both with 8' amenity zones, to align with the northern sections. The proposed roadway will accommodate people biking and slow-moving motor vehicle traffic with to 12' travel lanes. Additionally, two 8' curbside parking lanes are proposed.

LOCAL STREET – WESTERN AVENUE (Range Street to 56th Street)

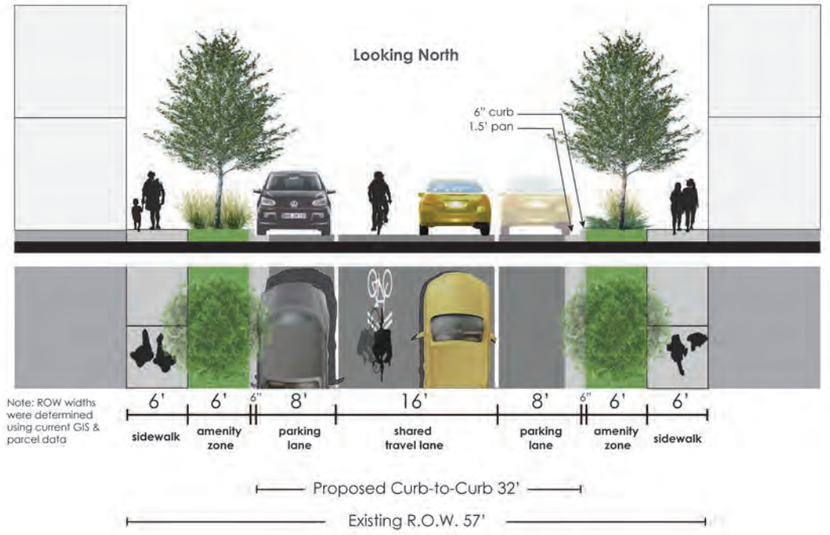


Local Street – Western Avenue (Range Street to 56th Street) Section

Plan Location Diagram

Western Avenue spans the northern end of the Station Area from east to west, creating a connection between the nonresidential and residential Innovation TOD areas. The proposed layout for Western Avenue will provide two 8' multi-use paths with 7.5' amenity zones for people walking and biking, as well as shared 12' travel lanes for bikes and motor vehicles. One 8' parking lane on the south side of the roadway is also recommended.

LOCAL STREET – 56TH STREET (Arapahoe Avenue to Conestoga Court)

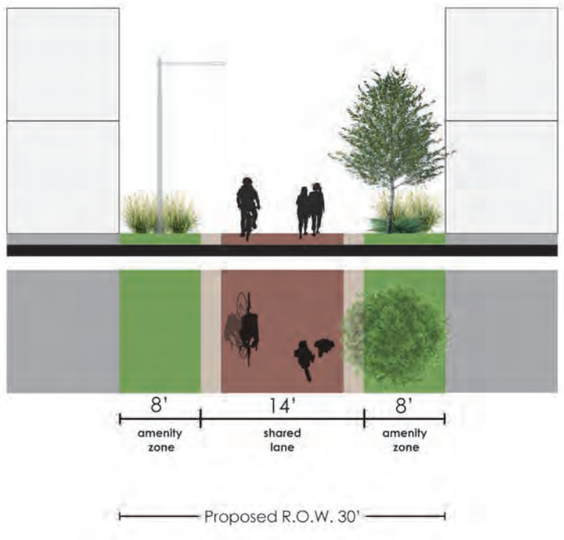


Local Street – 56th Street (Arapahoe Avenue to Conestoga Court) Section

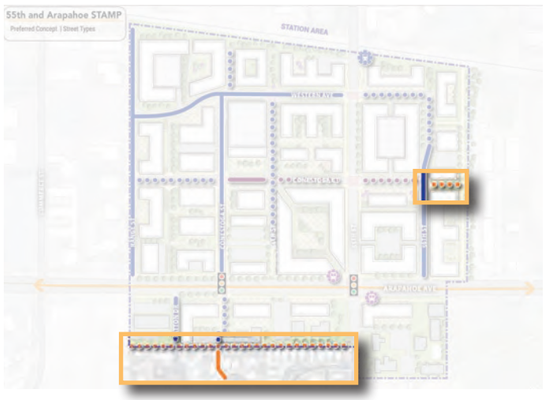
Plan Location Diagram

Situated on the eastern side of the Station Area, 56th Street runs north and south serving the neighborhood TOD and residential Innovation TOD areas. Narrow existing R.O.W. on 56th Street provides room for 6' sidewalks with 6' amenity zones to support pedestrians and a 16' shared two-way travel lane for bicyclists and slow-moving motor vehicles. Two 8' curbside parking lanes are also planned. Because 56th is further from the industrial land uses, less heavy vehicle traffic is anticipated, which should create a comfortable slow street for shared bicycling conditions.

PEDESTRIAN – BIKE – EMERGENCY ACCESS STREET



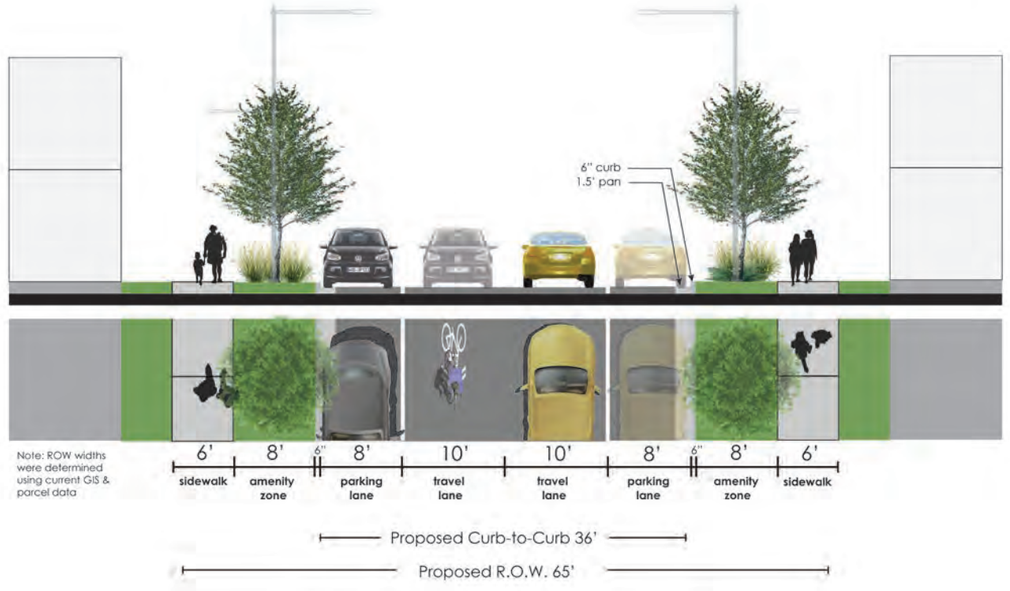
Pedestrian – Bike – Emergency Access Street Section



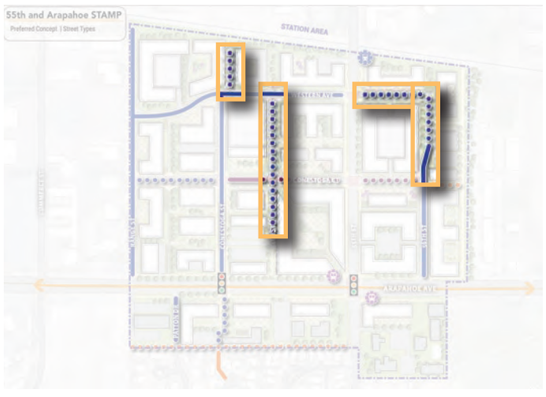
Plan Location Diagram

The Pedestrian – Bike – Emergency Access Street Type is planned for two locations within the study area. The far east segment of Conestoga Court (east of 56th Street) and the existing alley south of the commercial business strip south of Arapahoe Avenue. This street type will consist of a 14'-wide shared street flanked by two 8'-wide amenity zones that would support trees and other pedestrian-scale features. These streets would only allow bicycle, pedestrian, micromobility devices, and emergency vehicles as needed.

NEW LOCAL STREETS (STANDARD SIDEWALKS) – Western Avenue (55th Street to 56th Street), 54th Street (Alley to Western Avenue), Conestoga Street (Western Avenue to Railroad), 56th Street (Conestoga Court to Western Avenue)



New Local Streets (standard sidewalks) – Western Avenue (55th Street to 56th Street), 54th Street (Arapahoe Avenue to Western Avenue), Conestoga Street (Western Avenue to Railroad), 56th Street (Conestoga Court to Western Avenue) Section



Plan Location Diagram

New local streets recommended for the Station Area that do not fall within any of the previously described sections are designed with a typical section containing 6' sidewalks with 8' amenity zones, two 10' travel lanes, and two 8' curbside parking lanes. The addition of these streets complete the street network within the Station Area.

MULTIMODAL CONNECTIVITY

The street network accommodates several transportation modes, including walking, bicycling, micromobility, transit and driving. The supporting infrastructure proposed for the Station Area is designed to interconnect safely and facilitate easy transfers between modes. The following section identifies the needed infrastructure and respective considerations for each of the modes.

Enhanced midblock pedestrian crossing

Enhanced intersection pedestrian crossing

Proposed Walking Network

A well-connected walking network reduces the distances people have to travel to reach their destinations and increases the options for routes of travel that will ultimately facilitate more walking trips. The improvements proposed for the Station Area include detached sidewalks and enhanced street crossings. These improvements will comfortably and safely connect people to the places they live, work, and play.

In addition to sidewalks, well-designed crossings are a critical element in creating a comfortable and safe walking experience. In the Station Area, signalized and unsignalized intersections and marked midblock crossings will be the primary crossing locations for pedestrians , as shown on the Intersection Improvements and Bike Facilities map.

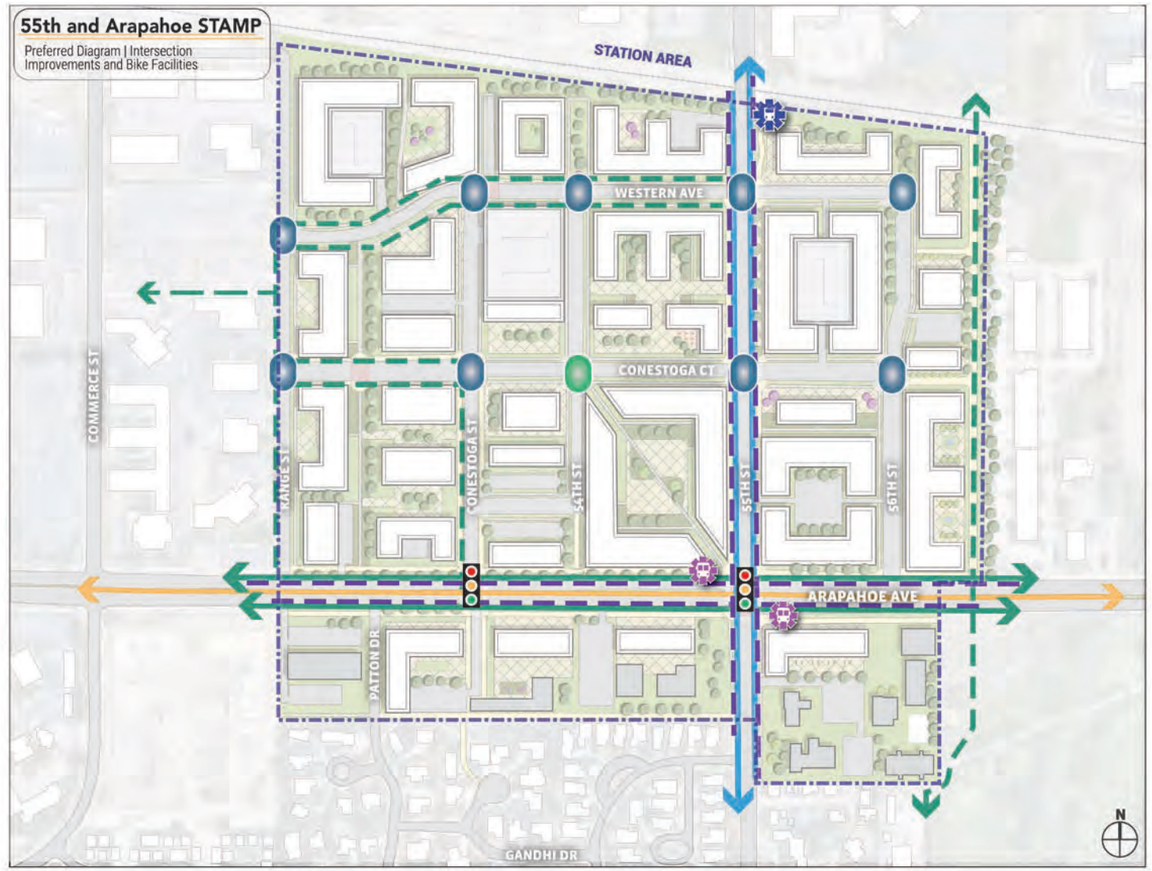
PROPOSED ENHANCED INTERSECTION IMPROVEMENTS INCLUDE:

- Signalized Intersection Improvements: crosswalks, pedestrian refuge islands, and operational improvements, leading pedestrian intervals, turn restrictions, and pedestrian recall.
- Unsignalized Intersection (stop sign) Improvements: curb extensions, crosswalks, pedestrian refuge islands, and traffic circles.
- Mid-block Improvements (should be considered for all long (~400 feet or longer) commercial and residential blocks): Raised and/or marked crosswalks for high volume crossings, curb extensions to enhance crossing visibility at lower volume crossings.

DEFINITIONS:

Leading Pedestrian Intervals (LPI) provide pedestrians with a 3-7 second head start when crossing an enhanced intersection before vehicles traveling in the same direction get a green signal. This provides increased visibility for pedestrians in the crosswalks before vehicles are allowed to perform turning movements.

Pedestrian Signal Recalls provide a pedestrian walk signal at every signal cycle. This is used in places where high pedestrian traffic is anticipated and helps create a more pedestrian, transit, and bicycle-friendly environment.



Intersection Improvements and Bike Facilities Diagram

This diagram is for illustrative purposes only

Multi-use path crossing

Off street micromobility parking

Proposed Biking and Micromobility Network

The bicycle facilities proposed within the Station Area Framework are designed to complement the existing robust system of multi-use pathways surrounding the Station Area. Additionally, the proposed biking and micromobility network was informed by input from the community and City of Boulder staff, and from recent input received from the community and City of Boulder staff. The facilities are shown on the Intersection Improvements and Bike Facilities map and are a mixture of on- and off-street facilities to support comfortable and safe bicycling and for people utilizing other micromobility devices, such as electric scooters and skateboards.

As discussed in the street type narrative, the main arterials, 55th Street and Arapahoe Avenue, are planned to have separated bicycle facilities. With the exception of Conestoga Court and the segment of Conestoga Street between Arapahoe Avenue and Conestoga Court, a Neighborhood Green Street approach has been applied for people bicycling or using micromobility devices on streets within the Station Area. Traffic calming elements like curb extensions, median islands, and neighborhood traffic circles should be considered to keep traffic volumes and speeds low to provide a safe and comfortable environment for all users of the roadway. Multi-use paths on both sides of the street are recommended for Conestoga Court and the segment of Conestoga Street between Arapahoe Avenue and Conestoga Court to provide a dedicated facility, separated from vehicles, for people accessing the Station Area or connecting to the Boulder Creek Path north of the medical campus.

Proposed Transit Network

A key feature of the Station Area will be the high frequency, high quality regional Bus Rapid Transit (BRT) service along Arapahoe Avenue. The BRT route will connect the Station Area to the Downtown Boulder Transit Station and communities to the east. In addition to the BRT, the planned high frequency HOP transit service connection along 55th Street to Boulder Junction Station will provide convenient and regular connections between the Station Area and another vibrant TOD with additional transit route connections. The transit service along 55th Street will provide a convenient connection to walking, bicycling, and shared micromobility for Flatiron Park employees and visitors to connect to the BRT on Arapahoe Avenue. The FF6 Flatiron Flyer route, suspended due to the pandemic, is expected to be reestablished in the future and will provide additional connections to Boulder Junction, as well as communities to the south and Denver Union Station.

In the Station Area itself, the BRT and transit routes along Arapahoe Avenue will be accessed by two enhanced transit stations at the intersection of 55th Street and Arapahoe Avenue. Both eastbound and westbound stations are envisioned to have curbside boarding that will include a comfortable shelter, seating, lighting, signage, and bicycle and micromobility parking. Additional mobility hub elements are recommended for the station and outlined in Chapter 4. These curbside stations are not envisioned to be Park-n-Rides. Most patrons are expected to arrive or depart from the stations by foot, bicycle, or electric micromobility. Vehicular parking for patrons arriving by personal vehicle, car share, or vanpool will be available in shared parking lots and/or parking structures distributed throughout the Station Area. Notably, the City has completed the design to enhance the current eastbound transit stop east of 55th Street with a shelter, seating, bicycle parking, and trash cans and will begin construction in 2022.

Transit stop bicycle storage

Transit stop kiosk

Curbside delivery zone

On street micromobility temporary parking

SUPPORTIVE STRATEGIES

There are many management strategies that improve the operational efficiency of a transportation network and also support and encourage multimodal travel. This section describes the curbside and parking management, TDM, and mobility hub strategies that will support comfortable navigation throughout the Station Area by people using any combination of travel modes.

Curbside and Parking Management

Effective, efficient, and easy to use and understand curbside and parking management in the Station Area will be critical to support the industrial and commercial businesses and provide a convenient location for travelers to park their mode of travel when not on foot. A district shared parking strategy, guided by Access Management and Parking Strategies (AMPS), that follows SUMP principles – shared, unbundled, managed, and paid – is envisioned for on- and off-street (surface lot or garage) parking spaces in the Station Area (see Chapter 4 for more detail). District parking will allow parking spaces to be shared among multiple land uses throughout the day. For example, office and flex industrial buildings will have a higher demand during the day while restaurants and bars will see demand for parking spaces for their employees and customers peak in the evening. The same parking space could be used by multiple different land uses and users throughout the day, rather than sitting empty after an office employee goes home for the day.

Parking management strategies such as locating short-term parking on-street close to high turnover businesses such as coffee shops and pricing on-street parking higher than off-street parking will further support the efficient use of the parking supply. Encouraging retail employees to park in off-street facilities on the edges of the Station Area through incentives or lower priced parking spaces will provide more spaces for customers and visitors in the heart of the development. By optimizing parking supply, additional space is freed up for pedestrian amenities and catalyzing land uses.

In addition to managing the curb for vehicle storage, space needs to be provided for freight vehicles to load and unload goods, micromobility parking, Transportation Network Companies (TNCs), such as Uber and Lyft, to pick up and drop off passengers, and more recently, curbside pick-up of goods by residents and visitors. All of these users must share the limited space within the ROW and at the curbside. There are many strategies to use this space efficiently, such as real-time loading zone reservations and dynamic on-street parking pricing. The City has kicked off the development of a Curbside Management Policy and Program that will establish guidance for the Station Area to manage this high demand resource as new development and people move to the area.

As the Station Area redevelops and more people live, work, visit, and are employed in the area, the parking demand will increase. However, it is not anticipated to be developed at rates seen in other less dense, more suburban areas in the Front Range because many people will choose to use the high-quality multimodal transportation network rather than drive. There are many surface parking lots in the Station Area that are likely underutilized at times throughout the day based on studies of similar surface lots in Boulder. These unoccupied, but already constructed parking spaces can provide opportunities to phase the construction of new parking spaces during redevelopment. This in turn will support the full implementation of the District shared parking strategy and construction of garage(s), as discussed in Chapter 4.

Van pool parking

Temporary parking space reuse

CASE STUDY

MANAGING PARKING AND INDUSTRIAL SANCTUARIES

Central Eastside, Portland

The Central Eastside (CES) Urban Renewal Area is a subdistrict of Portland's Central City historically known for industrial services, warehousing and distribution, and manufacturing. The area is now considered a major employment center with a unique character, where preserved historic buildings exist among new developments. Over time, more intensive industrial businesses have moved away from the district because of operational constraints such as small blocks and the area's grid pattern. A majority of CES is designated as an Industrial Sanctuary which encourages the growth of industrial activities by preserving land for manufacturing purposes. Strategies for this preservation that should be considered for implementation of the STAMP include the use of several zone districts that prioritize industrial uses, the provision of overlays that protect historic resources and waterfront, and the creation of mixed use zones that allow for housing, commercial, and industrial uses to exist together. As the area grows, parking has been a significant concern for the adjacent neighborhoods, residents, and business owners. The plan developed the following key actions to address parking concerns, beginning with the creation of a Transportation and Parking Advisory Committee, which has implemented recommendations such as permit and meter districts, simplified parking zones, and customer priority areas. Cohesive parking management has shown to be an effective strategy for the area that should be considered for the 55th and Arapahoe Station Area as well.

Transportation Demand Management

Boulder is well known for its cutting-edge Transportation Demand Management (TDM) policies and practices and many of the strategies can be implemented right away in the 55th and Arapahoe Station Area. In particular, the TDM strategies employed at the Boulder Junction development can provide an excellent model for the developing 55th and Arapahoe Station Area. At Boulder Junction, all residents and employees receive an RTD EcoPass, which is an annual, unlimited ride transit pass, a membership to Colorado Carshare, and BCycle bikeshare memberships. These on-going TDM programs are funded through the TDM Access District, a general improvement district that collects property taxes from residential and commercial developments. See Chapter 4 for more information about the recommended district approach for this Station Area.

Mobility Hub Strategies

A critical element in the Station Area will include mobility hubs at the BRT stations and a suite of mobility hub features strategically distributed throughout the area to support adjacent land uses and the transportation network. A mobility hub is a convergence point that seamlessly integrates various modes with a focus on improving traveler experience through high-quality infrastructure and amenities. Additionally, mobility hubs provide an opportunity to prioritize social equity, enhanced sense of place, and effective partnerships.

Mobility hubs are context-sensitive solutions that are adaptable to a variety of locations, from neighborhoods to major urban centers. Each location requires a unique design and mixture of elements, but many include the features described in this section. Some of these mobility hub elements function best when distributed throughout a district (such as wayfinding), while others should be prioritized at key points (such as Public WiFi at transit stations). An in-depth analysis of local, regional, and national best practices for mobility hubs informed this recommendation and a list of resources can be found in the Appendix.

Secure Private Bike and Micromobility Parking Areas

Secure bike and micromobility parking areas may include cages, rooms, or lockers for storage with access limited to registered users. If shared, such facilities should also include racks that allow users to lock their devices via the frame. Secure parking is recommended at key locations within the 55th Street and Arapahoe Avenue development, including BRT Stations and within mixed-use areas for long-term storage; meanwhile, standard bike racks should be distributed throughout the development for short-term storage needs.

Shared Micromobility Access and Parking

Micromobility parking provides designated space for people to access shared docked and dockless devices such as e-scooters and e-bikes. The designated space may be on-street (e.g. a re-purposed vehicle parking stall) or off-street on the raised curb adjacent to the sidewalk, in which case, the micromobility parking area should be designed to minimize obstruction to the pedestrian area. Micromobility parking is relatively low-cost and should be located frequently throughout the 55th Street and Arapahoe Avenue development.

Private and Shared Micromobility Charging

Private and shared micromobility device charging consists of infrastructure that can be used to recharge e-scooters or e-bikes. This may be a docking station or regular electricity outlets with explanatory signage and branding. Micromobility charging is important to locate at busy micromobility parking locations such as BRT Stations or within mixed-use areas.

Jump bus in Boulder

Bicycle share in Boulder

There are currently six ChargePoint electric vehicle charging stations in the Station Area

Electric Vehicle Charging
Electric Vehicle (EV) Charging consists of infrastructure that people can use to recharge electric vehicles. Typically, designated parking spaces have chargers next to them so that drivers can leave cars charging while they are away. EV charging should typically be installed for off-street parking spaces, such as in the 55th and Arapahoe district parking garages.

Car Share
Car Share describes a system in which registered users have access to a shared vehicle or fleet of vehicles as an alternative to personal vehicle ownership. Designated Car Share spaces are recommended throughout the 55th Street and Arapahoe Avenue development, with the exception of at the BRT stations where pedestrian and micromobility travel should be prioritized.

Vanpool
Vanpool is an arrangement where people travel together in a van, typically for commuting or connecting to a major transit station. For the 55th Street and Arapahoe Avenue development, vanpool spaces should be located in garages throughout the development and near the BRT stations to support commuters. The City of Boulder's TDM Program (discussed on page 64) provides monthly subsidies to all vanpool riders.

Wayfinding
Wayfinding connects people to places through a system of navigation that may consist of signage, pavement markings, maps, information kiosks, and other materials. Wayfinding should support travelers throughout the 55th and Arapahoe Station Area development, particularly where people transfer between transportation modes.

Curbside Management
Curbside Management is a collection of policies and practices put in place to allocate uses of the public right-of-way for vehicle and micromobility parking, loading, deliveries, and other activities such as temporary parklets or outdoor dining space. Curbside Management is a best practice throughout mobility hub areas.

Public Information Display
Public Information Displays (PIDs) are screens that provide real-time travel information to riders that may include the current time, arrival and departure times, bus gate locations, car share and micromobility locations and availability, and other useful details. PIDs are strongly recommended at transit stations, as well as other key locations including parking garages and in residential buildings. For example, PIDs in elevators or lobbies can assist people in trip planning on their way out the door.

Public WiFi
Public WiFi offers free access to the internet in community-oriented places such as transit stations. Public WiFi can enable travelers to utilize mobile trip planning, wayfinding, or fare payment. The 55th Street and Arapahoe Avenue development should include Public WiFi at BRT stations.

Parcel Delivery Lockers
Parcel delivery lockers are a collection of secure containers where delivery services may drop off or pick up packages, typically located in a convenient and centralized place such as a grocery store or transit station. Parcel delivery lockers can greatly increase the efficiency of delivery service trips and consolidate delivery vehicle traffic onto designated roadways. Parcel delivery lockers are recommended to be included in residential buildings and at BRT stations within the 55th Street and Arapahoe Avenue development.

RECOMMENDATIONS

- Prioritize and initiate a 55th Street Corridor Study.
- Develop Access Management guidance for Arapahoe Avenue and 55th Street for reference during the development process.
- Coordinate with shared micromobility providers to identify and delineate parking areas both on and off street in strategic locations as redevelopment occurs.
- Develop parking management, transportation demand management (TDM) strategies, and mobility hub guidance for developers referencing Access Management Plan guidance.
  - » Expand the existing TDM programs established in Central Area General Improvement District, University Hill General Improvement District, and Boulder Junction Access District to the Station Area district. Ensure that TDM strategies are implemented by existing and future developers and employers. Coordinate with RTD to establish an EcoPass for employees and residents.
  - » Develop procedures and/or standards to ensure mobility hubs are constructed by new development.
  - » Establish parking demand triggers to initiate parking management including time-limit restrictions, paid parking, and enforcement.
  - » Identify surface parking lots in key distributed locations throughout the Station Area and work with owners to establish shared parking agreements as part of the shared parking phasing in advance of the construction of parking garages. Establish programs to encourage Station Area retail and restaurant employees to utilize surface lots instead of on-street parking spaces .
- Identify pilot project recommendations, which could include:
  - » Create temporary micromobility parking areas using paint, rubberized curbs, and plastic bollards to test location utilization rates.
  - » Deploy private and shared micromobility charging infrastructure at high use micromobility parking areas.
  - » Work with local organizations that manage car share and vanpool to see if subsidized pilot programs would be available for the first year of the BRT station opening.
  - » Implement pop-up parklets to demonstrate alternative parking lane curb lane uses.
- Position mobility hub elements, such as shared e-bikes and e-scooters, at strategic locations such as major destinations and employers.
  - » Deploy "mini" mobility hubs could encourage to sustainable transportation modes for first and final mile connection to transit, especially for in-commuters.
- Explore a microtransit circulator shuttle that connects to both the BRT and the HOP extension.
  - » Consider funding through a public-private partnership.

3E: INCLUSIVITY AND AFFORDABILITY

Market pressure in Boulder is strong and affects all types of development, including industrial, office, multifamily rentals, and all types of ownership residential. Given the degree of pressure, affordable options throughout the city are limited. Cultivating inclusivity and affordability has been an important theme for this plan, and a particular focus among community stakeholders.

With expanded transit service, improved micromobility access and a bikeable and walkable urban fabric, the Station Area will have a strong framework for inclusive growth. A challenge to this, though, will be to carve out community amenities amidst the ever-growing market pressure. Market research conducted as part of this plan identified a surge of interest from large tech firms who bring resources that surpass most local firms. Thus, affordable commercial options are increasingly important in addition to the historic residential affordability challenges that are well documented. Inclusive and affordable growth strategies will need to be intentional and encompass both large- and small-scale efforts.

Given that affordability is a challenge for both commercial and residential space, if the market is left to its own devices redevelopment in this area is unlikely to be affordable at levels desired by the community. To address this, the following strategies can be used to promote inclusive and affordable growth in the Station Area:

Small Scale Development/Affordability by Design

Scale will be a key aspect of maintaining affordability and inclusivity. Smaller housing units, offices, maker spaces, studios and retail spaces may be more costly per square foot, but provide a more affordable option for individuals, organizations and firms willing to accept a smaller space in order to enjoy a better location and attractive amenities. Breaking larger blocks and parcels into smaller development opportunities will also provide access to investors and developers that cannot always compete on larger projects.

Affordable Commercial

As outlined in the Appendix, the commercial nature of the Station Area has been changing from primarily industrial to more flex and office space. With that, the cost of renting in the area has changed as well. While historically seen as an "affordable employment" location, this has not been true of this area for a number of years. With the City's employment landscape continuing to shift towards high tech and similar tenants, flex and office market is becoming more competitive, and there is increasing pressure to adapt old industrial sites to these uses.

There are a number of ways to prioritize affordable employment space as the station area redevelops; however, due to the strength of the market, in general any strategy will require City and/or district involvement.

One specific area to address affordable commercial is in ground floor spaces. Many times getting a "first space" is challenging for a business that is just starting up, particularly in established markets. A strategic approach to ground floor spaces can help provide access for small, new, and less resourced businesses. There are several mechanisms being employed successfully in other communities to provide better curation and management of ground floor spaces. Ground floor easements, master leases, shared management and other strategies are allowing governments and other entities to better cultivate the mix and type of tenants that they desire.

There are many complexities related to providing affordable commercial space. The recommended path forward is to build on the local success established by the City elsewhere in Boulder, and to empower a general improvement district to own and manage affordable commercial within a parking garage development. Similar to the City's approach to parking structures that it owns and operates in other districts, this district would act as the landlord and have specifications for how spaces are advertised and managed as well as the criteria for tenant selection. Tenants would be identified consistent with the City's retail and services strategy, and would enable the City to replicate its success within the Station Area at 55th and Arapahoe.

Affordable Residential

There is a strong interest from the community and stakeholders to increase the supply of affordable and mixed income housing throughout the Station Area, providing both rental and ownership housing at a mix of price points to support a diverse community. Mixed-income housing communities are developments that comprise differing levels of affordability, with some units at market rate and others available to low- and moderate-income households through the City's affordable housing programs. Affordable and mixed-income housing can be realized in a variety of housing types including apartments, townhomes, and mixed-use. Because mixed-income housing is typically more diverse and higher density, it is a complementary use to incorporate within a transit-supportive district, and access to transit can provide additional benefits to residents.

While affordable housing is a key goal of this area's redevelopment, as an industrial area transitioning into a mixed-used district, context residential development is likely to be more of a challenge than commercial. The plan will "move with the market" –

Small Scale Commercial Storefronts

Ground Floor Retail under Parking

District Centered Retail

Multifamily Residential with Ground floor Retail

Industrial residential

Industrial residential with Ground floor Retail

current conditions are more conducive to commercial/ flex development, and residential will follow as the area changes. Building new housing will likely be difficult in the early years of plan implementation as amenities to support residents (e.g. retail, access to open space, civic areas for residents) are also being developed.

In addition, the strong market means that without incentives or city subsidy, high costs of land and development are likely to dictate the type of housing that is built; as the most relevant comparable property, Parc Mosaic, demonstrates that high development costs necessitate high rents. Because of this, the development of affordable housing will likely need to be considered separately from market-rate housing. Incorporating affordable housing sites, set asides, and/or financing incentives will be important tools to increase affordable inventory.

One of the most effective tools to address housing in this area will be land dedication and/or land acquisition. With land dedications, the City can land bank for future development and partner with various local entities to develop a project. This does not require the City to own and manage a dispersed set of units, which can be particularly challenging, and provides an extended period of time between the dedication and eventual construction, which is often needed to structure the financing for affordable projects. Seeking land opportunities should be a high priority, outlined further in the recommendations.

With the arrival of BRT and high frequency service, there is an opportunity to leverage public and private investment along the corridor to support policies and programs that create and preserve affordability. Partnerships will also be key, to utilize the expertise of local agencies (such as Boulder Housing Partners) who have a proven track record of developing affordable housing in this market context.

CASE STUDY

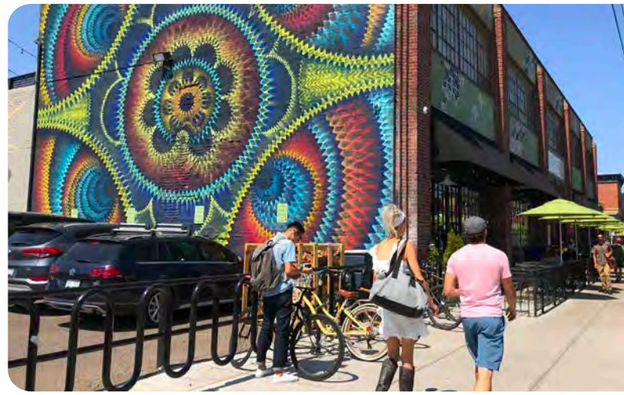
CREATING A VIBRANT DISTRICT WHILE ACCOUNTING FOR PROVISION OF INDUSTRY AND AFFORDABILITY

RiNo, Denver, CO

The River North (RiNo) Art District in Denver was once a heavy industrial district along the Platte River. Since 2016, when the River North Plan was amended, RiNo quickly evolved into a haven for local creatives and businesses with studios, breweries, and shops that occupy old warehouses and adaptive reuse buildings. This shift retained the physical history and character while offering the district a new breath of life and function. The Plan divided the area into five Primary Land Use Areas, each emphasizing a different mix of uses including: Commercial Mixed-Use, Residential Mixed-Use, Transit Oriented Development, Industrial Mixed-Use, and River Corridor Mixed-Use. The Plan however discouraged heavy industrial uses, which has led to the loss of much of the industrial and employment in the area. Additional guidance within the Plan emphasized improvements to the transportation network, including recommendations for transit and multimodal infrastructure that serves the study area and adjacent neighborhoods, and connects RiNo to downtown. Monuments, signage, and artistic urban design features created way finding for major attractions and a cohesive district character. The Plan also encouraged the inclusion of a variety of housing types, prices, and sizes, including subsidized units. As a result of these recommendations and an ever-growing Denver market, residential has become one of the primary uses in RiNo, although affordability is still a major issue in the district. The establishment of district that supports art and culture, the encouragement of multiple types of mixed use, and strategic mobility improvements are all strategies that should be considered for the 55th and Arapahoe Station Area as well.

RiNo Apartments

Industrial Adaptive Reuse in RiNo



Curated Public Art in RiNo

RECOMMENDATIONS

Commercial

- Support commercial and retail service diversity that caters to a mix of incomes.
- In conjunction with the development of a district-serving parking garage, seek to incorporate affordable commercial space on the first floor of this structure.
- Support community-serving uses to give residents proximate access to daily necessities; to do this, define eligible tenants who will benefit from affordable commercial space (e.g. childcare, health services, nonprofits), consistent with the City's Retail and Service Strategy.
- To encourage community-serving retail development, ensure adequate space for a commercial anchor (e.g. entertainment, grocery) to draw traffic to support ancillary tenants as well as nearby residential areas.

Residential

- Continue existing City programs (development or preservation, land purchase, community benefit regulations) and consider new programs (e.g. tax and/or fee waivers, expedited approvals or other regulatory assistance) that provide regulatory and financial incentives for affordable housing development.
- Support the development of affordable housing, on land immediately adjacent to the proposed district parking structure .
- Create opportunities for developers to fulfill City housing requirements with "land-in-lieu" transfers to the City, providing sites for future affordable housing development within this area (note that this may require code changes to allow subdivision of parcels) Explore utilizing the Boulder Urban Renewal Authority and Tax Increment Financing to fund affordable housing development.
- Prioritize partnerships with affordable housing developers (Boulder Housing Partners and/or other nonprofit developers).
- Support a Low Income Housing Tax Credit (LIHTC) (4% or 9%) project in this area if/ when an opportunity arises (public support may include securing land, gap financing, or other mechanisms).

All Development

- Implement maximum parking standards within the Station Area through regulatory tools. Specifically, the City should update the development code to include parking maximums instead of minimums.
- Provide parking standard relief to developments that can achieve target densities and affordability rates.

3F: RESILIENCE AND CLIMATE COMMITMENT

The City of Boulder has for almost two decades now, made consistent efforts to reduce its climate impacts and encourage a more sustainable community. In 2017, the City released the Boulder Climate Commitment, acknowledging and addressing the challenges of climate change and committing to the transition to a clean energy economy and lifestyle. The commitment addressed aspects of the urban environment including energy, resources, ecosystems, and community climate action. In 2021, the City updated its framework for climate action to address the renewed urgency of climate change. The city's new framework also includes more aggressive emissions reduction targets for the community including reduce emissions 70% by 2030 (Using a 2018 baseline), become a Net-Zero City by 2035, and become a Carbon-Positive City by 2040. Boulder also requires demo/deconstruction projects divert 75% from the landfill, by weight, of the materials generated from demolition/deconstruction projects (including concrete and asphalt). Future plans, including the 55th and Arapahoe STAMP, will maintain and renew that commitment through more specific design solutions and recommendations.

LAND USE PATTERN AND TRANSPORTATION

Resilience and sustainability are characterized by an area's ability to deal with a variety of challenges and operate efficiently. Density and walkability, which reduce our reliance on vehicles, provide nearby resources and services, and more efficiently supply housing and jobs, are by nature more resilient than sprawling, low-density development. By creating compact and mixed-use development adjacent to multimodal transportation options, including the new BRT route along Arapahoe Avenue, residents and employees of the Station Area will have more options to access and meet their needs through a variety of situations or challenges. The benefits of walkable, mixed-use areas have been particularly apparent throughout the COVID-19 pandemic, when outdoor community spaces, sidewalks, bike paths, and nearby services were especially valuable.

The ability to use multimodal transportation or to reach amenities and services close to home is also a key aspect of an efficient and sustainable region. Reducing car trips and the demand for surface parking goes a long way in creating more livable and environmentally responsible communities. Providing this access and more abundant transportation options is a key goal of the Station Area Framework and future development should aim to maximize the recommended density, allowed uses, and multi-modal amenities.

ENERGY USE AND CARBON EMISSIONS

The TOD Place Types set the stage for redevelopment and adaptive reuse to transform the STAMP area with Residential (townhomes and multifamily), Light Industrial (maker and production), Retail (restaurant and retail), Office, and Structured Parking. Energy consumption for the business-as-usual approach was calculated based on the City of Boulder Energy Conservation Code (current and future) requirements for each space type and building. The City of Boulder is on a timeline of Net Zero new construction energy code by 2031 with the overall goal of 80% carbon reduction by 2050. The future code cycles from 2020 until 2031 will require highly efficient, fully electric, outcome verified buildings with some amount of renewable energy production from PV per Boulder's Climate Commitment. To meet the decarbonization goals of the project, recommended energy efficiency measures and renewable strategies above and beyond the current City of Boulder energy code goals were applied to the space types and buildings.

For all building types, maximizing the amount of solar PV is critical to carbon reduction. Rooftop solar and vertical solar installations need to be utilized on all the buildings within the STAMP area to provide emissions reductions.

The results of these measures on energy consumption and carbon emissions can be seen below. Please note that these calculations do not include the Ball Aerospace, Corden Pharmaceuticals, or Foothill Medical Campuses.

Several municipalities have implemented bonus menus to help achieve goals. Denver has a voluntary Green Building Code that requires buildings to be Net Zero, LEED Platinum, Passive House, or follow the language of the city written Green Code. Benefits from following the Green Code include a 50% fee reduction, enhanced SDP process, and expedited building log plan reviews within 10 business days. Seattle also has a Living Building Challenge and AIA 2030 Challenge Pilot Program. If buildings meet either of those certifications, they are eligible for 25% more floor area and an additional 12.5-30' of building height then zoning allows.

Implementing the recommended strategies into the development bonus menu provides an avenue for the City of Boulder to achieve the carbon emissions savings from the analysis. Two additional bonus items to consider for carbon emission reduction are:

- Net-Zero
  - » 100% of energy used is produced on-site and the project is fully electric.
  - » An on-site battery storage system is installed.
- Embodied Carbon LCA
  - » 10% reduction in embodied carbon of the building's materials for new construction.
  - » Reusing one or more existing structures and maintaining at least 50% of the existing building structure, enclosure, and interior structural elements.
  - » Reducing the projects embodied carbon related to structural steel by specifying steel produced in facilities that operate using low-emissions (or zero-emissions) energy sources such as hydroelectric, renewable hydrogen, and solar.

STORMWATER AND DRAINAGE

Given the 55th and Arapahoe Station Area's proximity to Boulder Creek, several waterbodies, and sensitive wetlands, as well as the amount of surface parking in the area, stormwater treatment and drainage is of particular importance to future site improvements. Both through private development as well as City-led efforts in public rights-of-way improvements should be made to the green infrastructure of the Station Area through both private redevelopment as well as through City-led efforts in public rights-of-way, potentially identified and funded through the CIP.

Benefits of improved stormwater management and policy include flood mitigation, reduction of the urban heat island, and restoration and long-term conservation of wetlands, and water bodies, all of which contribute hugely to a more sustainable and resilient Boulder.

RE-WILDING

Re-wilding is the effort to introduce more biodiversity into urban environments in an attempt to more closely function as pre-human habitats. Re-wilding, which primarily centers around protecting, conserving, and reintroducing flora and fauna into places shared by people, has positive benefits both for ecosystems as well as for people. An important aspect of re-wilding is acknowledging that it is impractical if not impossible to return to a completely untouched original ecology, but steps can be taken in the urban environment to move in that direction and better integrate natural and man-made environments.

There are many documented health benefits of increased nature within urban areas and reconnecting people with the natural habitats of their region. Additionally, re-wilding improves ecosystem health and introduces more resilience into our urban environments. Opportunities should be sought adjacent to existing drainage corridors such as Dry Creek Ditch #2, within new drainage areas, and through an increased tree canopy throughout. Increased tree canopy should be prioritized first in existing public rights-of-way where significant gaps exist and then in the construction of new streets where existing tree canopy will likely not already exist.

VERTICAL FOOD PRODUCTION AND ROOFTOP GARDENS

Urban agriculture, or the practice of growing and distributing food in urban and suburban environments, provides major benefits to resilience and sustainability. Common urban agriculture practices, especially for compact or densifying areas, include vertical food production and rooftop gardens as a complementary, accessory use.

KOA Lake

Flatirons Park Stormwater Drainage

Flatirons Park Stormwater Drainage

Drainage re-wilding

Boulder pollinator patch

Green roof

Vertical food production is a recommended method of farming in urban areas like the 55th and Arapahoe Station Area. This method grows crops in stacked layers to reduce the square footage needed to produce food. Vertical farming is a more technical practice than many other means but pays off in the efficiency of the system as well as the resilience to weather disruptions. Vertical farming is a particularly good fit for the Station Area's light-industrial and maker-space oriented areas that already have an emphasis on technology and production. Factors that should be considered in spaces dedicated to vertical food production include LED lighting, passive lighting and heating, integration with community spaces, and techniques such as hydroponics, aquaponics, and aeroponics.

Rooftop gardens are a major opportunity for many urban places, and particularly the 55th and Arapahoe Station Area which currently has, and is planned to have, many large building footprints and flat roofs. Rooftop gardens benefit from the use of underutilized space, consistent sun exposure, and separation from pests. Important factors to consider in the creation of rooftop gardens within the Station Area are the structural integrity of rooftops, particularly given the weight of soil and water, and especially for adaptive reuse of older buildings, community access and education, and protection from heat and wind.

Both of these means of food production also have less impact on local ecosystems due to their limited use of ground space and physical separation. Overall, urban agriculture improves human health through access to local healthy food, reduces a neighborhood's dependence on outside food sources and vehicle travel, develops social and economic community growth, mitigates the urban heat island, improves stormwater runoff and water quality, and reduces an area's carbon footprint.

RECOMMENDATIONS

Decarbonization, which requires 1) balance, 2) flexibility over time, and 3) more analysis, based on space and building typology:

- Residential: Adopting passive house certification envelopes for all new construction residential buildings is recommended to reduce operational carbon emissions. Implementing energy recovery, heat pump heating and domestic hot water heating, and reduced infiltration measures in adaptive reuse residential projects is also recommended.
- Office: Redevelopment and adaptive reuse offices can achieve Net Zero operational carbon emissions by pushing efficiency beyond energy code levels. Strategies to get to Net Zero include Dedicated Outdoor Air systems (DOAS) with energy recovery paired with highly efficient heating and cooling systems, high performance glazing with low SHGC and U-factor, and plug load reduction strategies.
- Light Industrial: The majority of the energy use from light industrial buildings comes from the industrial processes. High performance heat pump electrification and daylighting are recommended for general efficiency improvements.
- Retail & Restaurant: Retail carbon emissions can be reduced through induction cooking and high performance refrigeration with low GWP refrigerant. Optimized daylighting is also a critical efficiency strategy in retail redevelopment buildings.
- Parking: large parking structures have the unique opportunity to have a large solar carport system that can produce energy for the neighborhood.
- Renewables: For all building types, maximizing the amount of solar PV is critical to carbon reduction. Rooftop solar and vertical solar installations need to be utilized on all the buildings within the Station Area to provide emissions reductions.

Stormwater and Drainage

- Increase the amount of pervious surfaces in the Station Area through parking areas, pedestrian paths, plazas, green roofs, parks, and urban agriculture.
- Strategically locate and utilize sustainable stormwater detention and drainage technologies such as vegetated swales and rain gardens adjacent to streets, parking lots, and other paved area.
- Prioritize distributed detention such rain gardens and bio swales over large, suburban, structural storm water ponds.
- Create a required rain- and wastewater management program for all re-developed parcels.
- Conserve water use through use of native and low-water planting, use of grey-water systems, rain cisterns, and low-flow faucets, pursuant to Colorado Water Law regulations.
- Require adherence to Low Impact Development (LID) best practices for all new development per the DSC.

Re-Wilding

- Increase urban tree canopy within Station Area.
- Reintroduce native prairie grasses and other plant materials through landscaping.
- Take steps to mitigate invasive species.

3G: PUBLIC REALM

PUBLIC SPACE

In more urbanized mixed-use environments, public spaces are critical to providing places to gather. Additionally, these space create opportunities for, urban respite, organization, and legibility , as well as placemaking in the built environment. Good public spaces make people feel welcome and engaged and evoke feelings of connection that bring them back again and again. Public spaces of a variety of types and scales will encourage people to linger, walk and bike throughout the area, link the public and private realms, and inform quality development that adds to the overall character and feel of the Station Area. Throughout the STAMP process, the community, time and time again, expressed desire for open space and places to gather in the area.

Public spaces in the Station Area may be publicly or privately owned, but all should be publicly accessible. All development in the area should contribute to the network and hierarchy of public spaces in some manner. Recommended public space types include:

Central Plaza

The City should explore opportunities to work with private property owners to create a central plaza for the Station Area immediately adjacent or near the station, centralized parking, or along the activation street. The centralized plaza should accommodate informal and formal events and include hardscape and landscape elements, with the majority of space being hardscape to allow for heavy use and active programming. Building faces fronting the plaza (including that of structured parking) should include active storefronts and/or restaurant space.

Paseos and Breezeways

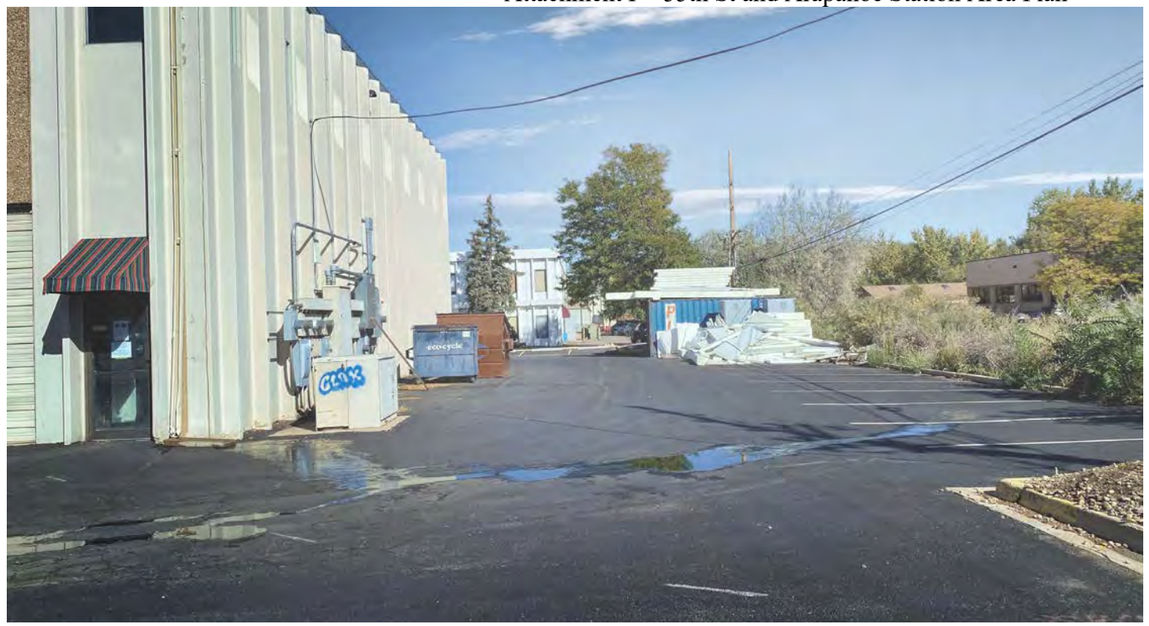
The next most prominent publicly accessible space in the Station Area should include paseos and breezeways and be integrated into private development of larger blocks. Paseos and breezeways should be at least 22 feet wide to accommodate safe and comfortable pedestrian connectivity and emergency access. Where possible, paseos and breezeways should be aligned with perpendicular pedestrian connections (i.e., sidewalks, pathways and other paseos and breezeways).

Pocket Parks and Plazas

For development that cannot contribute to the Central Plaza or the supplemental connectivity of paseos and breezeways, pocket parks and plazas should be integrated at corners and/or adjacent to the public right-of-way. Pocket parks and plazas should be privately owned designed to be openly accessible. A minimum size of pocket parks and plazas should be 300 square feet and can be any combination of hardscape and landscape.

Pathway/Greenway Connection

For development at the north, east or south edge of the Station Area, publicly accessible space can be provided by contributing to pathway connections along the perimeter of the Station Area. Ideally, a pathway connection will be augmented with landscaping, seating and other amenities, but a pedestrian or multi-use pathway connection along the edge of a constrained site may not include greenway elements. In certain instances, a pathway connection may be combined with fire lane access, but a drive aisle should not satisfy a public space requirement.



Eastern Boundary of the Station Area, Looking North – Existing Condition

Eastern Boundary of the Station Area, Looking North – Proposed Conditions

This rendering is for illustrative purposes only

Accessible Rooftops

Although likely to be less common, some developments may include a rooftop space that is accessible to the public. In order to be considered publicly accessible, there should be at least a 200 square foot area of common space with an easy to navigate path of travel to the space. Accessible rooftops do not need to be located on the top floor of buildings. On-structure public space on top of lower floors can help provide activation and protection.

Programming and activation of public spaces should be crafted with the intent of unleashing the existing and future creativity and resourcefulness of the Station Area's arts, cultural, and design community to achieve community building through activation of the public realm.

PUBLIC/PRIVATE INTERFACE

Ground Floor Activation

There is a distinction between visual and physical activation of building ground floors, both of which can contribute to the quality of the user experience. Visual activation is about transparency and providing the pedestrian with an engaging visual experience into active ground floor businesses as they walk down the street. Physical activation includes interventions such as outdoor patios and plazas. Opportunities for physical activation, through architectural form and in providing opportunities to gather, should be explored and encouraged as well through streetscape spaces and architectural form.

The user experience in the Station Area will largely be defined by the ground floor design and programming. Ground floor facades and spaces should be designed to open up onto the street with transparent facades, roll up doors, operable wall panels, and café seating. Residential and office buildings should be designed to provide visual interest on the ground floor in the short-term through lobby space or other active space and provide the potential for conversion to retail and dining in the longer term when feasible.

Front of House and Back of House

An active ground floor and vibrant public realm is only achieved through a fully-functional building envelope and program. 'Back of house' functions are essential to building operations, by addressing trash services, deliveries and maintenance. Those needs, however, do not often coexist well with more publicly-oriented experiences. In the Neighborhood TOD, traditional separation is encouraged and 'back of house' uses should be visually minimized where possible to allow for a more public façade along the major corridors.

Furthermore, four-sided-design, aligned with the City of Boulder's standards, should be taken into consideration when locating and designing service-oriented areas or facades.

Innovation TOD Ground Floor Activation Examples

Neighborhood TOD Ground Floor Activation Example

These renderings are for illustrative purposes only

SIGNAGE AND WAYFINDING

Signage and wayfinding should work as a common, visually unifying thread throughout the 55th and Arapahoe Station Area. Signage character, colors, design, and materials should reflect the district character and branding and maintain a similar visual language to help residents, employees, and visitors navigate throughout. Wayfinding should direct users to local businesses and shared amenities. Gateways should be designed to create a memorable and recognizable entrance to the Station Area from Arapahoe Avenue area while keeping in line with established placemaking and branding.

STREETSCAPE DESIGN

Streets in the Station Area should be designed with focus on providing an experience for all users in addition to motor vehicles. Streetscapes are especially important in TOD as it is intended that there are more pedestrians and multimodal users than in auto-oriented environments, who experience the street at slower speeds and are more likely to make unplanned stops or to linger in the public realm. The street type improvements described and illustrated earlier are intended to calm traffic and provide safer facilities for all modes of mobility. The streetscape design elements below should be implemented with the intention to serve all users and provide a range of experiences within the public realm of the street. The "amenity zone" is the typical location for elements listed below, which generally exists between the building and open sidewalk space, or between the sidewalk and the curb. The curb lane can also be prioritized for public realm amenities besides parking.

- *Lighting:* A range of lighting solutions, ranging from contemporary pedestrian lighting to art pieces, can help to increase safety and activate the Station Area after dark.
- *Restaurant Patios:* Allowing leasing of the amenity space to restaurants can provide expanded seating options and increased business, as well as another options for diners, especially in the warmer months.
- *Outdoor Merchandise Display:* Also known as "sidewalk sales", allowing businesses to display merchandise within the amenity zone outside their building can activate the street and add interest for pedestrians.
- *Play Elements:* Creating play spaces within the

CASE STUDY

PRIVATELY OWNED PUBLIC SPACES (POPS)

San Francisco, CA

POPS are publicly accessible spaces in forms of plazas, terraces, atriums, small parks, and even snippets which are provided and maintained by private developers. Their creation is linked to the urban planning rules of the City which require that a certain percentage of sites developed in Downtown be accessible to all.

In the late 1960s, building codes neither required nor encouraged development of public space at street level, and accordingly most office towers were built right to the edge of the property. The few exceptions were in buildings where developers sought density and height bonuses and created public space as a condition for approval. In the 1985 Downtown Plan the city codified the conditions under which developers had to construct publicly accessible open spaces, which could be as diverse as plazas, greenhouses, or atriums, but had to comply with standards of landscaping, design, seating, and bathrooms.

The San Francisco Bay Area Planning and Urban Research Association (SPUR) developed an inventory of POPS, complete with a printable map. SPUR has also made numerous recommendations for improving the public's experience of existing POPS, including better signage, as well as recommended standards for future POPS.

Conestoga Court, Looking East – Existing Condition

Conestoga Court, Looking East – Proposed Condition

This rendering is for illustrative purposes only

public realm ensures the street provides desired uses and gathering spaces for people of all ages.

- *Landscaping:* Tree-lined streets provide shade and other environmental and aesthetic benefits to the streetscape.
- *Art:* Public art contributes to the sense of place and can be an opportunity to showcase local artists from within or near the Station Area. Art can also contribute to business branding and recognition.
- *Passive Plaza Space:* Other seating and gathering spaces without direct programming provide value for informal gathering or relaxing within the streetscape as well.
- *Micromobility Elements*: As outlined further in the Transportation and Mobility section, the streetscape provides opportunities for bike parking and other micromobility amenities.

RECOMMENDATIONS

- Require development in the area to contribute to the network and hierarchy of public spaces identified in this plan.
- Activate underutilized spaces in the Station Area with temporary uses and pop-up activities.
- Establish a Privately Owned Public Spaces (POPS) program to catalogue, map, identify and promote POPS throughout the Station Area.
- Consider the creation of a Public Arts Plan to inform future iterations of the Public Art Program Implementation Plan or Committee to ensure art selection and maintenance is cohesive and consistent. Public Art should be provided at major intersections and gathering places within the Station Area.
- Update the existing FBC, or created an area-specific FBC to strongly encourage active ground floors along major thoroughfares and pedestrian routes in this area.
- Identify secondary elevations/streets (elevations that do not contain primary points of entry or face primarily public spaces) where back house services are appropriate.
- Develop a consistent look and feel for signage and wayfinding so that messages are recognizable, easy to read, and supportive of the overall Station Area character.
- Provide wayfinding for all users including to/from the BRT station, along bicycle routes, to/from parking areas.
- Identify funding for streetscape improvements within the Station Area and consider opportunities for improvements and amenities to be provided with new development.
- Design a flexible public realm that can accommodate a variety of design elements depending on how and where redevelopment happens over time.
- Engage the community as streetscape designs are created/expanded upon.

3H: PLACEMAKING

While the Station Area is full of successful uses today, many community members identified the lack of a cohesive identity and that there is no "there" there. This generally means that there is currently a lack of organization and activation of the Station Area. This is exacerbated by the fact that there is almost no housing in the Station Area today and most businesses are operating from approximately 8 am to 5 pm. The vision for the Station Area expressed by community members helps to remedy these challenges with a diverse mix of uses that includes retail, light industrial, mixed income housing, and office. It includes new and improved streets, as well as distributed mobility hub elements, that will be comfortable and inviting for pedestrians, cyclists and other micromobility users. These private and public investments should be tied together with a strong placemaking strategy.

Placemaking comprises a host of strategies and interventions, including site design, architectural design, public and quasi-public space, landscaping, furnishings, public art, signage and wayfinding, and branding. Elements related to experiential design are addressed here while other supporting strategies are included later in this and the next chapter.

District Branding Example

GATEWAYS

Gateway elements can contribute to identity and sense of place in the Station Area through arrival and departure experiences. Gateways may include signage, public art, and wayfinding elements. Key locations of arrival and departure to the Station Area include:

- At the proposed BRT stations
- Intersection of Arapahoe Avenue and Range Street (entering from the west)
- Intersection of Arapahoe Avenue and 56th Street (entering from the east)
- Intersection of 55th Street and Railroad (entering from the north)
- Intersection of 55th and Tobys Lane (entering from the south)

DISTRICT BRANDING

With the potential creation of a district for revenue generation, design control, and other benefits comes a major opportunity for branding and marketing as well. Creating a cohesive and desirable place requires a recognizable identity. For the 55th and Arapahoe Station Area this should include a name, logo, and placemaking strategies that are integrated with the district branding.

55th and Arapahoe, Looking Northeast – Existing Condition

55th and Arapahoe, Looking Northeast – Proposed Condition

This rendering is for illustrative purposes only

CASE STUDY

BLUEBIRD DISTRICT CASE STUDY

Denver, CO

The Bluebird District along Colfax Avenue in Denver is an excellent example of a place that is attractive and recognizable to people. Strategies adopted by this district (Business Improvement District, or a BID) that should be considered for the 55th and Arapahoe Station Area include:

- Creation of a logo and color palette that is relevant to local businesses and character;
- A website with information about the businesses, events, and destinations within the district;
- A statement of intent and tagline for the district based on community values;
- Trashcans, sidewalk painting, and street light banners with the logo and branding incorporated;
- Sidewalk and landscaping maintenance and cleanup to create the perception of a clean and safe place to spend time;
- Provide support to arts programs in the form of financial resources or organizational/ capacity resources;
- Holiday lighting to create a festive atmosphere; and
- Organization and promotion of district-wide events to draw people to the area, create district recognition, and bring revenue to local businesses.

Bluebird District in Denver

RECOMMENDATIONS

- Create a cohesive branding strategy with input from the community for the 55th and Arapahoe district. The strategy should include a district logo, color and material palette, and furnishings strategy.
- Implement recognizable and highly visible gateways into the district that are in alignment with and complementary to the established district branding.
- Create a website, mission statement, branded events in alignment with and complementary to the established district branding.

4 IMPLEMENTATION

All of the various recommendations illustrated in the Station Area Framework require further consideration as to how they will be achieved. Implementation strategies are summarized in a comprehensive matrix in this chapter and organized by prioritization (phasing). One key element to implementation will be the creation of a district. The strategies and considerations related to district creation are described in greater detail as well.

IMPLEMENTATION MATRIX

To achieve the various recommendations illustrated in Chapter 3, numerous partnerships and funding strategies will be required. The following matrix further breaks down and prioritizes those recommendations. Each priority recommendation has an associated priority level, champion, magnitude of order cost, measures of success, and governing bodies likely required for approvals.

The priority levels are broken into four categories:

- Priority Level 1: Immediate, Near Term
- Priority Level 2: 5 – 10 years
- Priority Level 3: 10 – 20 years
- Priority Level 4: +20 years

$=$0-$99K; $$=$100-499K; $$$=500-$2M

Priority Level	Priority Recommendation	Champion(s)	Magnitude of Order Cost	Measure of Success
Place Types, Land Use, and Building Form				
1	Consider expanding Boulder's form-based code to the 55th and Arapahoe Station Area to implement the envisioned Place Types, active ground floors, and building form characteristics.	City Departments: Planning and Development Services, PD&S	$	Land Use Code Update
2	Create adaptive reuse guidelines specific to buildings identified for adaptive reuse in the Station Area	City Departments: PD&S, Historic Preservation, Climate Initiatives	$	Adoption of Guidelines, Land Use Code Update
(Re)development Opportunities				
2	Consider financing incentives to encourage developers to follow redevelopment approach as envisioned by the STAMP (renovation/expansion, infill, or redevelopment)	City Departments: PD&S, Planning and Development Services; Economic Vitality	$	Adoption of policy, Land Use and Building Code Updates
Transportation and Mobility				
1	Initiate a Corridor Study on 55th Street	City Departments: PD&S, Transportation and Mobility	$$$	Completion of Corridor Study
1	Identify and initiate transportation pilot project opportunities in the station area	City Departments: Transportation and Mobility	$$	Completed pilot project work plan
1	Conduct Parking Study for the inventory and management of on-street parking in the station area	City Departments: Transportation and Mobility	$$	Completion of Parking Study
2	Develop Access Management Plan for Arapahoe Avenue and 55th Street	City Departments: Transportation and Mobility, Planning and Development Services Engineering Review	$	Adopt updated policy for the Station Area within the citywide Access Management and Parking Strategy (AMPS)
3	Develop Curbside Management Plan for transportation network companies	City Departments: Transportation and Mobility	$	Completion of Curbside Management Plan
Inclusivity and Affordability				
1	Develop an organizational structure to enable ownership and/or management of affordable commercial space (whether through a district or other entity), and define eligible tenants who will benefit from affordable commercial space (e.g. childcare, health services, nonprofits) to support community-serving uses	District and/or City for support; Economic Vitality; Boulder Chamber	$$$	Affordable commercial spaces; new community-supporting uses
2	Enable fees in lieu for affordable housing paid by development in this area to be channeled back to local affordable developments (this may be done through a district or other entity that can use these funds to buy down residential units in market rate developments)	City Departments (for policy change): Housing and Human Services, PD&S; District for use of funds	$$	Investment in buy-down of market rate units (ownership and rental)
2	Implement maximum parking standards and provide parking standard relief to developments that achieve target affordability rates and densities. Discourage financing that would not allow for shared parking.	City Departments: Transportation and Mobility, Planning and Development Services	$	Land Use Code Update

Priority Level	Priority Recommendation	Champion(s)	Magnitude of Order Cost	Measure of Success
Resilience and Climate Commitment				
3	Apply decarbonization strategies based on space and building typology	City Departments: Climate Initiatives, Planning and Development Services	$	Energy/ Building Code Update
4	Increase the urban tree canopy within the station area	City Departments: Urban Forestry	$$$	Tree Canopy Coverage Increase
Public Realm				
2	Provide wayfinding for all users including to/from the BRT station, along bicycle routes, to/from parking areas.	City Departments: Transportation and Mobility, Communication Vitality	$$	Construction of wayfinding elements
3	Establish a Privately Owned Public Spaces (POPS) program to catalogue, map, identify and promote POPS throughout the station area	City Departments: Planning and Development Services, Community Vitality	$	Establishment of POPS program
4	Design flexible streetscapes that can accommodate a variety of streetscape elements depending on how and where redevelopment happens over time.	City Departments: Transportation and Mobility, Planning and Development Services	$$$	Completion of conceptual streetscape designs
4	Develop a Street and Pedestrian Lighting Plan for the station area	City Departments: Transportation and Mobility, Public Works	$	Completion of Lighting Plan
Placemaking				
1	Create a cohesive branding strategy with input from the community for the 55th and Arapahoe district.	City Departments: Community Vitality, Arts and Culture; Boulder Chamber	$	Completion of branding strategy with community consensus
2	Implement recognizable and highly visible gateways into the district	City Departments: Community Vitality, Arts and Culture, Transportation and Mobility	$$	Construction of gateway elements
District Creation				
1	Establish General Improvement District and structure therein including: funding mechanisms, community benefits targets, land use policy, and parking strategy.	City Departments: Community Vitality PD&S, Finance	$$	Establishment of a District prior to significant redevelopment

DISTRICT CREATION

Given the growth potential of the Station Area, there is an opportunity to use public financing mechanisms for infrastructure and services that benefit more than one property to support the Plan goals. Public financing through a general improvement district (GID) can leverage the strong market demand to address community needs, including parking provision and micromobility. As an emerging theme within industrial mixed use areas, there is also an opportunity to incorporate arts and cultural amenities in the area. For example, similar to the RiNo neighborhood in Denver, the GID can be used to fund arts in the district and support artists and/or maker space. This would allow the area to develop and redevelop while adding some of the key community benefits and amenities that draw people to—and keep them in—the area. GIDs are formed for specific public purposes that are not provided city wide. Services that could be included in a GID include structured parking, TDM programs, and transit connections (microtransit).

Why a General Improvement District?

- Creates revenues through mill levies on properties in the district or rates, fees, tolls and charges for use of GID improvements and to construct and maintain common infrastructure and amenities, that in turn benefit the immediate area as well as the larger community.
- Employs a tool that has been proven within Boulder (e.g. CAGID, BJAGID), utilizing the GID structure for governance, revenue tools, and partnerships.
- Provides on-going and scalable funding for TDM programs and management of shared structured or on-street parking.
- Provides common set of services that are relevant to tenants and owners within the area that are not provided citywide.
- Can tailor to needs and resources of the area.
- Adaptable (e.g. can expand micromobility and art beyond immediate station area).

What Would a GID Do?

- Centralized, shared parking: enable developers to buy into shared parking within the district, reducing the parking required to be constructed on individual sites.
- This would involve constructing a parking structure within the district.
- Developers would join the district and buy into this parking structure; in exchange for joining the district, they would receive lower parking requirements (e.g. through parking maximums) and increased FAR on their development site.
- In addition to parking, this structure could be designed to accommodate affordable housing as well as first-floor affordable commercial space (similar to the City's approach to parking structures it owns).
- Micromobility and Transportation Demand Management (TDM): subsidize e-bike and e-scootershare, carshare, as well as transit benefits, such as the EcoPass and other TDM programs, and provide bicycle parking within the district.
- Art: curate and fund public art throughout the district, and potentially include artist space within the first floor of the district parking structure, within the overall program for affordable commercial space.
- Manage funds: depending on the depth of funding sources that are available for this district (i.e. the size of membership and value of member properties), the district would manage these funds and deploy them at times when specific partnership opportunities emerge.
- Affordable commercial space: similar to the City's approach to first floor space in its parking garages, the district can develop dedicated affordable commercial space as a first floor use in the district parking structure.

Key Benefits

- Enable developers to increase utilization of parcel (through centralized parking, TDM programs to reduce parking demand, height allowances)
- Provide community benefits (e.g. art, micromobility)
- At a minimum, the district boundary would encompass the Station Area. There is an opportunity to expand beyond that boundary, particularly for micromobility and art. In this case, developers outside of the core district area could opt into the GID to use its services

DISTRICT IMPLEMENTATION

1. Establish GID *(property owners, staff, council)*

   » Property owners circulate petition signed by a specified majority of property and assessed value in the district area. The petition asks city council to form the district, specifies the purposes of the district (which must be improvements and services not provided throughout the city), the boundaries of the district, and states whether any property taxes or debt will be authorized.

   » City Council holds a public hearing on the petition. If the petition requests debt or tax authorization, it is subject to a vote within the district at a November election.

2. Identify available funding mechanisms / sources of funds *(district management)*

   » Mill levy - annual, ongoing funding for the GID through a mill levy paid by property owners as specified in the petition (which may be when redevelopment plans are entitled).

   » Fees, rates, tolls and charges – levy fees on services provided by the GID which are paid to the GID to support community amenities (e.g. art and micromobility/TDM).

   » Explore creation of an urban renewal district (in accordance with HB 15-1348) or business improvement district (BID), which would be distinct from the GID (although it could have the same boundaries), to utilize property or sales tax increment financing (TIF) revenues to support GID expenditures on community amenities.

   » Potential for specific expenditures to be supported by larger revenue sources (e.g. General Fund allocations or CIP commitments from the City), which could be particularly important in the early years of the GID prior to the district generating sufficient funds to pursue its activities.

3. Establish targets for community benefits (uses of funds) *(staff, district management)*

   » Micromobility/TDM – subsidize shared micromobility (e.g. e-bike and e-scooters, carshare) and TDM programs (e.g. transit passes) within the district.

   » Arts – fund public art, explore opportunities to provide affordable space for local artists

   » Parking – building a parking structure, purchase spaces in privately owned garages, and other strategies as determined on a case-by-case basis.

   » Affordable commercial – enable affordable commercial spaces on the first floor of the district parking garage, utilizing a similar model to what the City undertakes in its parking structures.

   » Affordable housing – secure a land set-aside to enable affordable housing development as part of the construction of the district parking garage, partnering with BHP or a similar organization to own/manage this housing.

4. Establish land use policy as it relates to the district *(staff, council)*

   » To encourage membership in the district, development allowances should be maintained at current levels in the area; then as developers entitle projects, increase development potential with greater height allowances in exchange for joining the district.

5. Establish parking strategy for the district *(staff, council, district management)*

   » Establish land use categories with parking maximums, in line with shared, unbundled, managed, and paid (SUMP) principles.

   » Maximize shared parking opportunities between commercial and residential developments.

   » Require that parking be unbundled for new residential multi-family developments.

   » Manage all public on-street parking demand through pricing.

6. Pursue development of parking structure with affordable housing and affordable commercial components

   » Identify development site to acquire (detailed soft parcel analysis).

   » Establish funding agreement with Council (to allow for site acquisition and development while GID is still in early stages of membership and generating lower levels of revenue).

   » Identify partner for affordable housing (BHP or other similar entity).

   » Establish guidelines for affordable commercial space, using City's existing strategy for its parking structures as a guide.

Station Area MASTER PLAN