



City of Boulder

Boulder Junction Phase 1 Substantial Completion Report

April, 2023

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Resources:

- City of Boulder
- Google Earth
- ESRI
- Regional Transportation District (RTD)
- City of Boulder Plans, Studies, and Reports



Background

In 2007, the City of Boulder adopted the [Transit Village Area Plan \(TVAP\)](#) outlining the future for Boulder Junction, a 160-acre area located in the geographic center of Boulder, around 30th Street, Pearl Street, Valmont Road and Foothills Parkway. The plan anticipated the development of new major transit facilities and established a vision for the area to evolve into a lively, mixed-use, pedestrian-oriented place where people will live, work, shop and access regional bus and rail. The plan identified two phases of redevelopment: Phase 1 for the area located between 30th Street and the railroad, and Phase 2 for the areas east of the railroad and west of 30th Street. The planning horizon for the first phase of development was 10-15 years, and the planning horizon for the second phase was generally 15 years. Now, 15 years after the plan was adopted, the first phase has reached substantial completion and it is the city's priority to start the second phase of plan implementation.

There are three primary requirements necessary to initiate planning and development for Phase 2:

1. Substantial completion of Phase 1;
2. A plan for providing infrastructure improvements in the Phase 2 area; and
3. Market support for Phase 2 land uses

This report outlines what has been implemented in the Phase 1 area over the last 15 years and how the plan's vision and goals have been met through development, infrastructure improvements, and updates to applicable regulations. The report's sections are aligned with TVAP's chapters. Each section includes background information and a table that identifies objectives from the plan and how those objectives were met.

Phase 1



Illustrative diagram from the TVAP showing Phase 1

Phase 2



Illustrative diagram from the TVAP showing Phase 2

Background

History of the Area

Prior to the adoption of the plan in 2007, the Phase 1 area consisted of low-density, automobile-oriented development such as car sales lots between Goose Creek and Pearl Parkway, vacant lots throughout the area, and one-story businesses with surface parking lots. The area lacked residential units until Steelyards was developed, which consisted of townhomes that contribute to the variety of housing types that exists today. The area was underutilized and did not offer a mix of community amenities, housing, or retail/commercial. There was a limited mobility network that was further disconnected by physical barriers such as Goose Creek, North Boulder Farmer's Ditch, and the BNSF railway. The Transit Village Area Plan provided recommendations to maximize development opportunity, create a well-connected place, and incorporate much-needed amenities.

Since the plan has been adopted, the Phase 1 area has drastically changed, as well as the area adjacent to Boulder Junction. The redevelopment of 29th Street, presence of several major retail establishments, and addition of new office and employment centers in the immediate vicinity contribute to the activity of the area. New mixed-use development and adaptive reuse of existing buildings consist of new businesses, office space, and housing units. A variety of new mobility connections, such as the Junction Place bridge over Goose Creek, and the multi-use trail adjacent to the train tracks connect the area. The Phase 1 area is now a place where people come to live, work, and shop. An overview of development and infrastructure improvements in the Phase 1 area is provided on pages 6-9.

2006



Vacant, underutilized land near Goose Creek

2006



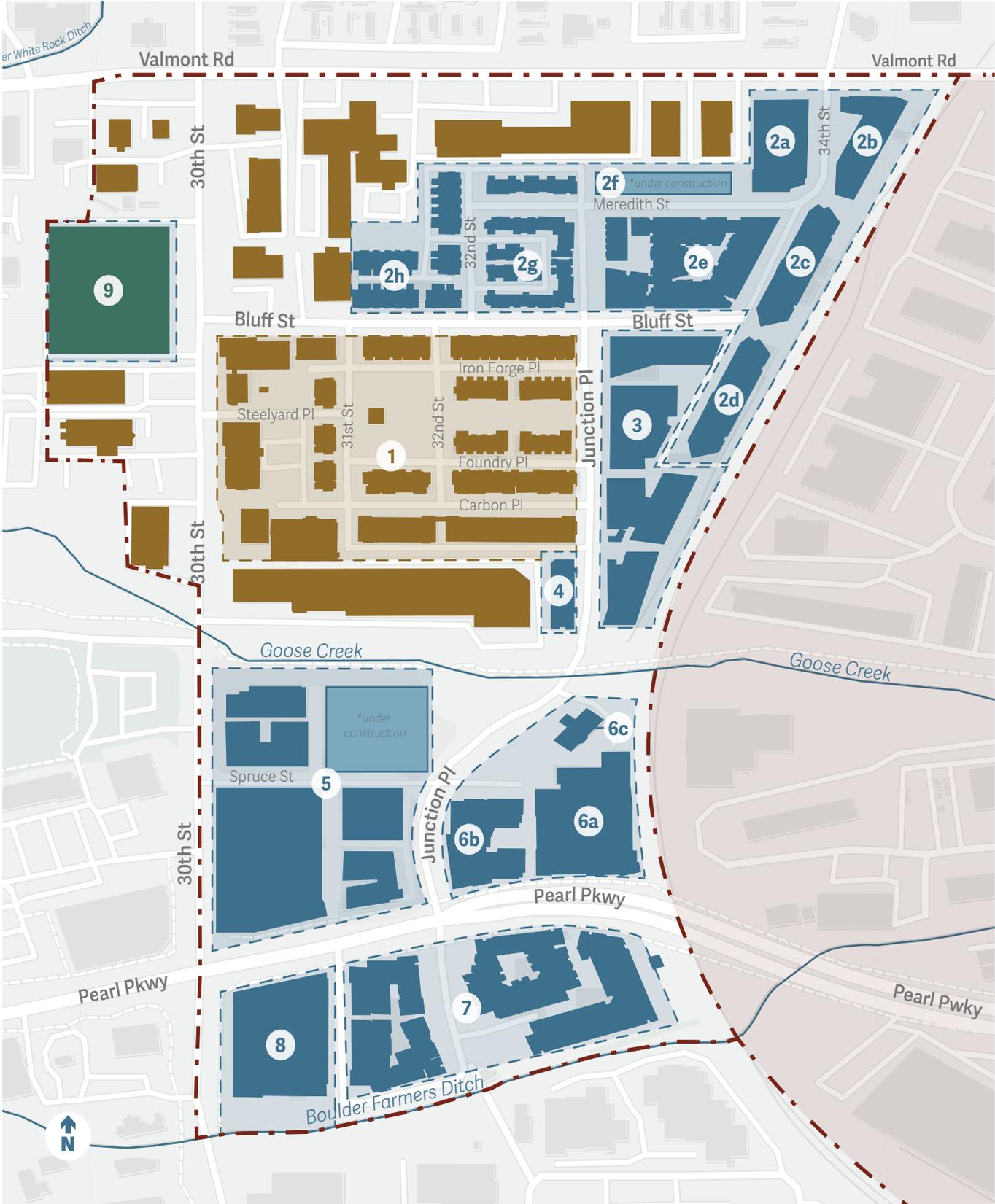
30th Street looking north near the former Pollard Jeep Co.



Aerial Image of Boulder Junction Area in 2006

Development Overview

Development in Boulder Junction Phase 1, 2023



 Transit Village Area Plan (TVAP)
 Phase 2 Area

 Development Pre-TVAP
 Development Post-TVAP

 City Owned

1 Mixed-Use Residential

The Steelyards predate the Transit Area Village Plan, but are an important part of the neighborhood and community. It is a mixed-use development with retail, office, service industrial, light industrial spaces, market rate residential and permanently affordable residential for-sale units.

2 Mixed-Use Residential, Office, Commercial

S'Park Development included:

2a *Ciclo*

- » Mixed Use, non-profit space, 32 permanently affordable rentals

2b *Market*

- » Commercial space with brewpub

2c *Railyards*

- » Commercial and office space

2d *Platform*

- » Luxury rentals and commercial space

2e *Timber*

- » Workforce rentals, townhouses, ground level retail/restaurant

2f *Meredith House*

- » 15 for sale condominiums

2g *S'ParkWEST:*

- » 45 permanently affordable rentals offered at 30-60% AMI

2h *Spark24:*

- » 24 "lock-and-leave" townhouses

3 Mixed-Use Residential, Office

Boulder Commons Phase I features Net Zero-aspiring, multi-tenant office, retail, and restaurant space. Phase II features Class-A office and retail spaces. Boulder Commons Living is a luxury for rent mixed use residential building.

4 Residential

Nickle Flats is a 17-unit residential development featuring studio, one- and two-bedroom for-sale units.

5 Mixed-Use Permanently Affordable Residential

Phase 1 of 30Pearl development included 3 buildings with mixed uses featuring 120 permanently affordable housing units, ground-floor retail and office space. Phase 2 will add additional market rate housing and mixed ground level uses including retail, commercial office, and entertainment.

6 Permanently Affordable Housing, RTD, Restaurant, Hotel

Boulder Depot included:

6a *Permanently affordable Housing + RTD Station*

- » 71 permanently affordable rentals and an RTD Station (not currently in use)

6b *Hyatt*

- » 140-room hotel

6c *Boulder Roadhouse Depot*

- » Restaurant in the historic Boulder Depot

7 Mixed Use Residential, Office

Griffis Apartments are 319 unit luxury apartments with mixed use retail and restaurant ground level uses.

8 Mixed-Use Residential

REVE is a mixed use development across four buildings extending south of the Phase 1 area with 244 residential units, retail, restaurant, and office uses.

Land Use

The vision for Boulder Junction is to be a lively and engaging place with a diversity of uses, including employment, retail, arts and entertainment, with housing that serves a diversity of ages, incomes and ethnicities. A Land Use Plan identified proposed land uses for the Boulder Junction area, which guides changes to the Boulder Valley Comprehensive Plan (BVCP) Land Use Map, the city zoning map, the BVCP land use descriptions, and the city land use code. The plan provides prototypes for the building forms and uses typically associated with each land use category in the Land Use Plan. Creating a zoning vision to allow for a mix of uses to thrive is a key component of the plan.

Residential

To meet diverse needs and incomes, the plan calls for a variety of housing types offered at a range of prices. Permanently affordable housing should be obtained through the city's inclusionary zoning requirements and up to half of the units built should be permanently affordable.

Retail

The plan allows for neighborhood-serving retail to be located throughout the Phase 1 area and it should be mainly located on the first floors of mixed-use buildings.

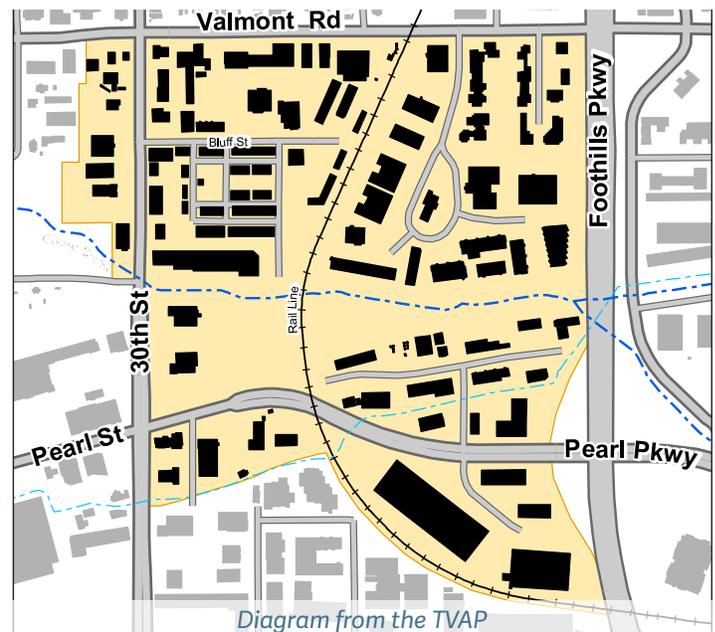
Service Commercial and Service Industrial

Both the Service Commercial and Service Industrial zones were designed to restrict certain uses in order to protect uses that serve the community and require lower land costs to survive. The plan intended to prevent the displacement of existing small businesses and relatively affordable commercial space. The plan encourages zoning for commercial and industrial uses.

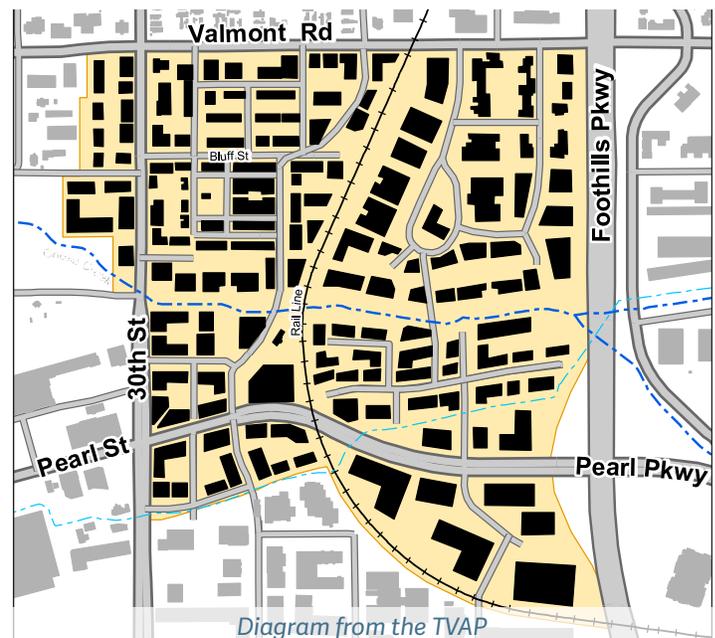
Mixed Use

The plan anticipated a high percentage of mixed-use development to provide flexibility for changes in market demand. Development densities are highest close to the bus and rail facilities to maximize the number of workers and residents who will have convenient access to public transportation.

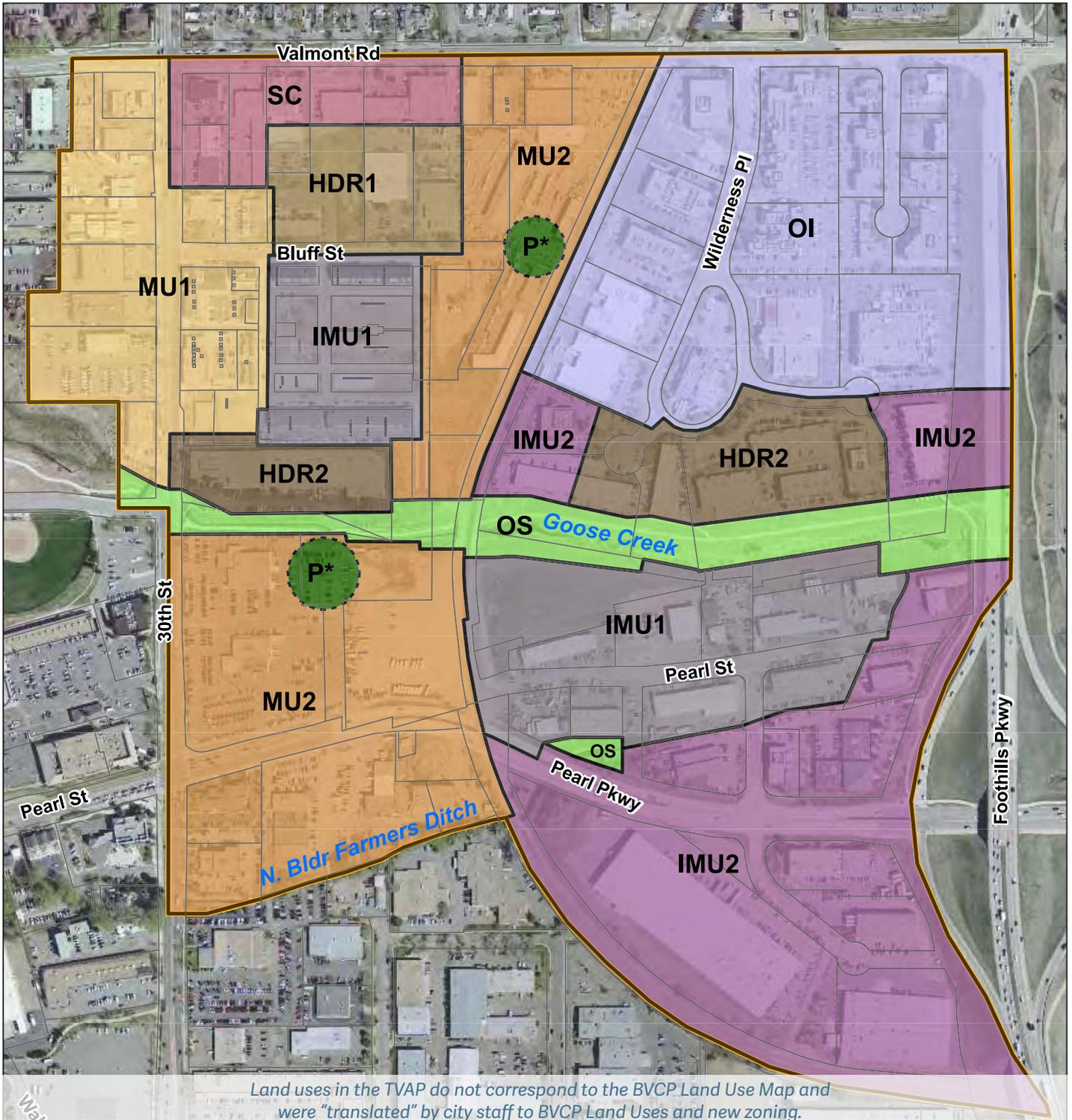
Boulder Junction Area Development Pattern, 2007



TVAP Proposed Development Pattern



TVAP Proposed Land Uses



Legend

Plan Land Use

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



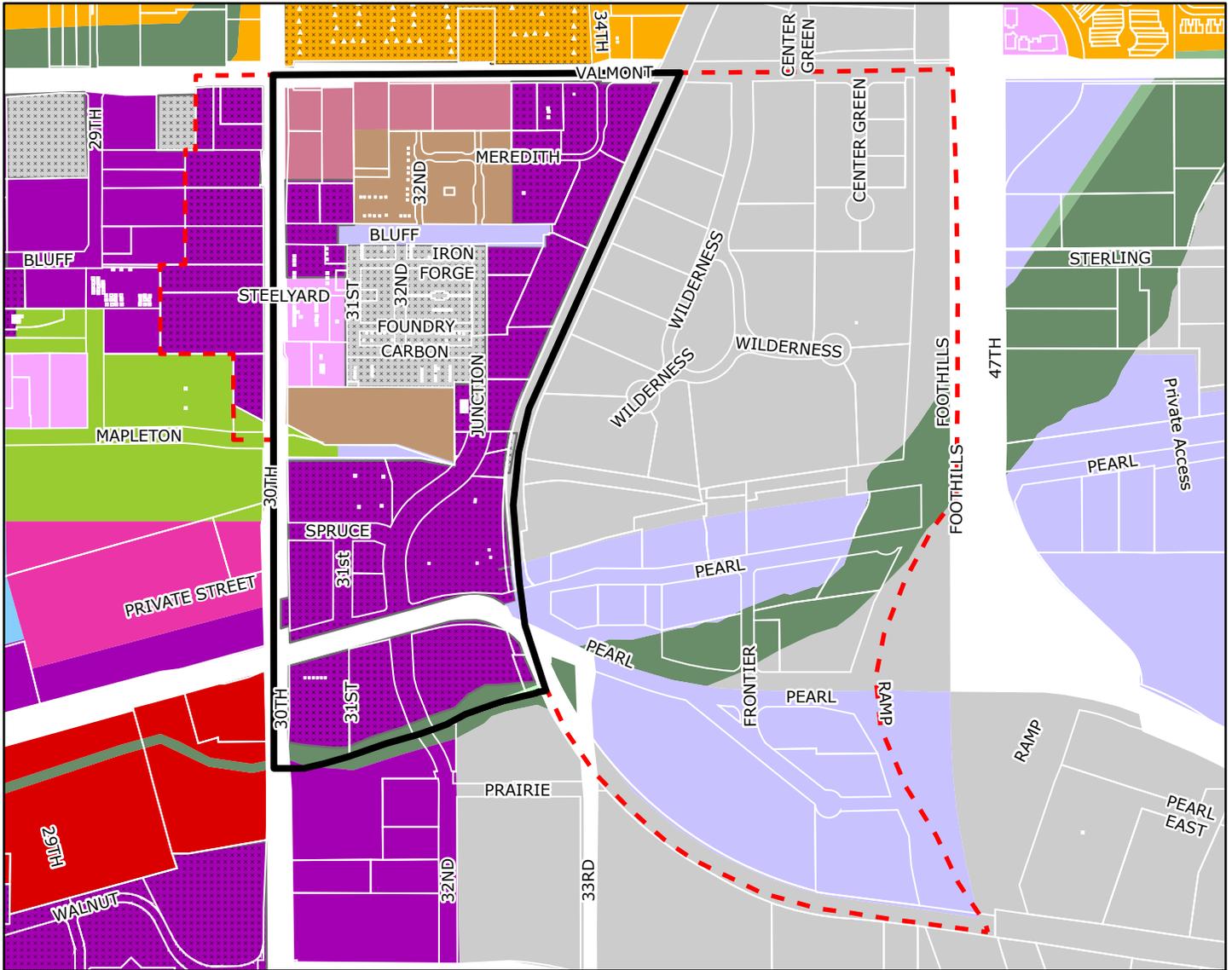
Land Use

Transit Village Area Plan Land Use Goals	Phase 1 Implementation
1. Provide 1,400 - 2,400 new housing units.	There are currently 1,386 units within the Phase 1 area. Phase 2 could accommodate up to an additional 1,014 units.
2. Include a variety of housing types at a range of prices from market rate to permanently affordable.	The units in Phase 1 include a diverse range of housing types and sizes offered at a variety of prices.
3. Create 300 - 475 permanently affordable units.	Phase 1 includes 301 permanently affordable units, most of which were developed on originally city-owned sites and sites where the city invested funds to ensure permanently affordable housing. The units are offered at a range of 50-71% AMI.
4. Up to half of the 200 housing units estimated for the city housing site will be permanently affordable.	120 permanently affordable units have been created as part of the 30/Pearl development. 71 permanently affordable units have been created as part of the Depot Square development.
5. The city should offer an incentive for developers in select zones to provide more permanently affordable housing than required.	Developers may obtain additional building height up to 55' if at least 36% of residential units are permanently affordable housing.
6. Incorporate neighborhood-serving retail uses, as well as regional retail uses that will complement 29 th Street.	Phase 1 includes local retail options including restaurants, salons, fitness studios among others. There is no regional retail destination in Phase 1, this may be considered for inclusion in Phase 2.
7. Place office uses in locations close to future transit facilities and new residential uses.	There are a number of office uses located along the railway, near the future rail platform and within walking distance to the bus depot, including software companies, advertising agencies, and nonprofit groups.
8. Support service commercial and service industrial uses.	There are a number of industrial and commercial service uses in the area, such as Art Parts Creative Reuse Center, Big O Tires, Sherwin Williams Commercial Paint Store and Miles Auto Center, among others. It should be noted, these spaces are all located in older spaces along Valmont Road that have not been redeveloped during Phase 1.
9. Provide for a diversity of uses, including employment, retail, arts and entertainment, and housing.	As described above, a mix of uses are accommodated.
10. Create a plan that is adaptable and resilient for the long-term future.	The plan describes the adaptability for the Land Use and Connections plan to be amended as needed. A number of amendments have been made to the plan since its original adoption.

Transit Village Area Plan Implementation Plan Land Use Actions	Phase 1 Implementation
1. Changes to the land use designation descriptions.	Updates to the land use descriptions were included in the 2015 BVCP major update.
2. Changes to the BVCP land use map.	All land use changes in Phase 1 have been made with the exception of about an acre of land located on the east side of 30th , included in the Steelyards development, which pre-dates the plan.
3. Changes to the land use code.	<p>Phase 1 included the following code updates in 2009:</p> <ul style="list-style-type: none"> • Creation of three new zone districts: RH-6, RH-7, and MU-4 • Additions to the rezoning criteria, helping to establish the Boulder Junction Access GID Parking Management and Boulder Junction Access GID Transportation Demand Management • Creation of Trip Generation Requirements (Section 9-9-22) setting vehicle trip generation standards for developments in the new zone districts • Creation of a Form-Based Code (Chapter 9 - Appendix L and Appendix M) to implement urban design recommendations
4. Changes to the zoning map.	Properties within the Phase 1 area were rezoned into new zone districts and reflected in the zoning map.
5. Incorporate a density bonus or other incentives for LEED Platinum certified buildings in the Mixed-Use Industrial 1 zone district.	Green building was on the initial list for possible community benefits including LEED Certification among other ideas. Ultimately it was not clear what level would be commensurate with permanently affordable housing and City Council (at that time) removed it from the list and instructed staff to focus on permanently affordable housing and below market rate commercial. Today there is no green building density bonus program, as described in the plan.

Land Use

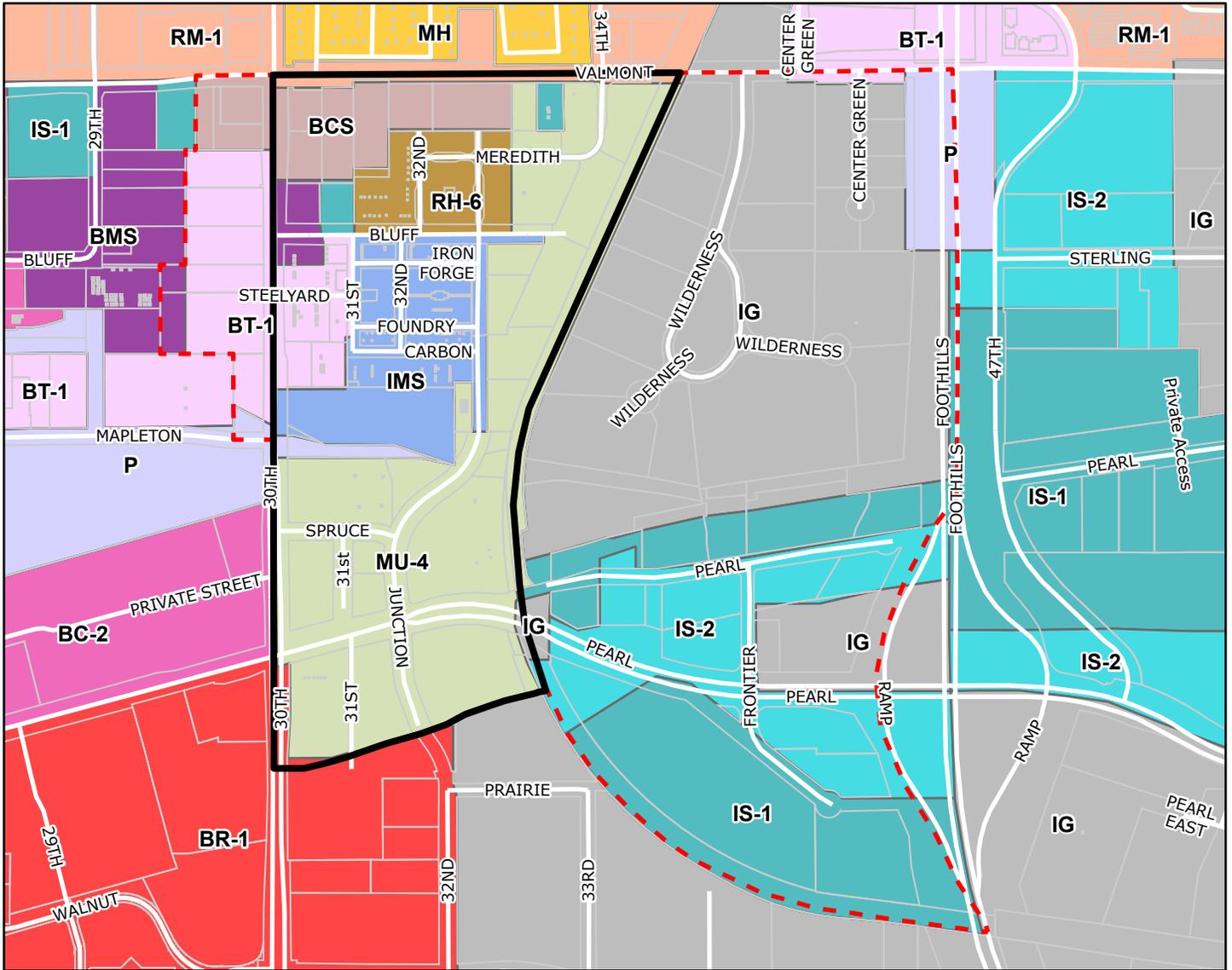
2023 BVCP Land Use Map



Legend

	Phase 1		High Density Residential		Mixed Use Industrial
	Phase 1B		Community Business		Mixed Use Residential
	Phase 2		General Business		Open Space, Acquired
	<all other values>		Service Commercial		Open Space, Development Rights
	Boulder Transit Village Area Plan		Transitional Business		Open Space, Other
	Very Low Density Residential		Regional Business		Agricultural
	Low Density Residential		Community Industrial		Park, Urban and Other
	Manufactured Housing		General Industrial		Public
	Medium Density Residential		Light Industrial		Environmental Preservation
	Mixed Density Residential		Performance Industrial		Streets Simple
			Mixed Use Business		

2023 Zoning Map



Legend

Phase 1	DT-4 Downtown 4 (RB1-E)	RMX-2 Residential - Mixed 2 (MXR-D)
Phase 1B	DT-5 Downtown 5 (RB1-X)	RR-1 Residential - Rural 1 (RR-E)
Phase 2	MH Mobile Home (MH-E)	RR-2 Residential - Rural 2 (RR1-E)
<all other values>	RE Residential - Estate (ER-E)	MU-1 Mixed Use 1 (MU-D)
Boulder Transit Village Area Plan	RH-1 Residential - High 1 (HR-X)	MU-2 Mixed Use 2 (RMS-X)
Parcels (city parcel data)	RH-2 Residential - High 2 (HZ-E)	MU-3 Mixed Use 3 (MU-X)
BC-1 Business - Community 1 (CB-D)	RH-3 Residential - High 3 (HR1-X)	MU-4
BC-2 Business - Community 2 (CB-E)	RH-4 Residential - High 4 (HR-D)	IG Industrial - General (IG-E/D)
BCS Business - Commercial (CS-E)	RH-5 Residential - High 5 (HR-E)	IM Industrial - Manufacturing (IM-E/D)
BMS Business - Main Street (BMS-X)	RH-6 Residential - High 6 (RH-6)	IMS Industrial - Mixed Services (IMS-X)
BR-1 Business - Regional 1 (RB-E)	RH-7 Residential - High 7 (RH-7)	IS-1 Industrial - Service 1 (IS-E)
BR-2 Business - Regional 2 (RB-D)	RL-1 Residential - Low 1 (LR-E)	IS-2 Industrial - Service 2 (IS-D)
BT-1 Business - Transitional 1 (TB-D)	RL-2 Residential - Low 2 (LR-D)	A Agricultural (A-E)
BT-2 Business - Transitional 2 (TB-E)	RM-1 Residential - Medium 1 (MR-D)	P Public (P-E)
DT-1 Downtown 1 (RB3-X/E)	RM-2 Residential - Medium 2 (MR-E)	Flex
DT-2 Downtown 2 (RB2-X)	RM-3 Residential - Medium 3 (MR-X)	E Enclave (E)
DT-3 Downtown 3 (RB2-E)	RMX-1 Residential - Mixed 1 (MXR-E)	Streets Simple

Urban Design

The plan area was divided into eight character districts, primarily based on future land use. Guidelines are provided for each character area to promote plan goals related to urban design, public spaces, and livability. Phase 1 included five character districts that are described below. In addition to those five character districts, there are guidelines for the bus and rail Transit Facility, Civic Plaza, and the Depot, which are all located within the Phase 1 area.

Pearl Street Center District

This district is centered around the city housing and RTD bus facility site and was anticipated to become a high-intensity mixture of housing and retail. A new pocket park on the city housing site would also create a sense of neighborhood.



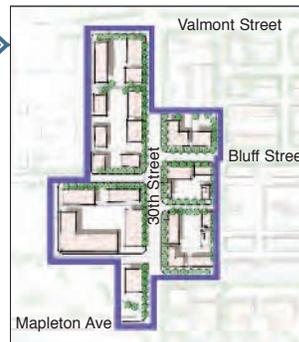
Rail Plaza District

This district is centered around the future commuter rail station and was anticipated to evolve into a high-density, commercial, and residential mixed-use area, with three- to five-story buildings.



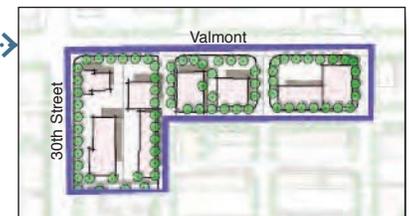
30th Street Corridor District

This district is centered around 30th Street between Valmont Street and Mapleton Avenue and was anticipated to evolve to take on a similar character set by the Steelyards project, such as a mixture of commercial and residential uses in two- to three-story buildings. Please note that the Form-Based Code only applies to properties along the east side of 30th Street.



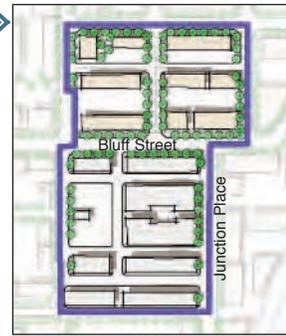
Valmont Corridor District

This district is located at the northwestern edge of the plan area and was planned to preserve the district's existing service commercial land uses, while also allowing more density. These properties have not redeveloped since the adoption of TVAP.



Steelyards District→

This district is predominantly defined by the Steelyards project, a mixture of housing, shops, and small-scale service businesses. The Steelyards pre-date the adoption of TVAP. 33rd Street was anticipated to be transformed into Junction Place by improving the right-of-way.



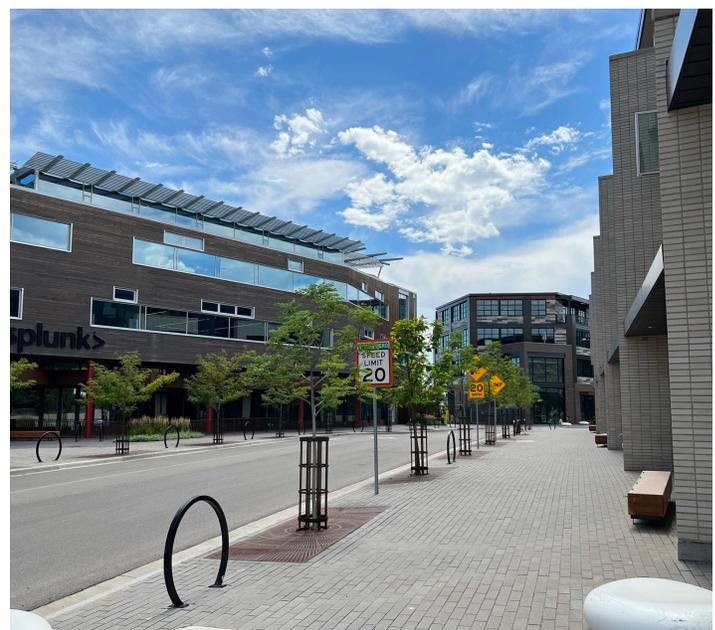
Pearl Street Center District Guidelines	Phase 1 Implementation
<p>1. Locate buildings and building entries along Pearl and 30th streets, with parking behind the buildings. Large buildings will likely need multiple entrances.</p>	<p>The FBC code's General and Main Street Storefront Building Types allow parking yard only; The parking requirements, along with the build-to and frontage requirements, encourages buildings to be located along the street with parking behind and for building entries to be located along Pearl Parkway and 30th Street.</p>
<p>2. Along Pearl and 30th Streets, provide active first-floor uses, such as retail, where feasible.</p>	<p>Pearl Parkway and 30th Street are surrounded by General and Main Street Storefront Building Types. The streets are guided by Type A Frontage Ground Story use requirements which means: the Main Street Storefront Building Type allows only dining & entertainment uses, personal service uses, and retail sales uses; where storefront is required, the General Building Type allows dining & entertainment, personal service, and retail uses.</p>
<p>3. Look for opportunities to create car-free or car-reduced zones.</p>	<p>There is limited parking and TDM strategies apply to the area to reduce car use. There are also parking maximums that apply to the area. Parking structures were built, which help to reduce the need for street and surface parking. A car-free paseo was built connecting from Pearl Parkway to the Depot and BRT station.</p>
<p>4. Work with the ditch company to remove concrete embankments along the North Boulder Farmer's Ditch, re-vegetate the banks, and integrate a new multi-use path. Do not underground the ditch. Preserve existing mature trees.</p>	<p>Properties have worked independently with the ditch company as they developed. A new multi-use path was built and improvements to the ditch's banks were made.</p>
<p>5. Buildings adjacent to Goose Creek Greenway or the North Boulder Farmer's Ditch should orient to the greenway or ditch amenity.</p>	<p>The FBC requires Type A frontages along Goose Creek, North Boulder Farmer's ditch and enhanced paseos. Type A frontage designation requires the highest level of facade treatment and restricts locations for parking, driveways and garage entrances. These regulations help to encourage buildings to be oriented to the greenway and the ditch.</p>
<p>6. Provide direct access from adjacent properties to the future ditch path and the existing greenway, if the grade difference can be reasonably mitigated.</p>	<p>Connections were provided from development to the multi-use path. Additional pedestrian space was incorporated along the greenway between the ditch and development.</p>

Urban Design

Rail Plaza District Guidelines	Phase 1 Implementation
<p>1. Locate buildings along the street with parking behind.</p>	<p>The FBC's Main Street Storefront, General, Civic and Row Building Types allow parking yard only; the Commercial Storefront Building Type allows parking yard & interior side yard parking yard only. The parking requirements, along with the build-to and frontage requirements, encourages buildings to be located along the street with parking behind.</p>
<p>2. Place active uses on the ground level of buildings adjacent to Rail Plaza, for example, stores, restaurants, cafes, or commercial services, where feasible. They should have entrances directly onto the plaza.</p>	<p>The Rail Plaza is surrounded by General, Row, and Main Street Storefront Building Types. The Rail Plaza is mostly guided by Type A Frontage Ground Story use requirements which means: the Main Street Storefront Building Type allows only dining & entertainment uses, personal service uses, and retail sales uses; where storefront is required, General Building Types allow dining & entertainment, personal service, and retail uses.</p>
<p>3. Orient buildings to Junction Place, as well as to the tracks. If feasible, place active uses on the first floor. Consider making the track-side frontage a car-free zone with pedestrian amenities.</p>	<p>The FBC's regulating plan requires Type A frontages along Junction Place up to Valmont Road, along Bluff Street and 34th Street, and along the new enhanced paseo between Junction Place and the tracks. Type A frontage designation requires the highest level of facade treatment and restricts locations for parking, driveways and garage entrances. These regulations help to encourage buildings to be oriented to Junction Place and the tracks.</p>



Shared street between Bluff St and Meredith St

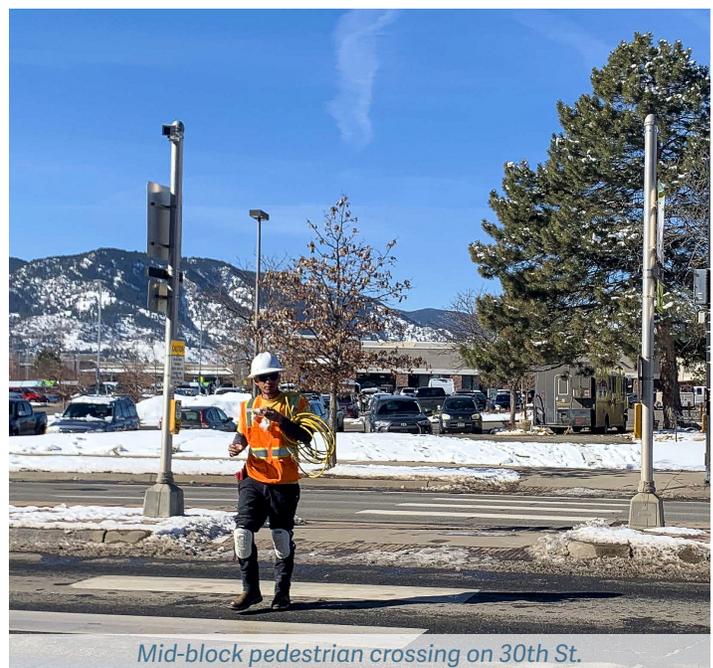


Development along 24th St

30 th Street Corridor District Guidelines	Phase 1 Implementation
1. Locate buildings along the street with parking behind.	The FBC's Main Street Storefront, General, Civic and Row Building Types allow parking yard only; the Commercial Storefront Building Type allows parking yard & interior side yard parking yard only. The parking requirements, along with the build-to and frontage requirements, encourages buildings to be located along the street with parking behind.
2. To create a more pedestrian environment and improve safety and traffic flow along 30 th Street, eliminate driveway curb cuts on 30 th Street when new streets and alleys are developed in the vicinity.	30 th Street is guided by Type A frontage requirements, which requires the highest level of facade treatment and restricts locations for parking, driveways, and garage entrances. These regulations help to eliminate curb cuts.
3. Provide pedestrian interest along 30 th Street by selecting active ground-floor uses, such as retail and commercial services, where feasible.	30 th Street is bordered by General and Main Street Storefront Building Types and is guided by Type A Frontage Ground Story use requirements which means: the Main Street Storefront Building Type allows only dining & entertainment uses, personal service uses, and retail sales uses; where storefront is required, General Building Types allow dining & entertainment, personal service, and retail uses.
4. Provide street furnishings, such as benches, planters, cafe seating, art, and pedestrian lighting.	The FBC requires at least two benches and one trash receptacle to be installed in each block of a street. For outdoor space, the FBC suggests 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.



30th St. and Pearl Parkway



Mid-block pedestrian crossing on 30th St.

Urban Design

Valmont Corridor District Guidelines	Phase 1 Implementation
<ol style="list-style-type: none"> 1. Screen parking areas adjacent to the street with landscaping and/or low walls. 	<p>The FBC requires parking yards to be fully screened from Type A frontages by the building. The BMC requires all open off-street parking areas with five or more spaces to be screened from the street and property edges, and for interior lot landscaping to be provided.</p>
<ol style="list-style-type: none"> 2. Where additional access is provided by new streets or alleys, eliminate driveway curb cuts on Valmont and 30th Streets or combine adjoining properties. 	<p>30th Street and Valmont Road is guided by Type A frontage requirements, which requires the highest level of facade treatment and restricts locations for parking, driveways, and garage entrances. The number of access points permitted per property is limited to one.</p>



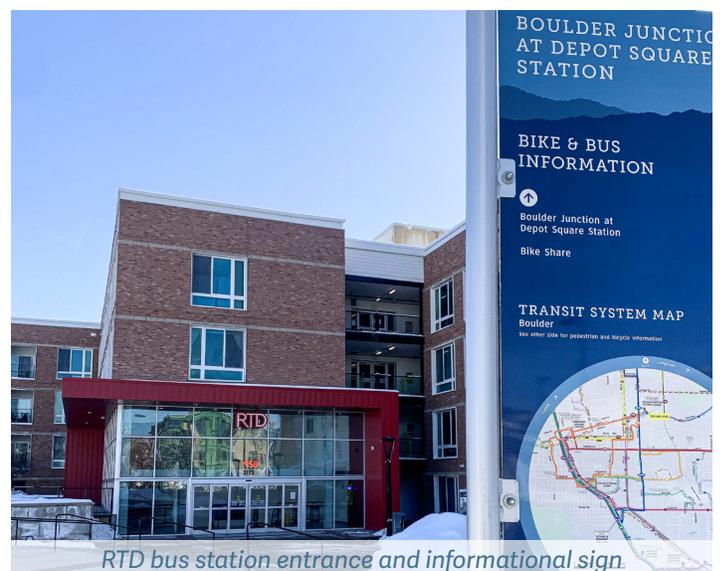
Steelyards District Guidelines	Phase 1 Implementation
<ol style="list-style-type: none"> 1. Locate buildings along the street with parking behind. 	<p>The FBC defines the location of surface or accessory parking & loading location. For all building types, parking yards are allowed and this type of parking is required to extend from the rear building facade to the rear property line between the side yards.</p>
<ol style="list-style-type: none"> 2. Look for opportunities to create car-free or car-reduced zones. 	<p>The Steelyards District tends to have narrower streets and less car traffic. No car-free zones were created.</p>



Transit Facility Guidelines	Phase 1 Implementation
1. Provide pedestrian access from multiple directions. To be useful, pedestrian connections to the transit facility must be short, direct, and visually unobstructed.	A multi-use path was implemented adjacent to the tracks and between the Boulder Depot/RTD BRT Station and Valmont Road, which directly connects to the future rail station. New sidewalks, a paseo, and plaza were implemented that directly connect people to the BRT Station. Multiple connections from the Goose Creek Path were also provided to provide access to the area.
2. Close to the facility, design roadways at a pedestrian scale and to control vehicular speeds. Do not disrupt main sidewalks and crosswalks in the immediate transit area with wide turning radii, driveways, or dedicated turning lanes that require pedestrian refuge islands.	A median and streetscape elements, such as planters, were incorporated into Junction Place to slow traffic. Concrete and pavers were used to create a different road surface design adjacent to the Boulder Depot and the plaza, which helps to slow traffic. There are only two car lanes near the facility, which allows for easier pedestrian crossing.
3. Ensure clear, unimpeded, signed bike access to the transit facility from the larger bike network. Locate bike parking where it is highly visible and sheltered. It should be lighted and secure.	Bike parking is provided throughout the Phase 1 area, and especially near the BRT station and future rail station. Most bike parking is not sheltered and consists of bike racks located on private property. Bike racks are in highly visible and accessible locations.
4. Provide a pedestrian underpass, rather than an overpass, for the tracks at the rail stop.	A connection across the railroad tracks has not been implemented yet. Feasibility of an underpass or an overpass will continue to be evaluated as part of the implementation of Phase 2.
5. To avoid bus loading and staging areas from becoming “dead space” in key pedestrian areas during off-peak hours, concentrate bus loading and staging areas to minimize their size, even to the point of allowing “cramping” and spillover during peak times. Besides precluding dead zones, this will save valuable land and facilitate quick, close regional transit to local transit connections for passengers.	The BRT station is located underground, which saves valuable land, avoids creating “dead space” and eliminates any interruptions to pedestrian walkways due to bus loading and staging.



Multi-use trail adjacent to the tracks



RTD bus station entrance and informational sign.

Urban Design

Transit Facility Guidelines	Phase 1 Implementation
<p>6. Provide pedestrian links between transit connections that are direct, short and uninterrupted. Although few transit connections are expected between the regional bus station and the train, regional-to-local bus connections will occur at the bus facility, and rail-to-local bus connections will occur at the rail stop.</p>	<p>A multi-use path was implemented adjacent to the tracks and between the Boulder Depot/RTD BRT Station and Valmont Road, which directly connects the BRT station and future rail station.</p>
<p>7. In waiting/boarding areas, provide lighting, seating, service information, and shelter from the elements.</p>	<p>The BRT station is located underground and it provides lighting, seating, service information, and shelter from the elements.</p>
<p>8. Site any transit parking or park 'n ride facility so that it and associated automobile traffic do not impair pedestrian circulation between the transit facility and surrounding area. This may entail siting the parking outside the immediate transit area where pedestrian activity is most intense. If the walk to the transit facility is safe and pleasant, it may not be critical to locate a park 'n ride in immediate proximity.</p>	<p>Parking is located in a parking structure within the Depot Square development. There are efficient and convenient pedestrian connections provided from the parking structure to the BRT and future transit station.</p>
<p>9. Create a distinctive identity for the transit facility that resonates with the identity of the larger community. Select a theme that will be universally valued by a diversity of users. For example, an identity may be cultivated by incorporating art and/or an existing natural or man-made feature unique to the area.</p>	<p>A plaza was implemented near the entrance of the BRT station. Within the plaza, there are art sculptures, benches, lighting, and planters that create an identity for the space.</p>

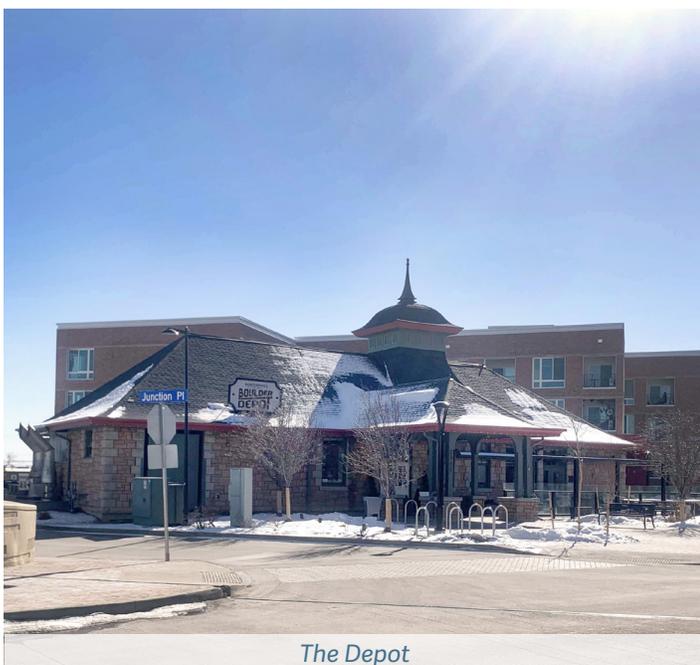


RTD bus station entrance



Bike and bus informational signage

Depot Guidelines	Phase 1 Implementation
<p>1. Ensure that the building's historic integrity is restored and preserved for future generations. Consider whether funding and land should be sought for restoration of the pavilion and porte-cochere.</p>	<p>The building's historic integrity was restored and preserved. Restoration of the pavilion and porte-cochere did not occur.</p>
<p>2. Ensure that the building is an enriching centerpiece for the area, with a vibrant use, both day and night. Ideas for uses include: restaurant or cafe; retail/entertainment; public meeting space, possibly in a basement; bike station; or transit-related function. Other possible uses may emerge. Two or more uses could potentially be combined.</p>	<p>The building has a restaurant and bar located within it, as well as space for events in the basement. The building is activated day and night from the current uses.</p>
<p>3. Place the building in a highly visible, easily accessible location, if feasible given with surrounding land uses and programmatic needs.</p>	<p>The building was placed just to the south of Goose Creek, adjacent to the BRT station, and across the street from the future pocket park. The building is highly visible from Junction Place and it is a southern terminating focal point from the road.</p>
<p>4. Try to minimize storage time and restore the building to active uses as soon as possible. Ensure the building is stable, well-protected from the elements and secure during movement and storage.</p>	<p>The Depot was restored and placed safely and within a timely manner.</p>



Urban Design

Civic Plaza Guidelines	Phase 1 Implementation
1. Design the plaza to be approximately a third of an acre. Err on the side of smaller rather than larger.	A small rail plaza was built near where the future transit station will be located that connects to Bluff Street. It was designed to reflect the conceptual diagram of Option A on page 29 of TVAP, except the historic Depot and a larger functional plaza was located farther to the south and a paseo was built instead of a plaza connecting from Bluff Street to the south.
2. Frame the plaza with buildings, with one side open to Bluff Street and/or Junction Place. The intent is to create a partially enclosed space that is both inviting and intimate.	The small rail plaza connecting to Bluff Street is framed by buildings and opens to Bluff Street and the paseo.
3. Provide flexible space to accommodate a variety of public uses, such as a mercado, farmers' market, and festivals. Also, provide flexibility for different uses during different times of the day, week, and year. Anticipated uses and associated maintenance should be an integral part of the plaza design, particularly layout, furnishings, materials, and plant selection.	The larger functional plaza near the historic Depot has flexible space that can accommodate a variety of uses. The smaller rail plaza and the adjacent paseo are also flexible spaces that can accommodate activities.
4. Design the plaza so its use could be combined with temporary closure of the east end of Bluff Street for special events.	The larger functional plaza is not located near Bluff Street, so its use cannot be combined with closure of that street. However, the plaza could contribute to special events that occur during temporary closures of Junction Place.
5. Include a variety of smaller "places" within the plaza. These could be as simple as a vendor cart.	The small rail plaza includes unique seating that creates smaller spaces. The larger functional plaza includes different types of spaces that are defined by planters, seating and lighting.
6. Provide essential and "comfort" amenities such as bike racks, a drinking fountain, recycling and trash receptacles, pedestrian-scale lighting, shade, and soft surfaces, in carefully chosen locations.	Amenities like bike racks, waste receptacles, lighting, and planters are provided within both plazas. No shade structures or drinking fountains were provided in the plazas.
7. Provide an adequate amount of seating and carefully consider its location, orientation, type, and materials.	A variety of seating is provided in the two plazas such as metal benches, planter walls, and active art that is also seating.
8. Consider including active art and water features, especially for children.	Active art is included within the small rail plaza. No water features were built.
9. Look for opportunities to incorporate art into built elements, such as paving, railings, signage, seating, or overhead structures.	Art was incorporated into seating and sculptural elements were included.
10. Incorporate environmentally friendly features such as pervious surfaces, bio-filter landscaping beds, high-efficiency lighting, and solar-powered amenities. Explore possible demonstration or educational aspect for these features.	Environmentally friendly features such as pervious surfaces, landscape beds, planter pots and high-efficiency lighting were incorporated.
11. Use high-quality, authentic materials.	Materials such as pervious pavers, stone for planter walls, metal benches, and decorative boulders were used.

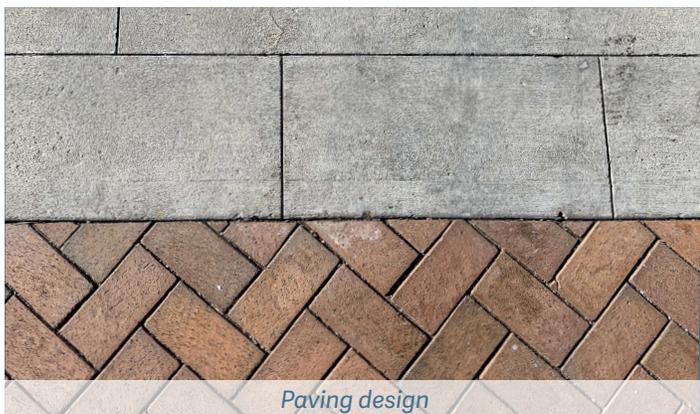
Civic Plaza Guidelines	Phase 1 Implementation
10. Utilize trees and plants to soften the space.	Trees and planters were incorporated throughout both plazas to provide shade and soften the space.
11. Carefully design the new pedestrian underpass at the tracks so that it does not negatively impact the aesthetics or function of the plaza.	A connection across the railroad tracks has not been implemented yet. Feasibility of an underpass or an overpass will continue to be evaluated as part of the implementation of Phase 2.
12. Provide wayfinding features, such as signage, special pavement and art, to direct people to the plaza from 30 th Street, Bluff Street, Valmont Road, Junction Place, and Pearl Parkway.	The Boulder Junction wayfinding project (underway) will reinforce and raise resident awareness of the various access options in Boulder Junction as well as bring an identity to the area and establish a district brand. A design has been selected and the city is currently in the process of identifying a vendor to fabricate the signage in 2023.
13. Design the plaza to appeal to and attract a diversity of users from throughout the community. Involve cultural groups and adjacent neighborhoods in the plaza design process, particularly residents north of the area.	The plaza was designed and built to be open and flexible for a variety of users. It includes elements of public art, varied materials, landscaping and space for events and other programming.
14. Actively manage the plaza to ensure on-going security, cleanliness and liveliness. Gear events to attract both existing users and new users. Program uses to change as the season change.	Boom properties currently manages the plaza area and other common elements of the Depot Square Owners Association. The plaza is rarely used for events and has been impacted by the COVID-19 pandemic. Opportunity for event programming now exists as the pandemic impacts have subsided.



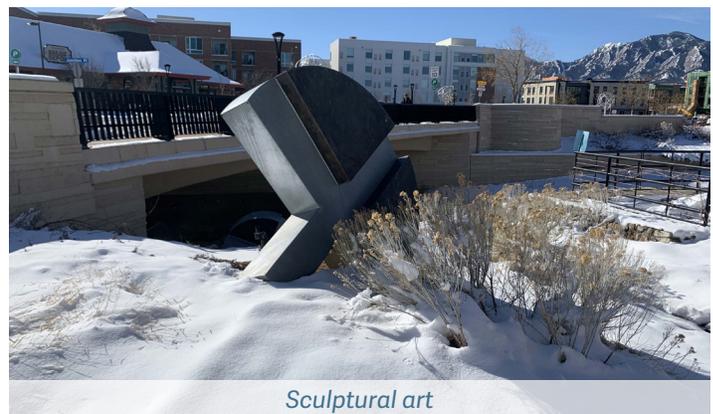
Amenities in the plaza



Traffic calming elements on Junction Place



Paving design



Sculptural art

Transportation Connections

The transportation connections plan was developed in conjunction with the proposed area land uses and to support the city's sustainability goals. The connections plan was also designed to: support the area's new regional rail and bus facilities; facilitate the Transportation Demand Management (TDM) program; and support the plan's urban design goals.

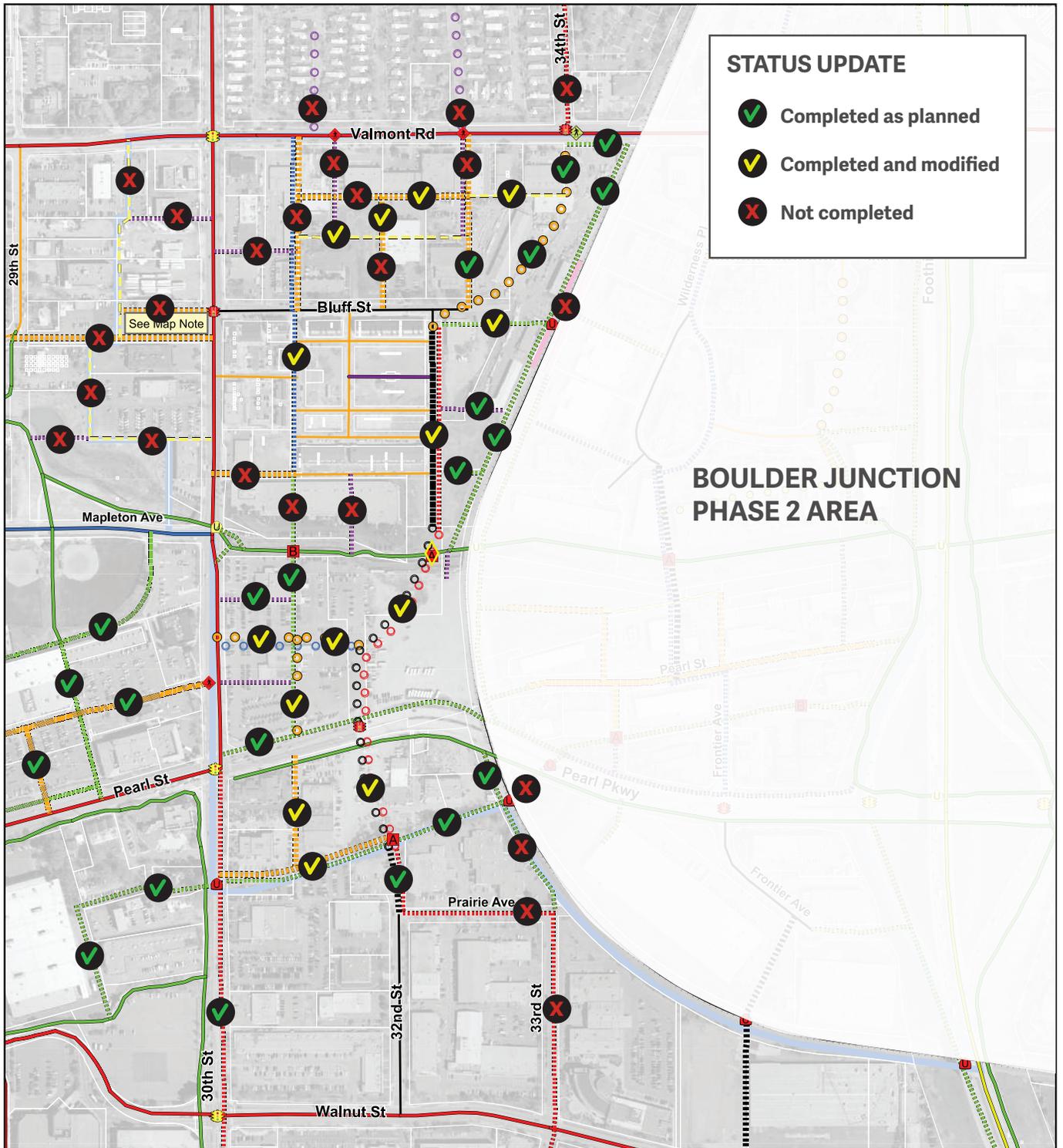
All connections included in the plan were to be installed by property owners and the city at the time of development. The diagram on the next page indicates the 2022 status of the proposed connections as described in the plan. Most of the uncompleted connections are located on sites that have not been developed.



Shared street connecting Meredith St. to Bluff St.



Junction Place bridge over Goose Creek



STATUS UPDATE

- ✔ Completed as planned
- ✔ Completed and modified
- ✘ Not completed

BOULDER JUNCTION PHASE 2 AREA

Existing Street Connections	Proposed Street Connections	Existing Bike and Ped Connections	Proposed Bike and Ped Connections	Existing Bike/Ped Crossings	Proposed Bike/Ped Crossing
Collector Street	Collector Street	Multi Use Path	Multi Use Path	Enhanced Crossing	Traffic Signal
Local Street	Collector Street - Flexible Alignment*	On Street Bike Lane	Multi Use Path Existing Upgrade	Underpass	Roadway Bridge
Railroad	Collector Street - Upgrade Existing	Designated Bike Route	On Street Bike Lane	Traffic Signal	Enhanced Crossing
Plan Area Boundary	Local Street	Sidewalk Connection	On Street Bike Lane - Flexible Alignment*		Bridge
Proposed Rail Platform	Local Street - Flexible Alignment*	Paved Shoulder	Designated Bike Route		Underpass
	Local Street - Upgrade Existing		Designated Bike Route - Flexible Alignment*		Enhanced Access
	Alley		Sidewalk Connection		
	Alley - Flexible Alignment*		Sidewalk Connection - Flexible Alignment*		

* The start and end points of flexible alignments are fixed (with the exception of #24 in Appendix 3: Connections Explanation).

Map Note: Two alternative alignments are shown for Bluff Street west of 30th Street. The final alignment will be determined as part of a financial feasibility analysis for Bluff Street. For more information see Public Improvement Funding and Phasing Section 2 of the Implementation Plan.



Transportation Demand Management

Transportation Demand Management Strategies

Transportation Demand Management (TDM) is a program of specific strategies that promote more efficient use of an existing transportation system by influencing travel behavior. The framework for the Transit Village area TDM program is based upon four core elements:

1. Parking Control
2. Active Promotion of Transportation Options
3. Sustainable Program Funding
4. Performance Standards and Monitoring

In 2010, property owners in the Phase 1 area of Boulder Junction petitioned City Council to create two overlaying, general improvement districts – one for parking and the other for TDM programs.

The Boulder Junction Access General Improvement District - Parking is limited to properties with MU-4 zoning. The district manages parking in line with the city's Shared, Unbundled, Managed and Paid (SUMP) principles. The district can also construct parking facilities and manage other parking resources.

The Boulder Junction Access General Improvement District - TDM includes all properties zoned MU-4 and RH-6. It has the authority to construct facilities related to TDM programs, such as charging stations and bike facilities. Management of the TDM program has been contracted out to Boulder Transportation Connections, a local nonprofit Transportation Management Organization.

These two districts allow for the construction, operation and maintenance of public improvements and certain services within the district. Additionally, developers pay Payment in Lieu of Taxes (PILOT) fees for the first two years, after which point property taxes are used to

continue funding benefits of the TDM program. The TDM benefits for employees and residents of Boulder Junction include:

1. RTD EcoPass – an annual transit pass that allows unlimited rides on all local, regional and light rail services as well as free service to and from DIA
2. Boulder B-Cycle Membership – 50% discount on a Republic Rider (Annual) Boulder B-Cycle pass. Allows access to an unlimited number of 60-minute trips via a network of shared, electric bicycles located at more than 40 stations throughout Boulder.
3. CarSharing Membership: Residents and employees in Boulder Junction receive a free application and \$25 in driving credit (a \$50 value) when joining Colorado Carshare.

The city, in partnership with consulting firm Fox Tuttle, monitor the TDM program and impacts on trip generation. The city established a trip generation allowance of 45% of the ITE calculated trips for similar land uses and density for automobile traffic during the highest peak travel times in Boulder Junction. This means the goal is for the other 55% of trips to be made by walking, biking, carpooling, transit or to be completely avoided through telecommuting or compressed work schedules. In 2017, the study found the automobile trip generate rate for the district to be 58%. The city and consulting team are currently working through an updated analysis, which should be available by sometime in 2023. The study will include additional information about parking management.



Parking Control	Phase 1 Implementation
1. Unbundling parking for new development in certain zones.	All off-street parking accessory to residential uses in new structures of ten dwelling units or more in the RH-7 and MU-4 zoning districts must be unbundled.
2. Establishing parking maximums (caps) that will be phased downward over time.	Parking maximums of 1 space per dwelling unit are established for the MU-4 and RH-7 zone districts
3. Managing and pricing on-street parking and parking on the city housing/RTD site through a district or parking management association (PMA)	The Boulder Junction Access General Improvement District - Parking is limited to properties with MU-4 zoning. The district manages parking in line with the city's Shared, Unbundled, Managed and Paid (SUMP) principles.

Active Promotion of Transportation Options	Phase 1 Implementation
1. Existing Transportation and Mobility assistance will continue. Membership in a transportation management organization (TMO), or similar entity that provides services related to alternate mode use, will be required for all businesses.	The Boulder Junction Access General Improvement District - TDM applies to MU-4 and RH-6 zoning districts and is managed by Boulder Transportation Connections. The TDM benefits include RTD EcoPasses, Boulder B-Cycle Memberships, and CarSharing Memberships.

Sustainable Program Funding	Phase 1 Implementation
1. Public funding will be provided to extend Transportation and Mobility services to the area. Mandatory membership in a TMO or similar entity will provide additional program funding. Grant funding also may be available and will be pursued by the city. An assessment system for new development will be established through the development review process but not immediately implemented.	Properties in MU-4, RH-6 and RH-7 must meet the city established 55% trip reduction target unless the property joins the TDM district or similar TMO.

Performance Standards and Monitoring	Phase 1 Implementation
1. Trip generation allowances will be developed for each property based on the increased density established in the plan.	The city established a trip generation allowance of 45% of the ITE calculated trips.
2. City monitoring will include the Boulder Valley Employee Survey, Triennial peak hour driveway counts, Triennial visitor intercept survey, and Triennial market research.	The city is currently working on an updated Boulder Valley Employee Survey that is expected to be released in Spring of 2023. The city, in partnership with consulting firm Fox Tuttle, is also in the process of analyzing trip generation in the Boulder Junction area, which will be available in Spring of 2023.

Transportation Demand Management

Transit - Service Prior to COVID-19

Prior to the COVID-19 pandemic in 2019, RTD operated five (5) bus routes from the Boulder Junction Transit Center. These five routes had scheduled layovers and began and ended their trips in the underground Boulder Junction Transit Center, which has six (6) bus bays and passenger gates.

1. AB2 – Airport/Boulder Junction
2. Flatiron Flyer 4 – Boulder Junction/Civic Center (Denver)
3. Flatiron Flyer 6 – Boulder Junction/Flatiron Business Park/Denver Union Station
4. 206 – Boulder Junction/Fairview High School
5. 236 – Boulder Junction/US 36 & Table Mesa

The Boulder Junction area was also served by four (4) other bus routes with stops on Pearl Parkway and 30th Street. Descriptions of these four routes follow:

1. RTD BOUND operating north-south via 30th Street
2. RTD J-Longmont/East Boulder/CU operating east-west via Pearl Parkway
3. City of Boulder/Via Mobility Services HOP route operating via 30th and Pearl
4. Fort Collins TransFort FLEX route between Fort Collins, Longmont, and Boulder via Pearl Parkway

In 2019, 194 average weekday boardings and 174 average weekday alightings occurred at Boulder Junction. About 125 additional average weekday boardings and alightings occurred on-street in the immediate vicinity of Boulder Junction, specifically on 30th Street and Pearl Parkway. There is an average occurrence of boardings and alightings in Boulder Junction compared to other stops in the city.

RTD COVID-19 Service Plan and Impacts

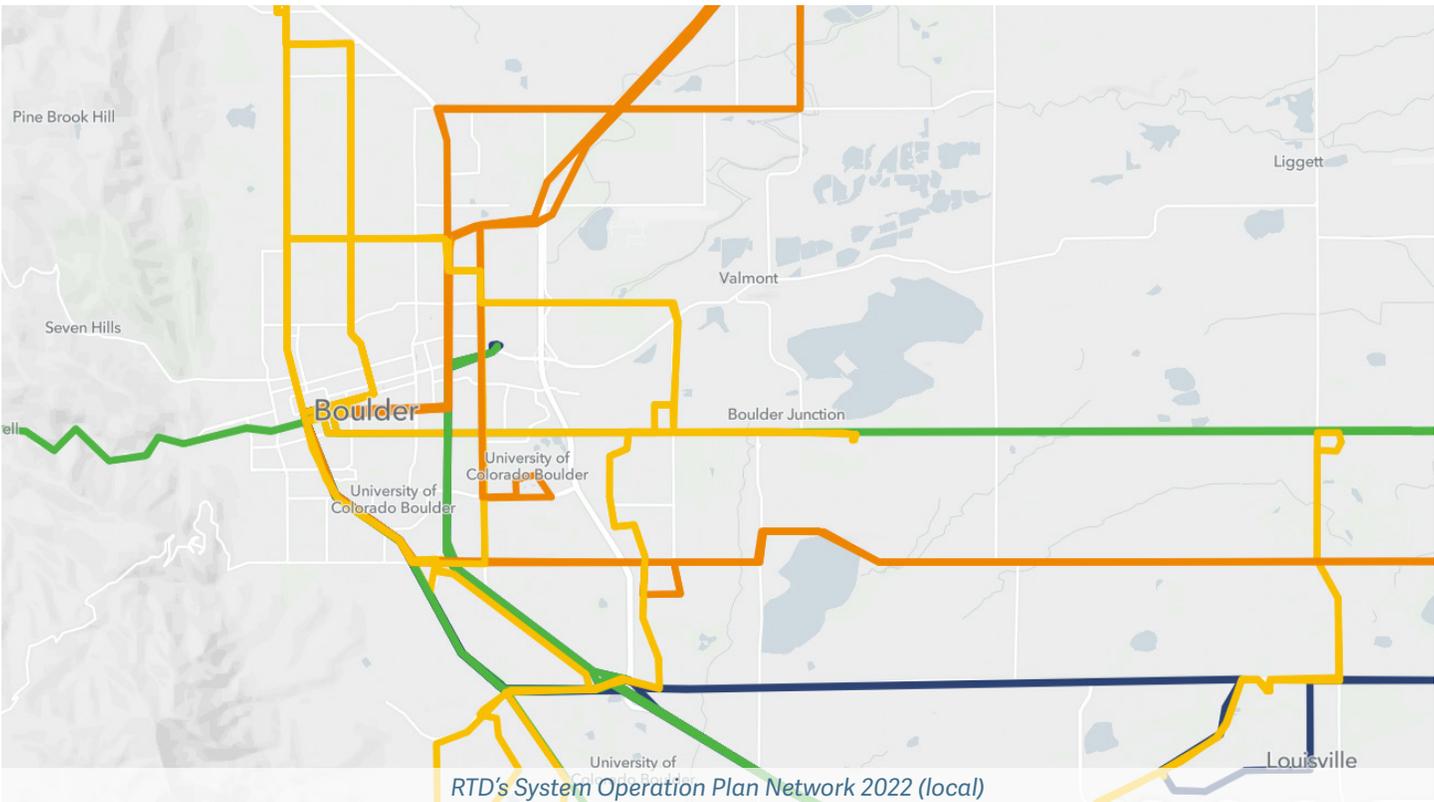
Due to decreased ridership with the onset of the pandemic, RTD implemented its COVID-19 Service Plan on April 20, 2020, which resulted

in Saturday service levels being offered on weekdays. Service levels across the RTD service area were reduced to 60% of 2019 levels. Consequently, this resulted in all route service being indefinitely suspended at Boulder Junction – as none of the five routes serving Boulder Junction had standard Saturday schedules that could be offered on weekdays. The RTD J was also suspended, which provided service through Boulder Junction via Pearl Parkway. BOUND, HOP, and TransFort FLEX services continued to operate at reduced service levels along nearby 30th Street and Pearl Parkway. As COVID-19 conditions have subsided, RTD has gradually added service across the district. However, as of October 2022, RTD has yet to reopen the Boulder Junction Transit Center and reintroduce route service at the Boulder Junction Station. Hence, the station is currently closed.

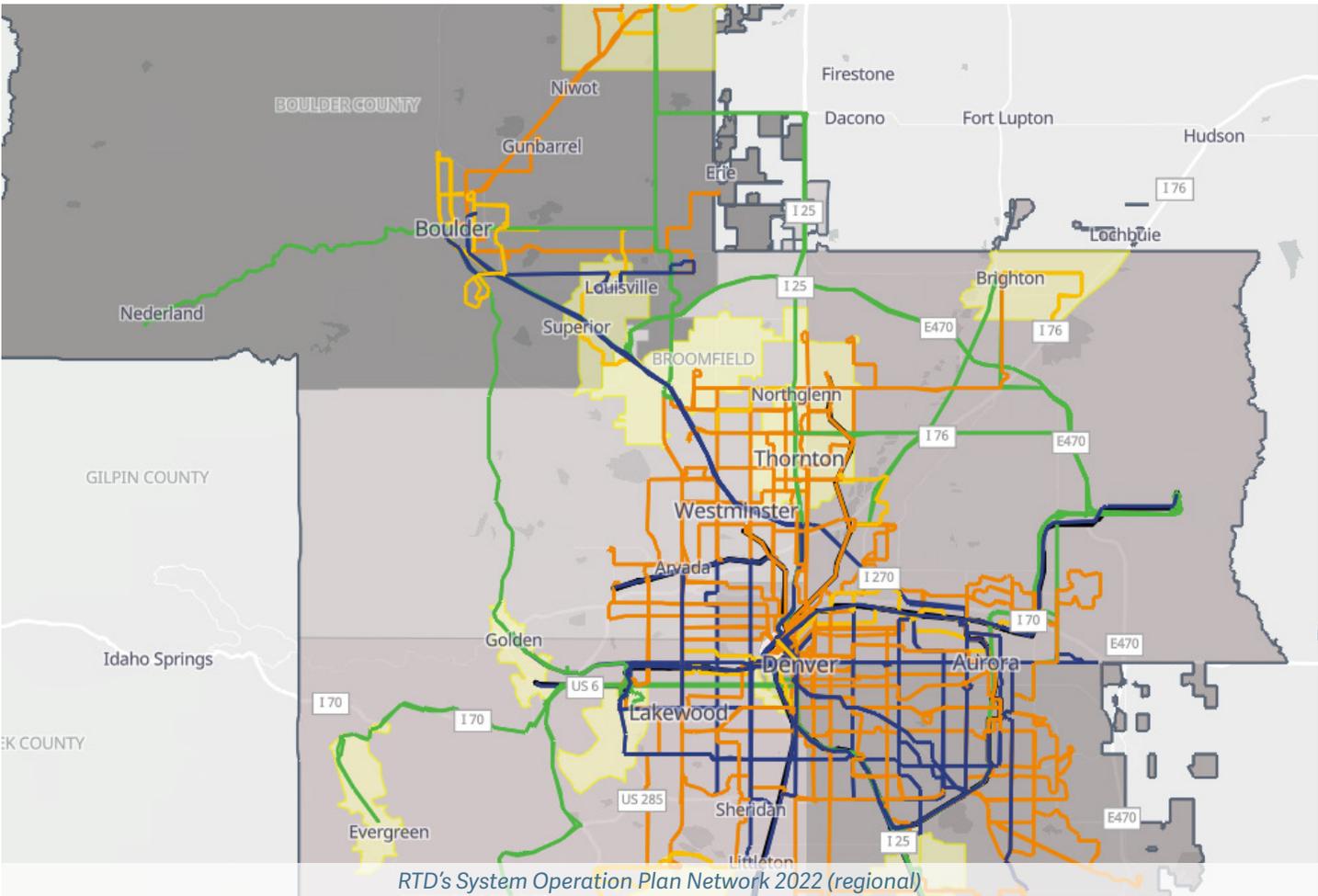
Reimagine RTD

In July 2022, RTD adopted its System Optimization Plan (SOP), which defines its service plan for the next five years (2022 – 2027) as they rebuild their system from the COVID-19 service plan. The SOP assumes that service levels will gradually return to 85% of 2019 levels by 2027.

For Boulder Junction, the SOP calls for returning to service two (2) of the five (5) routes that previously served the station and does not include any new route additions. The two routes to return to Boulder Junction are the AB2 and FF4, with FF4 only returning at 62% of previous service levels. The timeline for AB2 and FF4 service return to Boulder Junction is unknown and dependent upon RTD's ability to hire operators. Per the SOP, expanded RTD BOLT, between Longmont and Boulder, will eventually return service to Pearl Parkway in the Boulder Junction area, which was previously provided by the RTD J route. The BOLT service will be a precursor to CO 119 BRT service planned for 2025.



RTD's System Operation Plan Network 2022 (local)



RTD's System Operation Plan Network 2022 (regional)

Public Improvements

The impact of projected growth in the Transit Village area on urban facilities and services was evaluated as part of the Transit Village area planning process. In order to meet the demand of the projected growth, the need for new, expanded and improved urban facilities and services was identified and is described in Chapter 6: Facilities and in the Implementation Plan.

Phase 1 Public Investment Outcomes

The Implementation Plan for the Transit Village Area Plan describes the process and timeline for various regulatory changes, key necessary public improvements, funding mechanisms and programs to implement the Transit Village Area Plan (TVAP).

Section 2: Public Improvements Funding and Phasing of the Implementation Plan addresses the general approach for funding and phasing public improvements for the area (described in TVAP Chapter 6: Facilities and Services), including key public improvements in the first phase of development.

Phase 1 Key Public Improvements

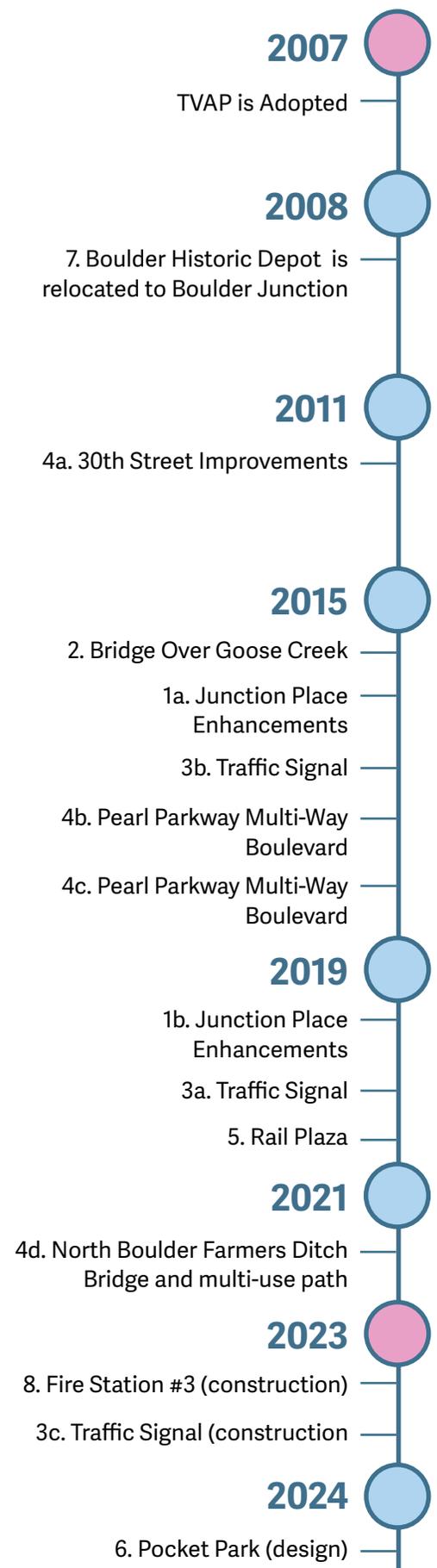
Key public improvements identified for Phase 1 are shown below:



Phase One Key Public Improvements	Status
1. Junction Place Enhancements	Complete
a. Pearl Parkway to Goose Creek	Complete
b. Goose Creek to Bluff Street	Complete
2. Bridge over Goose Creek	Complete
3. Traffic Signals	Complete/ 2024
a. Junction Place and Valmont Road	Complete
b. Junction Place and Pearl Parkway	Complete
c. 30th Street and Bluff Street	2024
4. Ped/Bike/Multi-Use Paths	Complete
a. 30th St. Improvements	Complete
b. Pearl Parkway Multi-way Boulevard (north side)	Complete
c. Pearl Parkway Multi-way Boulevard (south side)	Complete
d. North Boulder Farmers Ditch Bridge	Complete
5. Rail Plaza	Complete
6. Pocket Park	Design 2024
7. Land for Historic Depot	Complete
8. Fire Station #3	Under Construction
Area-Wide Stormwater Improvements	Complete

The following funding sources have supported city investment into Key Phase 1 public improvements:

1. Boulder Junction Improvement Fund
2. General Fund
3. Capital Development Fund
4. Capital Improvement Bond revenue
5. CCRS Tax



(1a) Junction Place Enhancements (Pearl Parkway to Goose Creek)

Completed in 2015, this project included enhancements of Junction Place from Goose Creek to Pearl Street. The construction of Junction Place north of Pearl Parkway was identified as a development obligation, however the city desired to provide certain urban design and lighting enhancements to the street, so supplemental funding was provided to the developer to implement these enhancements after certain requirements were met. The project included street paving enhancements, lighting, public art and landscaping improvements.

(1b) Junction Place Enhancements (Goose Creek to Bluff Street)

Completed in 2019, this project included enhancements to Junction Place from Goose Creek to Bluff Street. This funding was put in place to provide urban design and landscape amenities along Junction Place north of Goose Creek, however, when Boulder Commons development came online their development obligations took on this improvement so these funds were re-directed to the Valmont/Junction Place Traffic Signal Enhancement project.



Junction Place at Goose Creek Bridge

(2) Junction Place Bridge over Goose Creek

This project was completed in 2015 and funding was made possible through the 2011 to 2014 Capital Improvement Bond. The project added a key connection over Goose Creek, incorporated elements of public art, lighting, and added additional connections to nearby multi-use path trails.



Goose Creek Bridge and pedestrian/bicycle underpass

(3a) Traffic Signal at Junction Place and Valmont Road

Completed in 2019 and providing a key crossing in the area, this project included a traffic signal installation at the intersection of Junction Place and Valmont Road.

(3b) Traffic Signal at Junction Place and Pearl Parkway

Completed in 2015 and providing a key crossing in the area, this project added a traffic signal installation at the intersection of Junction Place and Pearl Parkway.

Public Improvements

(3c) Traffic Signal at Bluff Street and 30th Street

This project includes a traffic signal installation at the intersection of Bluff Street and 30th Street. This project was originally identified to be built in 2017, however the traffic volume conditions did not warrant installation, so it was delayed until volumes grew to necessitate its implementation. New funding has been put in place for the signal to be built in 2023 in conjunction with the construction Fire Station #3 located at 2967 Bluff St.

Pedestrian Bike/Multi-Use Paths

(4a) 30th Street Improvements

Completed in 2011, this large scale corridor project added several improvements to 30th St. from Arapahoe Avenue to Pearl Street. Specifically, the project added the following in Phase 1 of Boulder Junction:

- Bike lanes on 30th Street (Boulder Farmers Ditch to Pearl Street)
- New bridge and pedestrian/bicycle underpass on 30th Street at Boulder Left Hand and North Boulder Farmer’s ditch (just south of Pearl Street);
- New multi-use path connection between the east side of 30th Street and Goose Creek Greenway (the path connection on the west side already exists);

- Mid-block pedestrian crossing on 30th Street between Pearl Street and Goose Creek Greenway;
- Additional left turn lane for northbound 30th Street at Pearl Street; and
- Under-grounding of portions of the power line on the east side of 30th Street.

(4b) Pearl Parkway Multi-way Boulevard (north side)

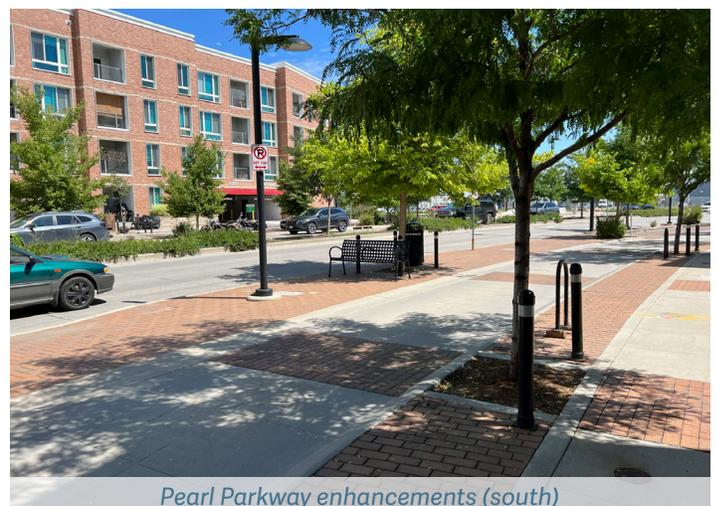
Completed in 2015, this project constructed westbound lanes along Pearl Parkway, raised medians, sidewalks, and a multi-use path approach at the rail crossing at BNSF railway. The project also included several utility improvements to waterlines and storm drainage, as well as the multi-way boulevard frontage along Depot Square

(4c) Pearl Parkway Multi-way Boulevard (south side)

Completed in 2015, this project constructed concrete pavement along Pearl Parkway and under-grounded overhead utility lines with the Xcel 1% under-grounding fund. The project also improved the BNSF rail crossing, several utility improvements to waterlines and storm drainage, as well as the multi-way boulevard frontage at Solana and 3100 Pearl



Goose Creek multi-use trail



Pearl Parkway enhancements (south)



Junction Place bridge and pedestrian/bicycle underpass

(4d) North Boulder Farmers Ditch

Completed in 2021, this project constructed a bridge over the North Boulder Farmers ditch connecting Junction Place to Prairie Avenue. The project also constructed a multi-use path under-crossing the bridge along the north side of the ditch.

(5) Rail Plaza

The Rail Plaza project included initial city investment from Housing and Human Services for land acquisition costs. The project would eventually become a developer obligation as part of the Spark Development and is now complete. The timing of a passenger rail stop at the rail plaza is currently being evaluated as part of the RTD led Northwest Rail Peak Service Study.

(6) New Pocket Park

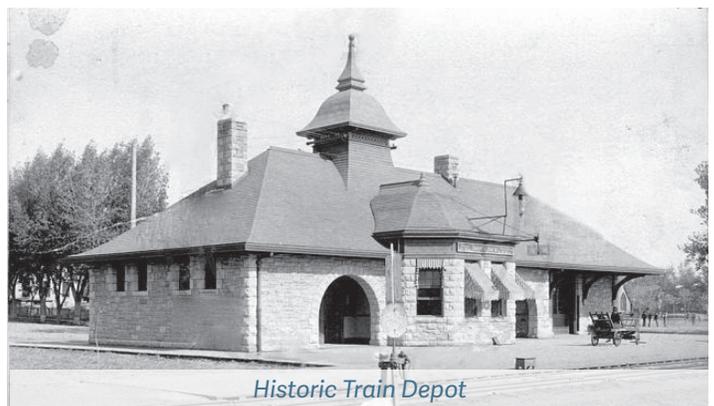
Not yet complete, the proposed pocket will include a 3/4-acre civic park, construction of a Goose Creek multi-use path connection, grading and drainage improvements, hard-scape pavers, retaining walls, landscape, irrigation and park amenities to support the park space. The design for this project is anticipated to start in 2024 and will inform the construction schedule.

(7) Historic Train Depot

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

Originally located at 14th Street and Canyon Boulevard, the Depot was sold by the City of Boulder to Jaycees, who relocated it to the then Pow Pow Rodeo fairgrounds at 30th Street & Pearl Street. Over time the fairgrounds were replaced by the Crossroads Commons shopping center, and for many years a more appropriate setting was desired for the depot.

As part of the redevelopment of the shopping center, the city agreed to relocate the building to the city-owned property at Boulder Junction. The Depot is a vital part of the Depot Square project, and has been restored and is currently occupied by a restaurant tenant, The Boulder Roadhouse.



Historic Train Depot



Current Boulder Depot

Public Improvements

(8) Fire Station #3

Increased growth in the Transit Village area as well as in east Boulder and the Twenty Ninth Street area has accelerated the already existing need for a new fire station in east central Boulder. The 2020 Boulder Fire-Rescue Department Plan called for the city to move forward with the relocation and replacement of Fire Station #3. The design of the new station was completed in mid-2020 and is now currently under construction at 2751 and 2875 30th Street.

When completed, the merged parcel will be re-addressed as 2967 Bluff St. The existing building at 2691 30th Street will also be demolished as a part of this project to make room for the Bluff Street Extension and Signal projects that will also be constructed concurrent with the new fire station. The new station will house 13 firefighters, four double-length apparatus bays, all Fire Department administration staff and space to accommodate Advanced Life Support staff and equipment. A training room will be available for use by the community as a meeting room. The building's design and landscaping will incorporate sustainable and energy-efficient features including near net-zero to help meet city-wide climate goals.

In addition to removing the current Fire Station #3 out of a 100-year floodplain, the new station will further enable Boulder Fire-Rescue to respond to the increased demand for service along the 30th Street corridor near Valmont and Pearl and will help the department improve response time in the area.

Utilities

Area-Wide Stormwater Improvements

Stormwater drainage infrastructure has been installed in the Transit Village Area as part of both City and private development projects. There are two primary sewer networks that discharge at outfall locations to Goose Creek near the Junction Place bridge, with one primary outfall for the North and South systems respectively. A third stormwater system serves Pearl Pkwy. and Junction Place East of 30th St. and discharges to North Boulder Farmers Discharge A majority of the storm drainage is collected in these three primary networks, however several smaller stormwater systems from adjacent do discharge to Goose Creek between 30th St. and Junction Place.

The storm water system is primarily curb and gutter, with stormwater inlets and storm sewer for both the north and south system very limited



Rendering of future Fire Station #3

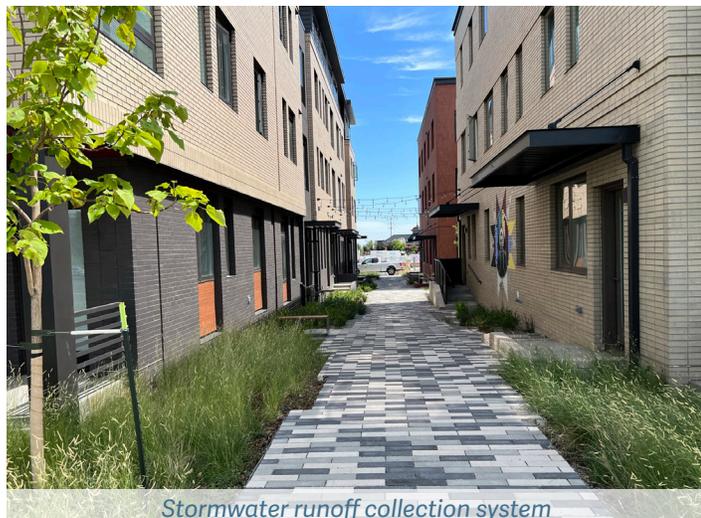
use of grass swales or surface stormwater conveyance systems was used. The use of water-quality ponds or terraces along Goose Creek were not installed. The city installed 9 stormwater treatment facilities and storm sewer trunk-lines and inlets as part of several transportation improvement projects

A majority of the storm sewer system in the Transit Village Area, apart from the City Transportation projects, was installed as part of a multitude of private development projects. These projects include the S'Park Neighborhood, Boulder Commons, Depot Square, 3100 Pearl, 30th & Pearl, and REVE. These development projects have installed 37 stormwater treatment devices. The primary treatment approach is permeable pavement systems both as street-side parking and plaza areas that drain by storm sewer to underground stormwater treatment devices prior to discharges to the stream.

Very few vegetated or green infrastructure approaches were used, however, the area does have approximately 5 bio-retention rain gardens that treat small plaza areas in Spark and REVE developments. The use of permeable pavement has been far more extensive in the Transit Village Area than other parts of Boulder. The permeable pavement systems have been difficult from a maintenance perspective due to frequent clogging and cost to rehabilitate.



Permeable pavement system along Junction Place



Stormwater runoff collection system

Library

The Main Library Branch and the Meadows Library Branch currently serve the Transit Village Area. During the 2018 update to the Library Department Plan, library service levels were examined for the area and no diminishment in current services or the need for new services in the Transit Village Area were identified. As a result, no additional library services or amenities have been provided or are planned for in the area.

Public Improvements

Schools

Development of Phase I in the Transit Village Area has had no impact on the local and nearby schools. It is estimated that only 24 students attend local Boulder schools who live in the Transit Village Area.

All BVSD schools in the City of Boulder have entered into a significant declining enrollment trend. Creekside Elementary and Boulder High School are near capacity; however both are expected to decline over the next several years.

Public Art

Three public art projects were completed by the City of Boulder in Phase One:

- Trees by Joshua Wiener
- Current by Karen Yank
- Trout in Transit by Ken Bernstein

Nine other small projects were completed at the 30th and Pearl Street development in collaboration with a local nonprofit, Streetwise.



'Current' by Karen Yank (Goose Creek Underpass)



'Trout in Transit' by Ken Bernstein (Goose Creek Trail)



'Trees' by Joshua Wiener

Boulder Junction Wayfinding

The Boulder Junction Wayfinding project seeks to reinforce and raise resident awareness of the various access options in Boulder Junction as well as bring an identity to the area and establish a district brand. A design has been selected and the city is currently in the process of identifying a vendor to fabricate the signage in 2023.



Example of planned wayfinding signage: credit KMA Design

Conclusion

Development Summary

The Phase 1 area has experienced a significant amount of development, including new office, commercial, and residential. Most development that occurred since the adoption of the plan has been mixed use development that ranges from two- to five-stories and includes a variety of uses. In 2016, a Form Based Code (FBC) was adopted that applies to the entire Boulder Junction Phase 1 area. Since its adoption, development within Pearl Parkway, 30th Street, Goose Creek, and Junction Place has been regulated by the FBC, including a few parcels that are still under construction, and development near Bluff Street, Junction Place and the train tracks. Any future development will have to comply with the FBC. Other development that occurred prior to the adoption of the FBC was approved through the Site Review process and meets the goals and vision of the plan.

The combination of public and private investment led to new infrastructure improvements, such as new roads, multi-use trails, and green infrastructure. An RTD transit station was built to service residents and workers, as well as provide regional connections. Location for a future transit station was identified and development was constructed in a way to not preclude implementation of a station.

A plaza adjacent to the Depot was constructed and provides flexible event space. Throughout the area there is active art and unique materials within the public realm that define spaces and uses. Improvements were made to Goose Creek and North Boulder Farmer's Ditch so those waterways could be utilized as amenities while also addressing stormwater runoff.

Variations from the Intended Outcome

The plan allows for flexibility of outcomes, especially due to unforeseen development constraints. As Phase 1 transformed, a few outcomes varied from the plan's original intent:

- Page 29 of TVAP showed two conceptual diagrams that illustrated how the rail stop, plaza, Bluff Street, and Junction Place could intersect and relate to each other, including a potential location for the historic Depot. The historic Depot was placed in a location south of Goose Creek and a larger plaza was built adjacent to the Depot in that location, which varied from what the plan recommended. Meanwhile, a small plaza was built next to the transit station with additional development filling in the rest of the area.

In Progress

While much of the area has experienced some form of growth, there are a few action items identified in the plan or the implementation plan that have not yet been completed:

- A new pocket park is anticipated south of Goose Creek.
- Some transportation connections have not been completed. This is either because those connections are located on properties that have not yet developed, or they are no longer anticipated to be completed.

Phase 1 Next Steps

Boulder Junction Phase 2 is kicking off Winter 2023. This project will further evaluate the outcomes of Phase 1 to better understand implementation strategies that can be used for the Phase 2 area. As part of the project, lessons learned will be identified and alternative methods or strategies will be developed and applied to the Phase 2 area to ensure improved outcomes that achieve the vision and goals of the plan.