55TH & ARAPAHOE

Station Area MASTER PLAN

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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.

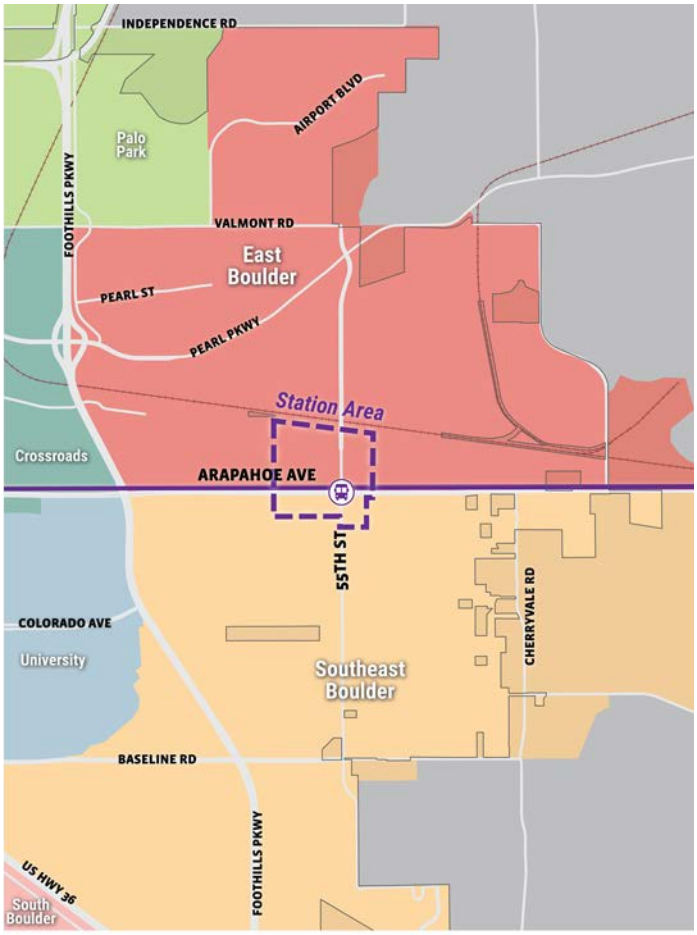
TOD is compact, walkable, mixed-use development located close to high frequency transit wherein development intensity is often higher than in surrounding areas to support a greater level of activity and facilitate a greater number of people having reasons to be in proximity to the transit station. When 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

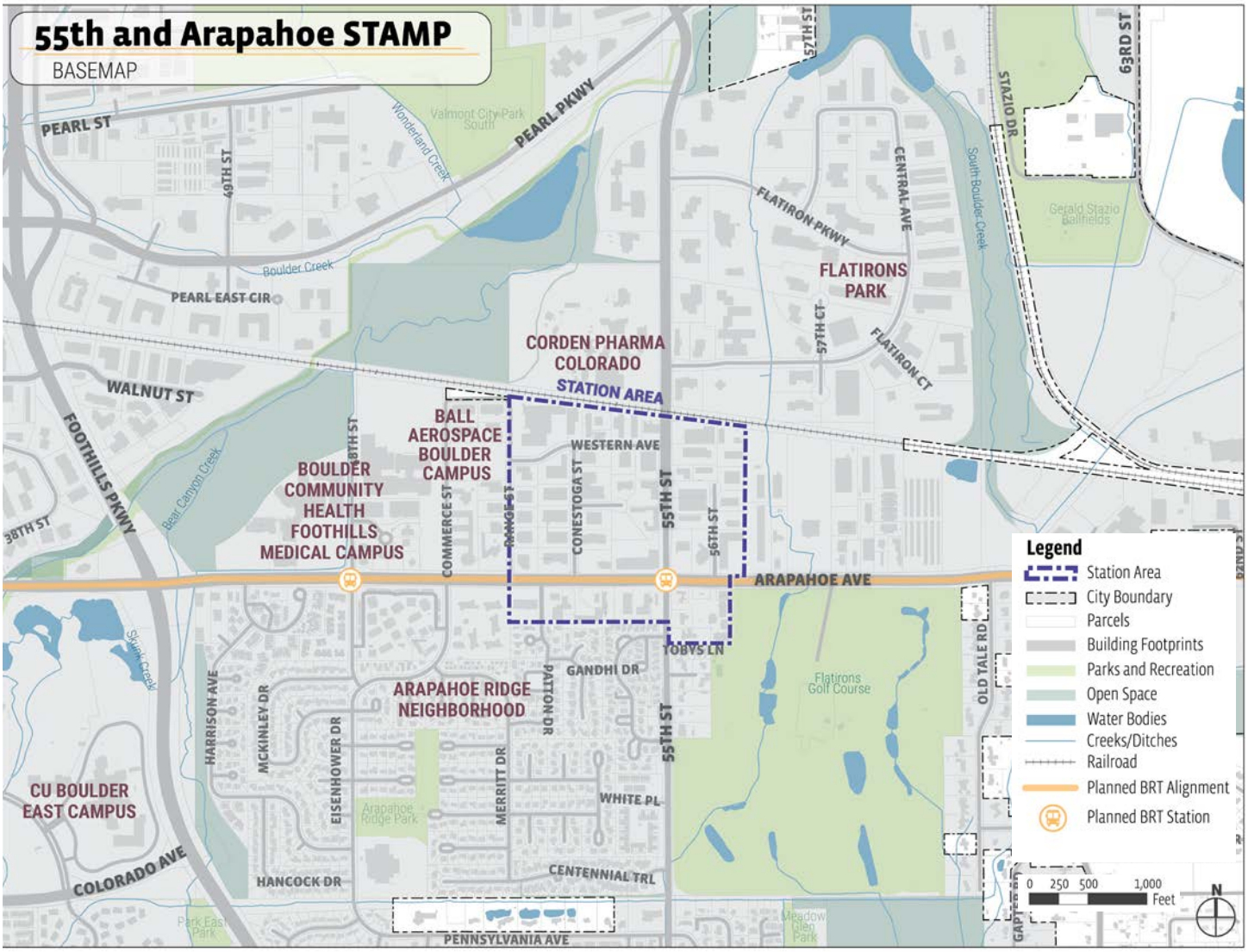


Station Area Locator Map

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.

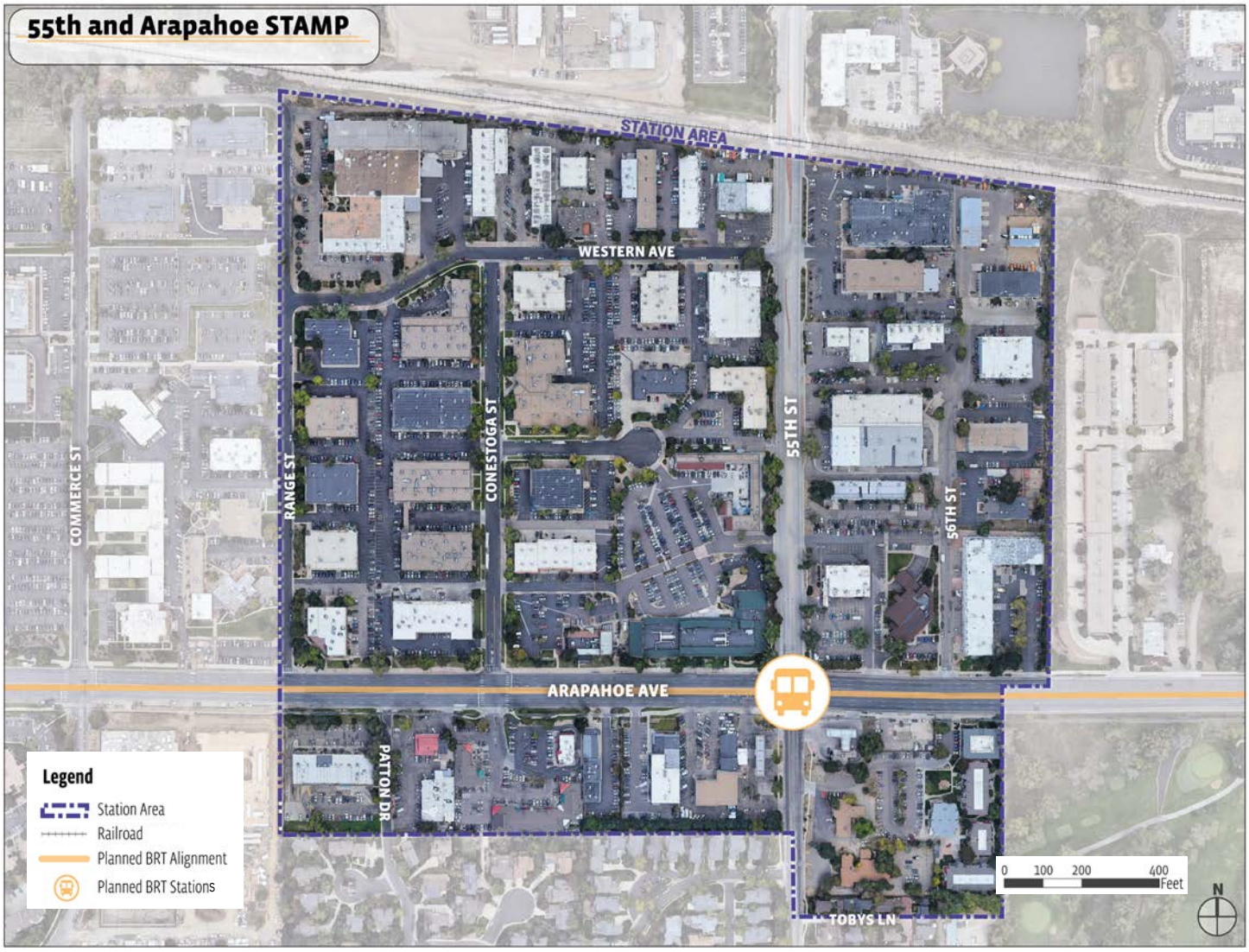


Plan Area Context

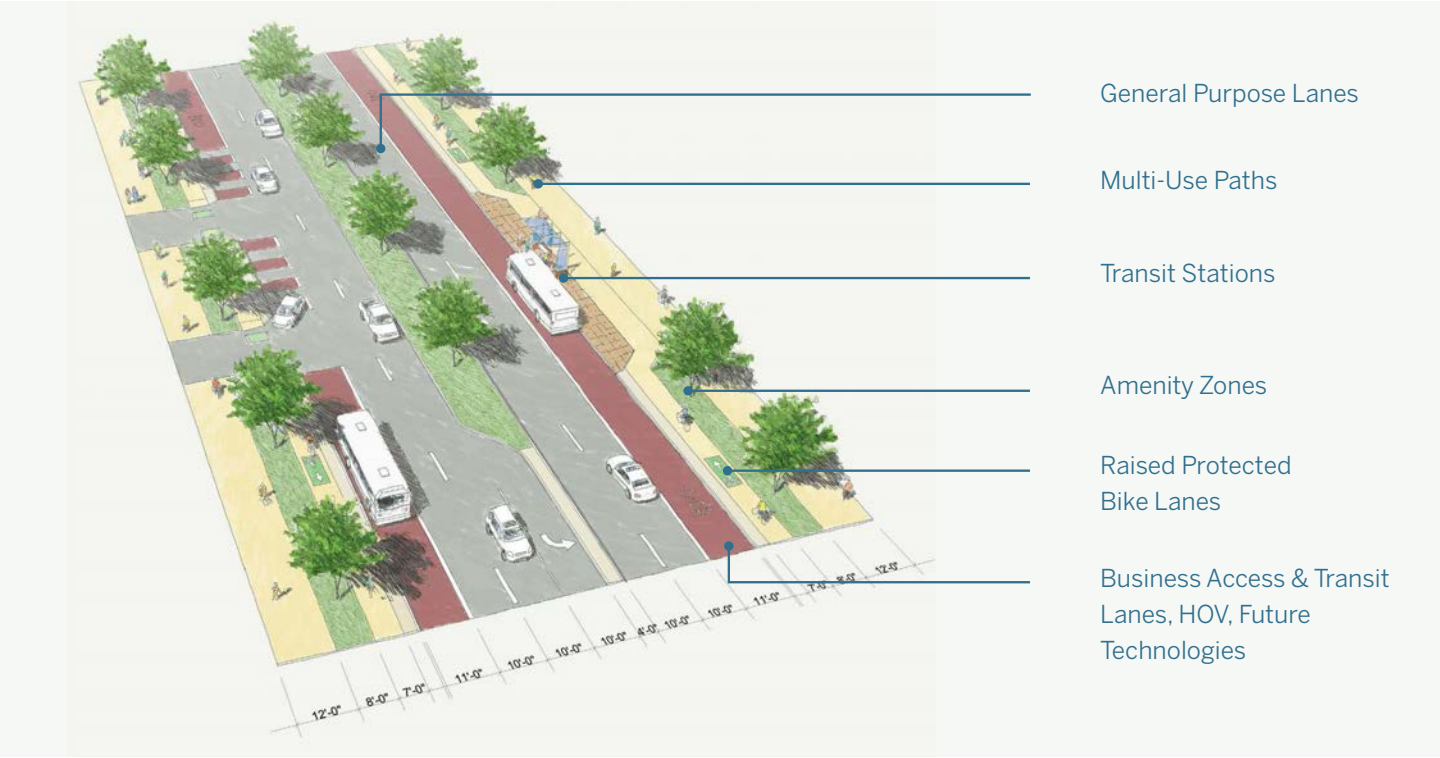
Walking Tour of East Boulder

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.

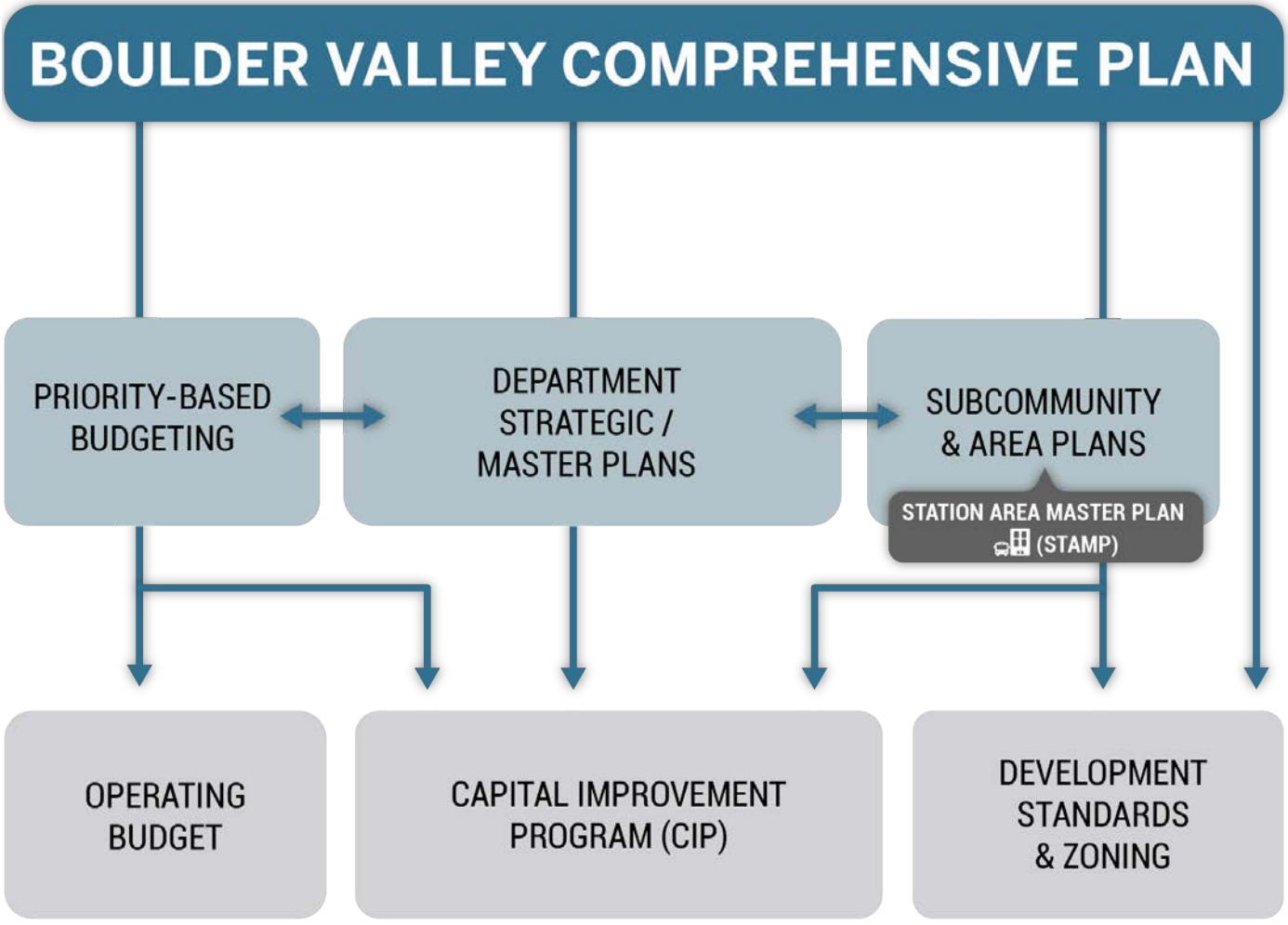
The regional BRT service will connect Boulder to I-25 and Brighton via State Highway 7/ East Arapahoe Avenue. Planning for BRT along Arapahoe Avenue and for the potential for TOD with a mobility hub at the 55th Street station is a driving force behind this Station Area Master Plan.

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

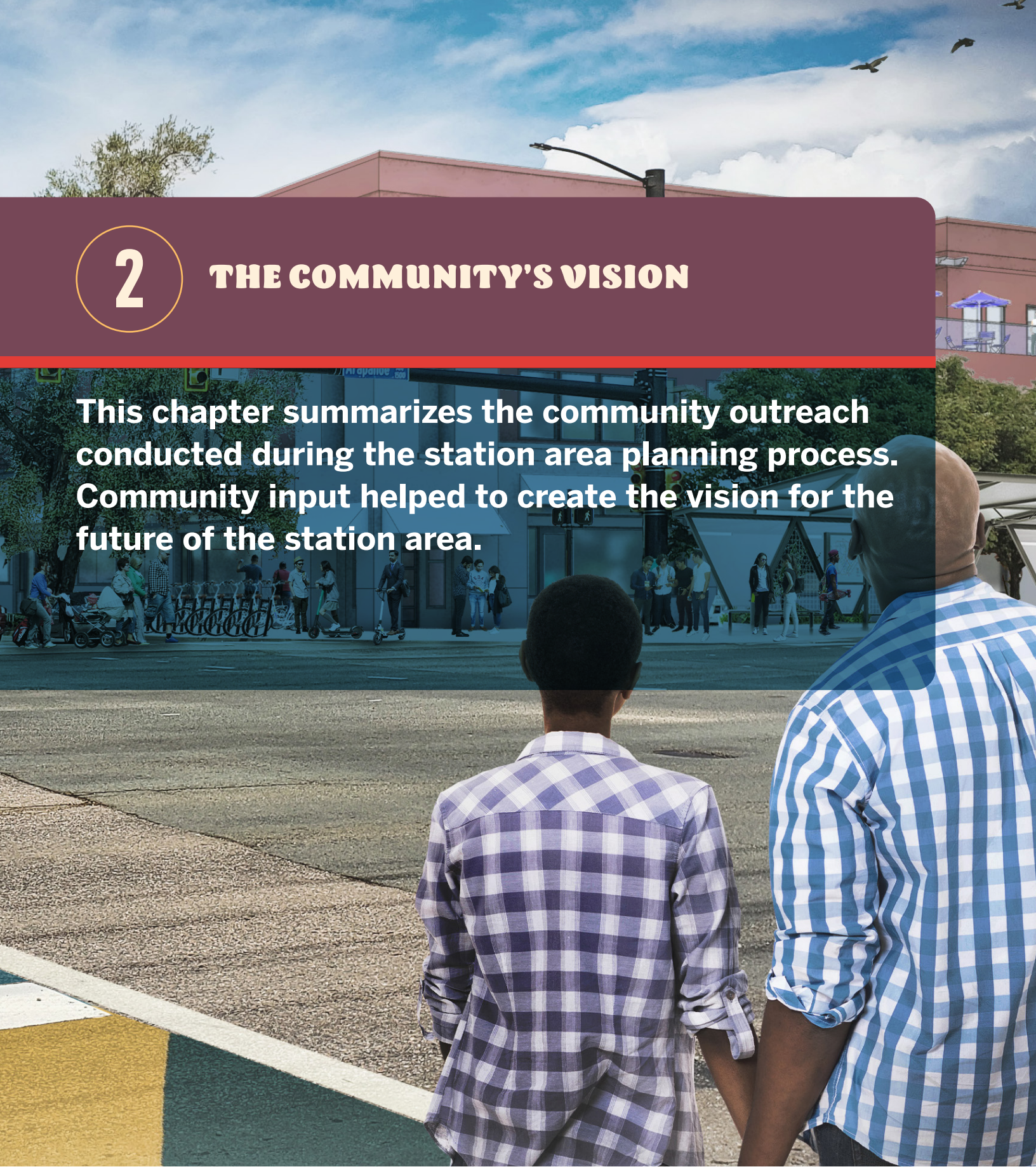
Rightful concerns regarding residential and business displacement due to these positive changes should be addressed by incorporating policies and programs to retain current residents, businesses, essential uses and tenants. This may involve new regulations, incentives, and partnerships to help facilitate private development.

Existing Commercial and Residential edge conditions south of Arapahoe Avenue

Commercial development at Conestoga Street and Arapahoe Avenue

Arapahoe Ridge Park


ONLY



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.

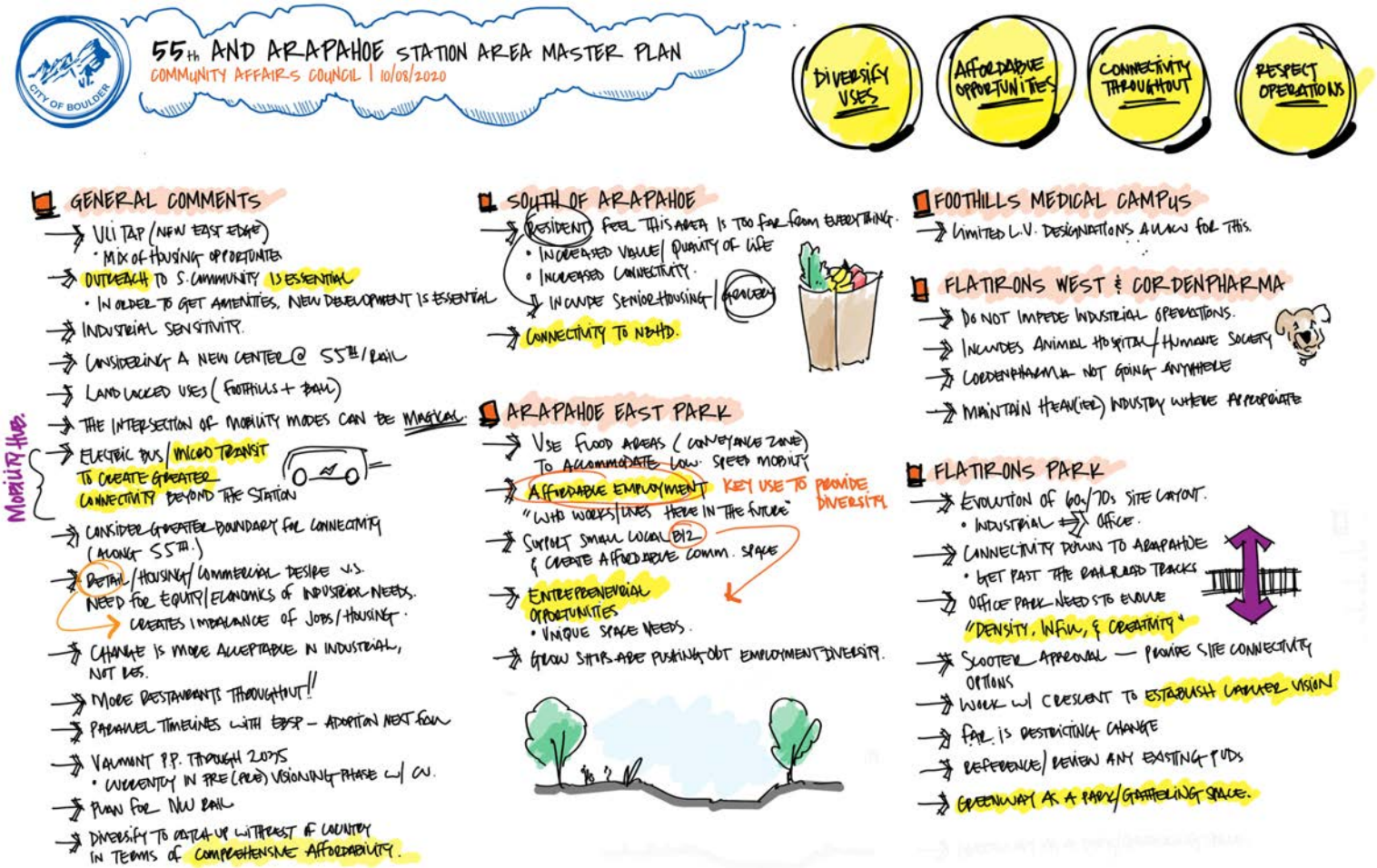
COMMUNITY AND STAKEHOLDER OUTREACH OVERVIEW

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:

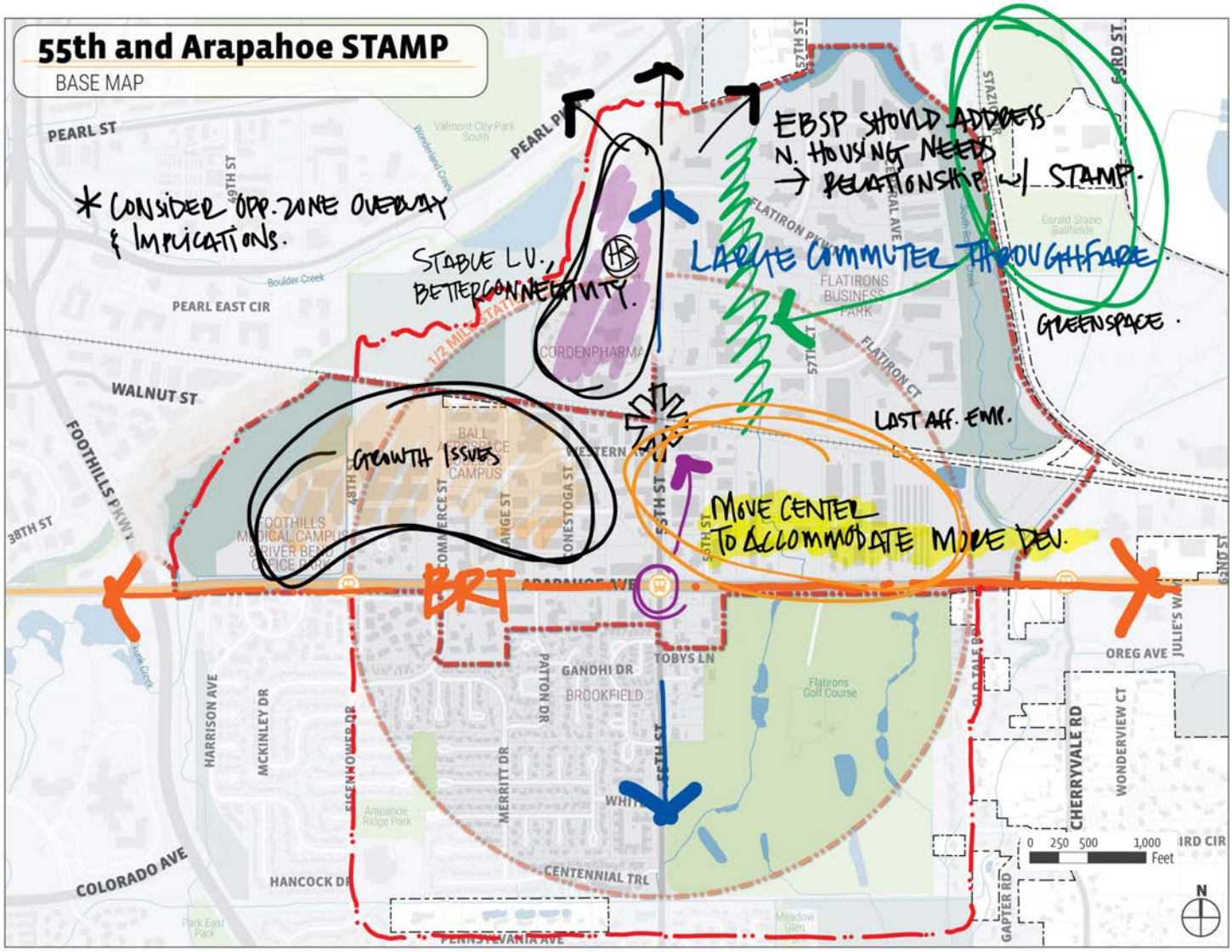
- East Boulder Working Group and STAMP committee meetings and work sessions
- Online Community Meetings and Focus Groups
- Community Questionnaires
- BeHeardBoulder Video Presentations and Open-comment "Office" Hours



Digital Wall Graphic Recording from Boulder Chamber Community Affairs Council, October, 2020.

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



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:

Access and 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.

Arts and 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.

Design Quality and 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 building enduring and engaging places will be encouraged.

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 in the community.

Local Business
The City will support affordable business space, support a wide variety of business and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

Resilience and 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.

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

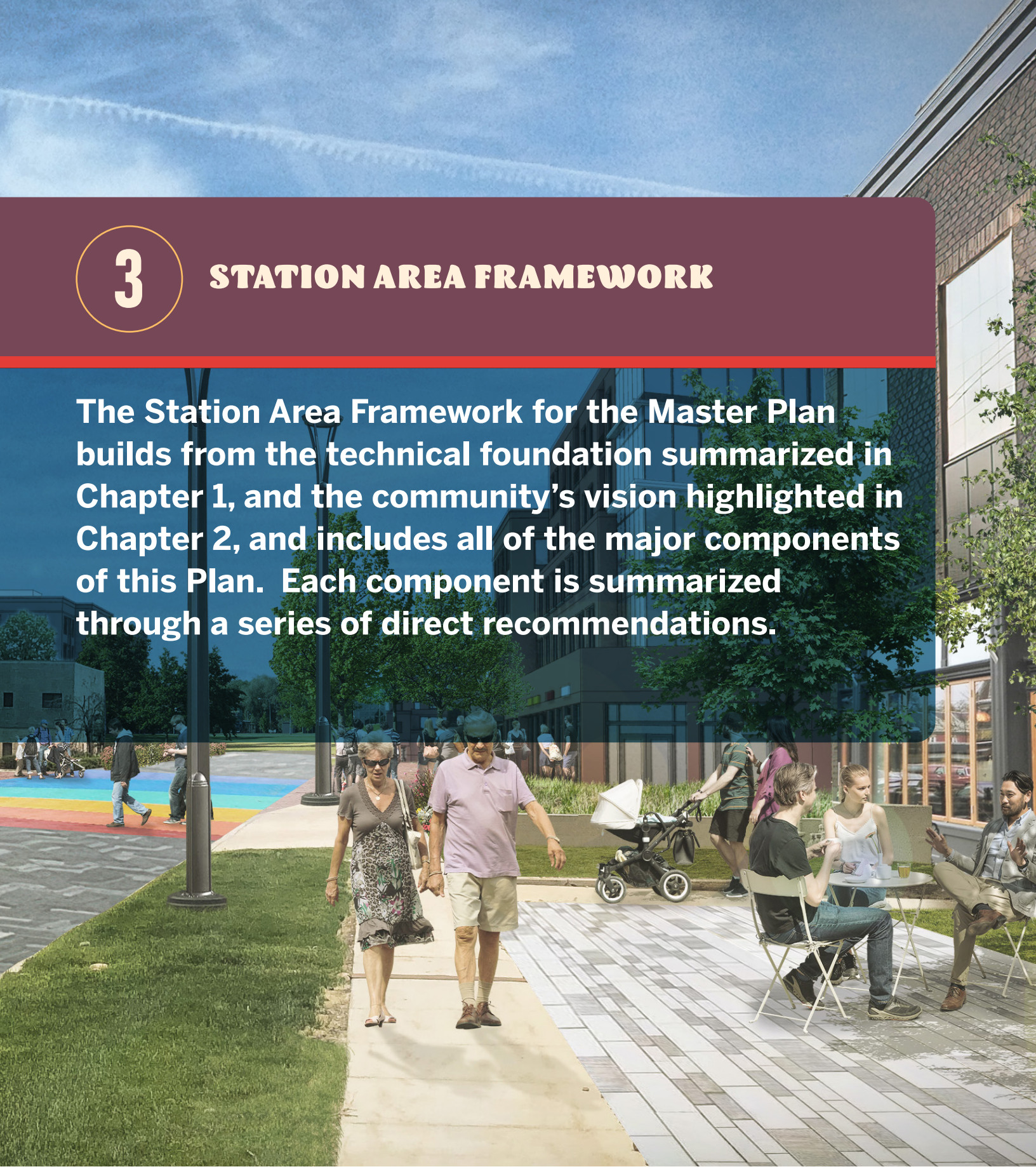
Knowing that the Station Area will not transform overnight, each phase of public and private investment, if possible, should: 1) contribute to the vision for the Station Area and East Boulder, 2) be able to thrive in the interim, and 3) make positive contributions to existing residential and business 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.



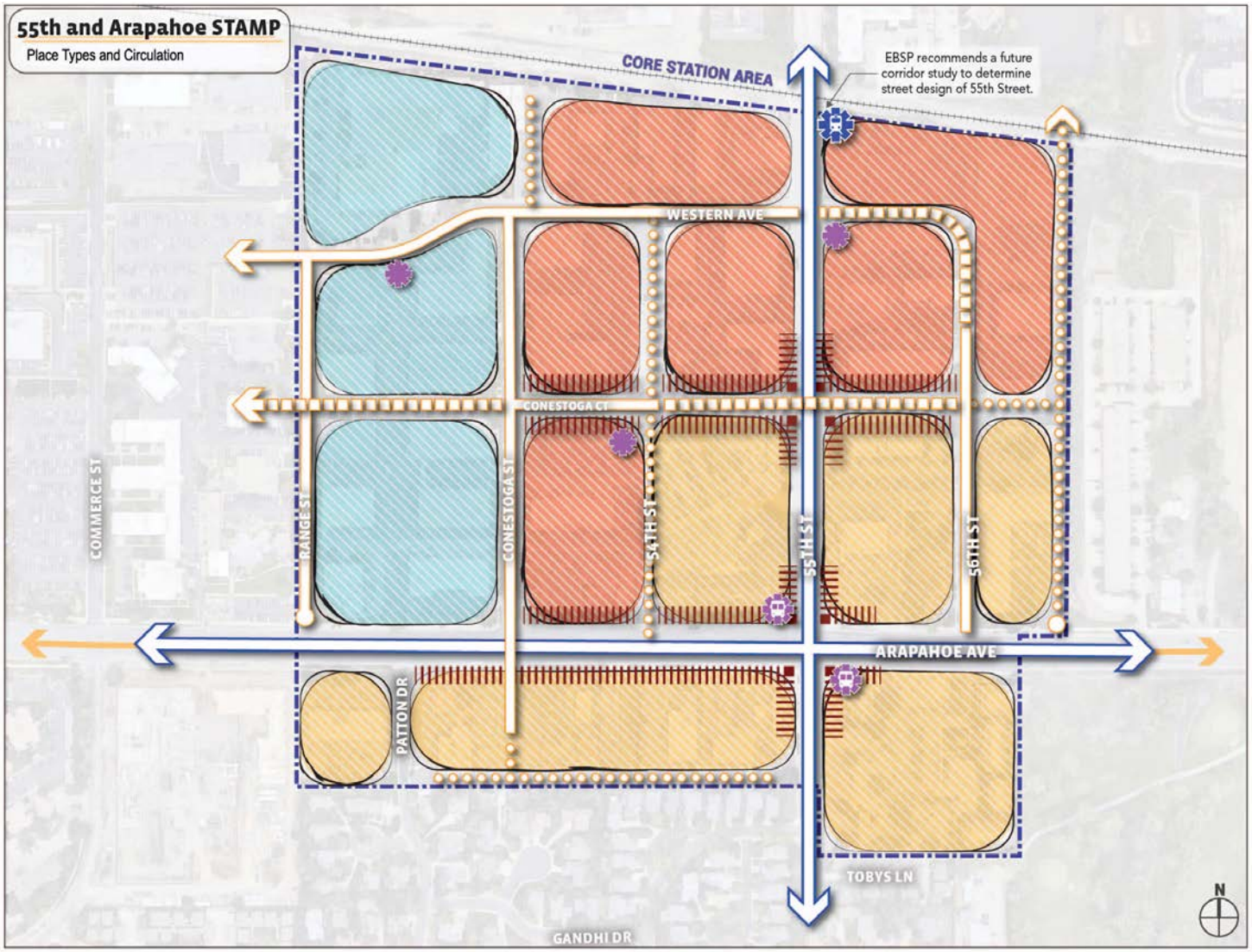
Framework Introduction

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



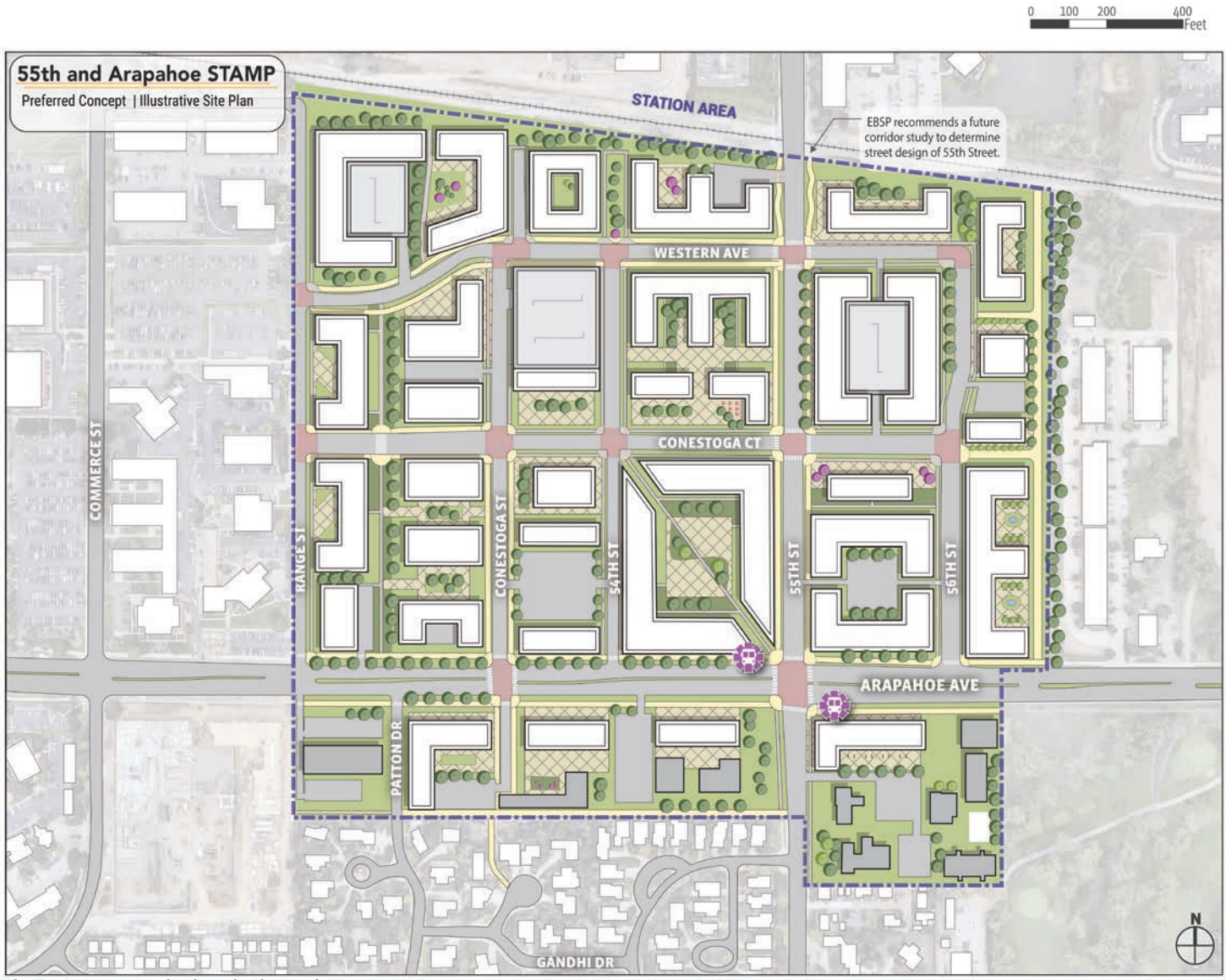
Illustrative Site Plan

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)

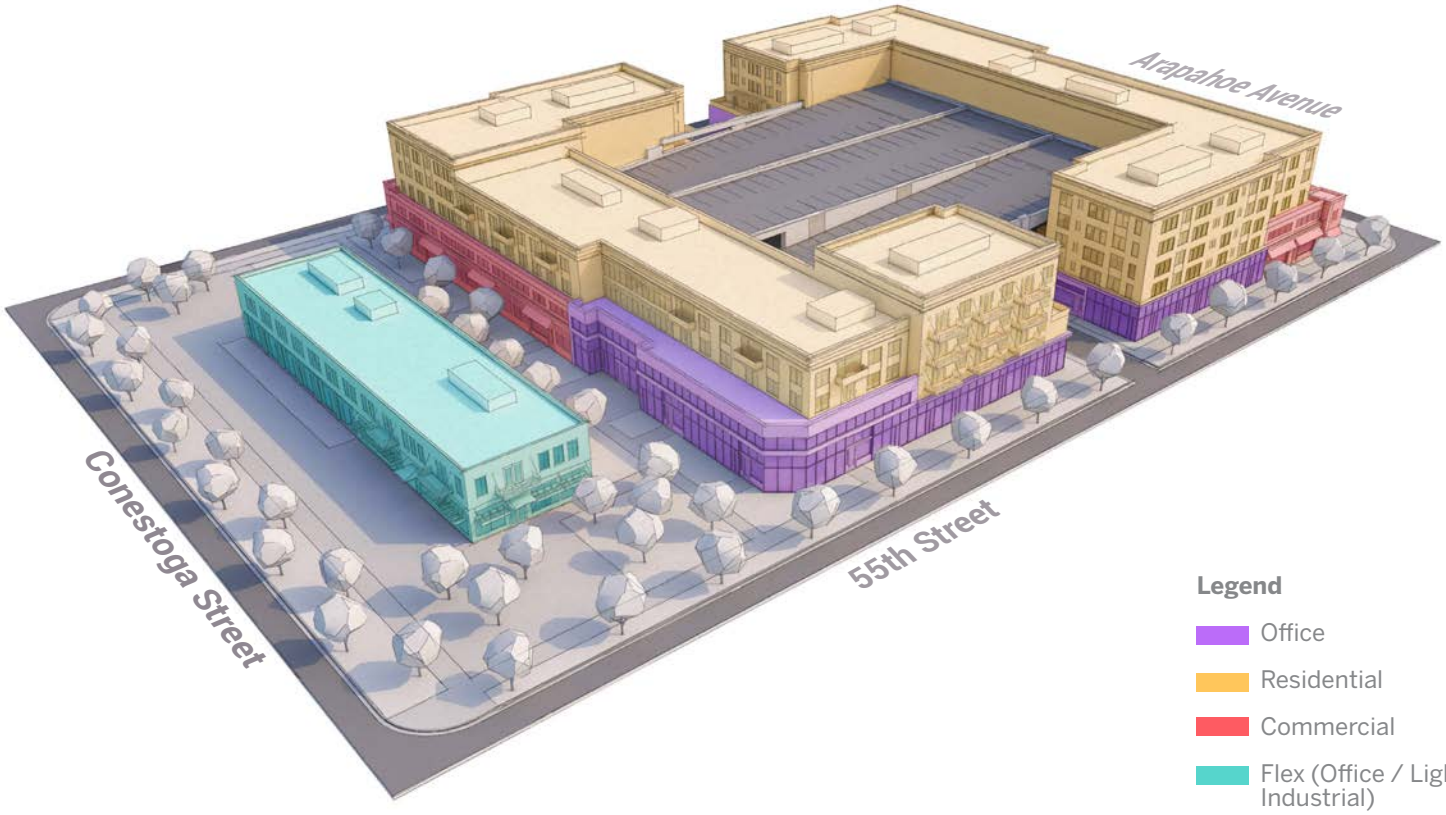
Neighborhood TOD Precedent

Innovation TOD (Residential) Precedent

Innovation TOD (Non-Residential) Precedent

NEIGHBORHOOD TOD

Neighborhood TOD Precedent Images



Neighborhood TOD:
Massing and Building Use Example

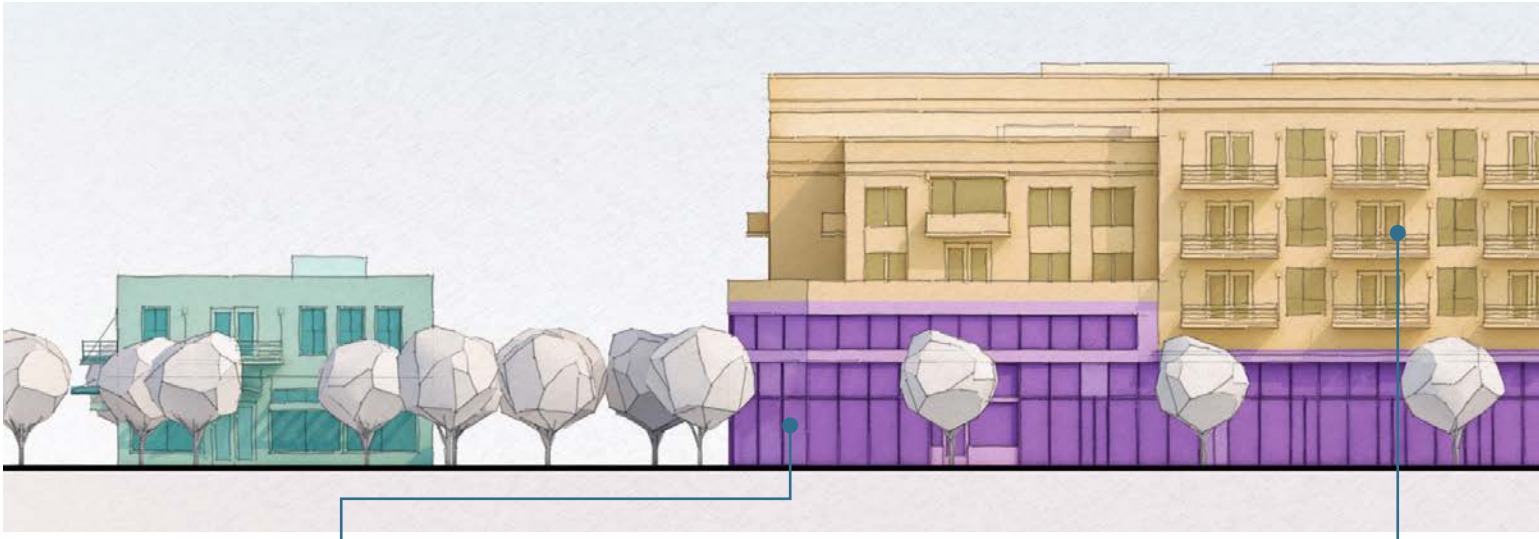
This rendering is for illustrative purposes only

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



Building heights and FAR

- 1 - 4 story
- Height limit of 45’
- FAR range of 1.0 - 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

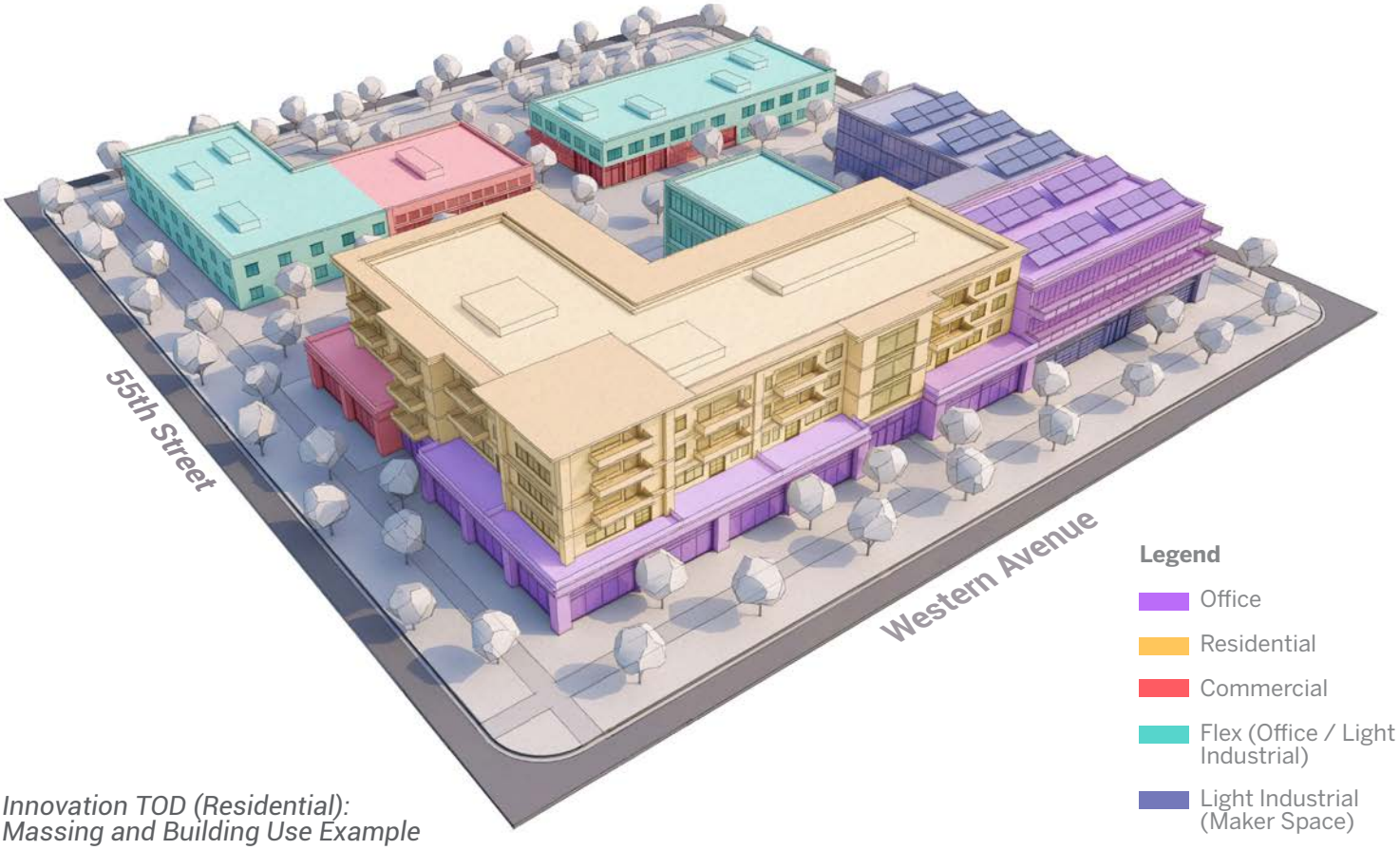
In Neighborhood TOD, there should be a prioritization of physical activation and uses such as retail sales, dining and entertainment. In these instances, the adjacent uses should actively engage with the public realm, providing store signage and café seating in support of the business and the overall area.

Legend

- Office
- Residential
- Commercial
- Flex (Office / Light Industrial)

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.

Building heights and FAR

- 2 - 5 story
- Height limit of 55’
- FAR range of 1.0 - 3.5

Predominant Uses:

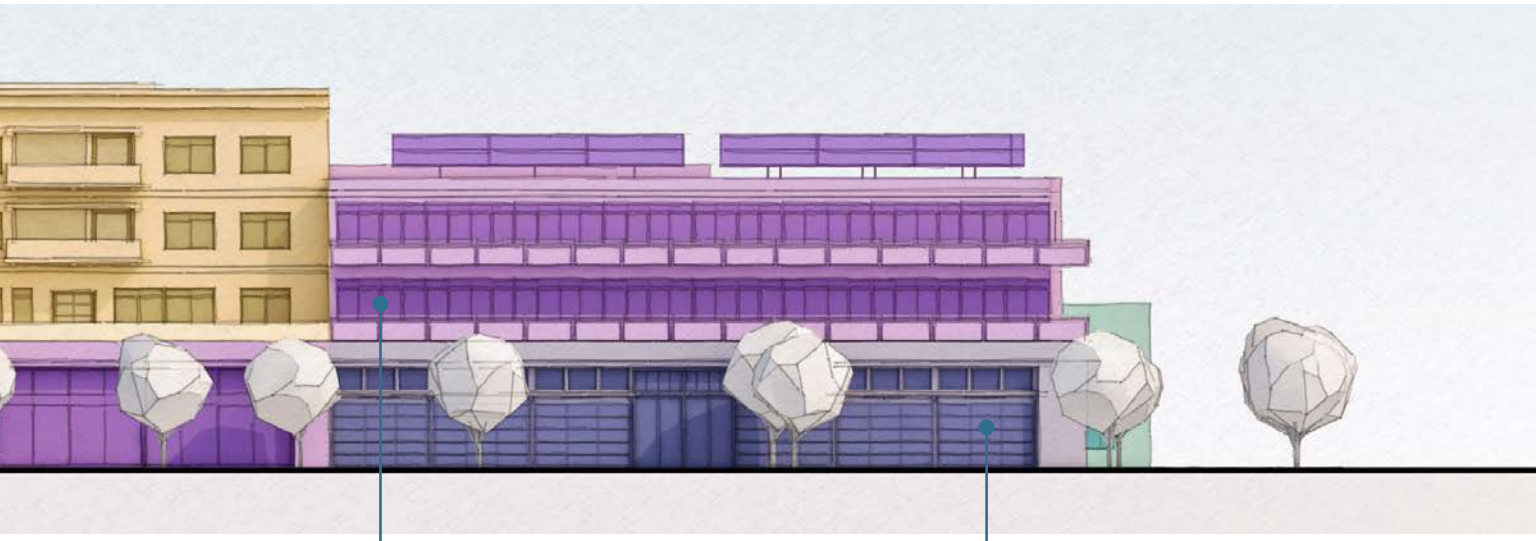
- Light Industrial;
- Commercial;
- Residential

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



Legend

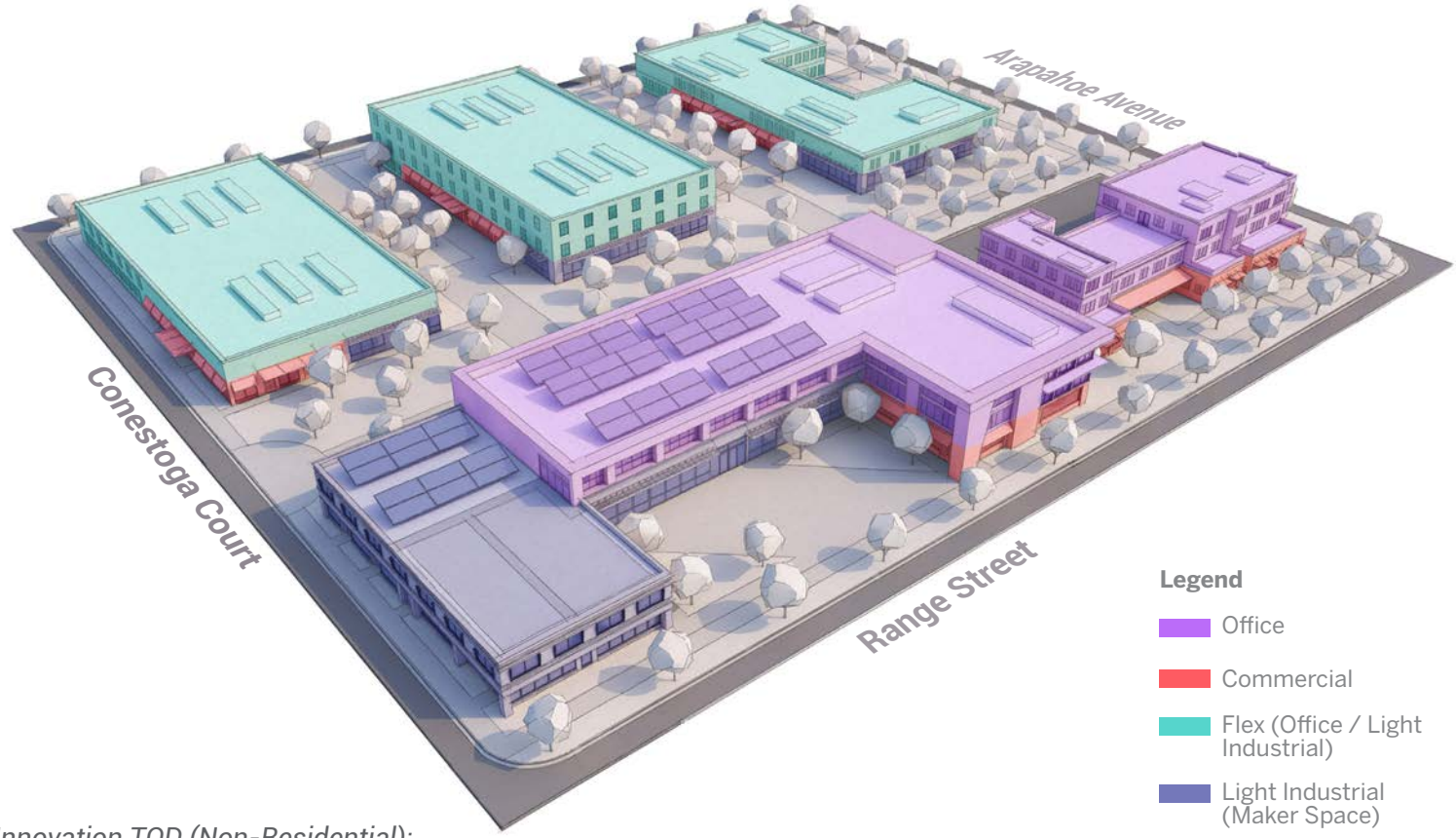
- Office
- Residential
- Commercial
- Flex (Office / Light Industrial)
- Light Industrial (Maker Space)

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

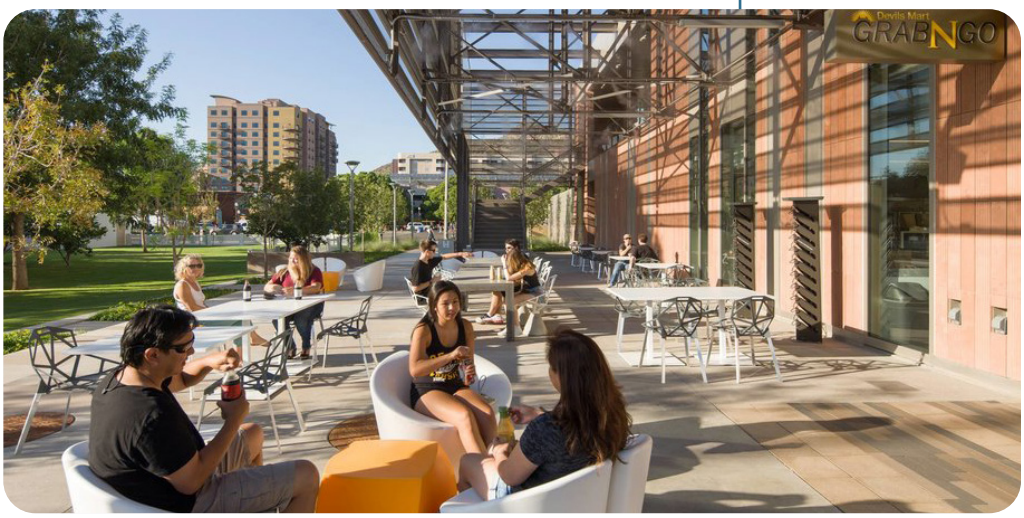
PLACE TYPE PERFORMANCE FOR INNOVATION TOD (NON-RESIDENTIAL)

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



Building heights:

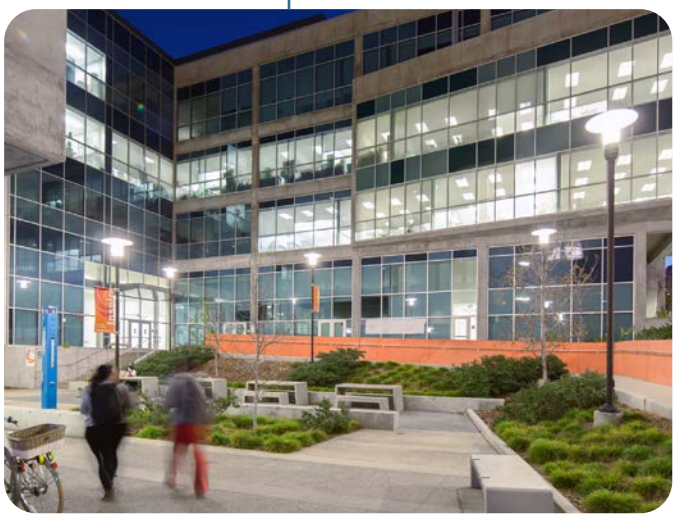
- 2 - 5 story
- Height limit of 55’
- FAR range of 1.5 - 4.0

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.



Legend

- Office
- Commercial
- Flex (Office / Light Industrial)
- Light Industrial (Maker Space)

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.

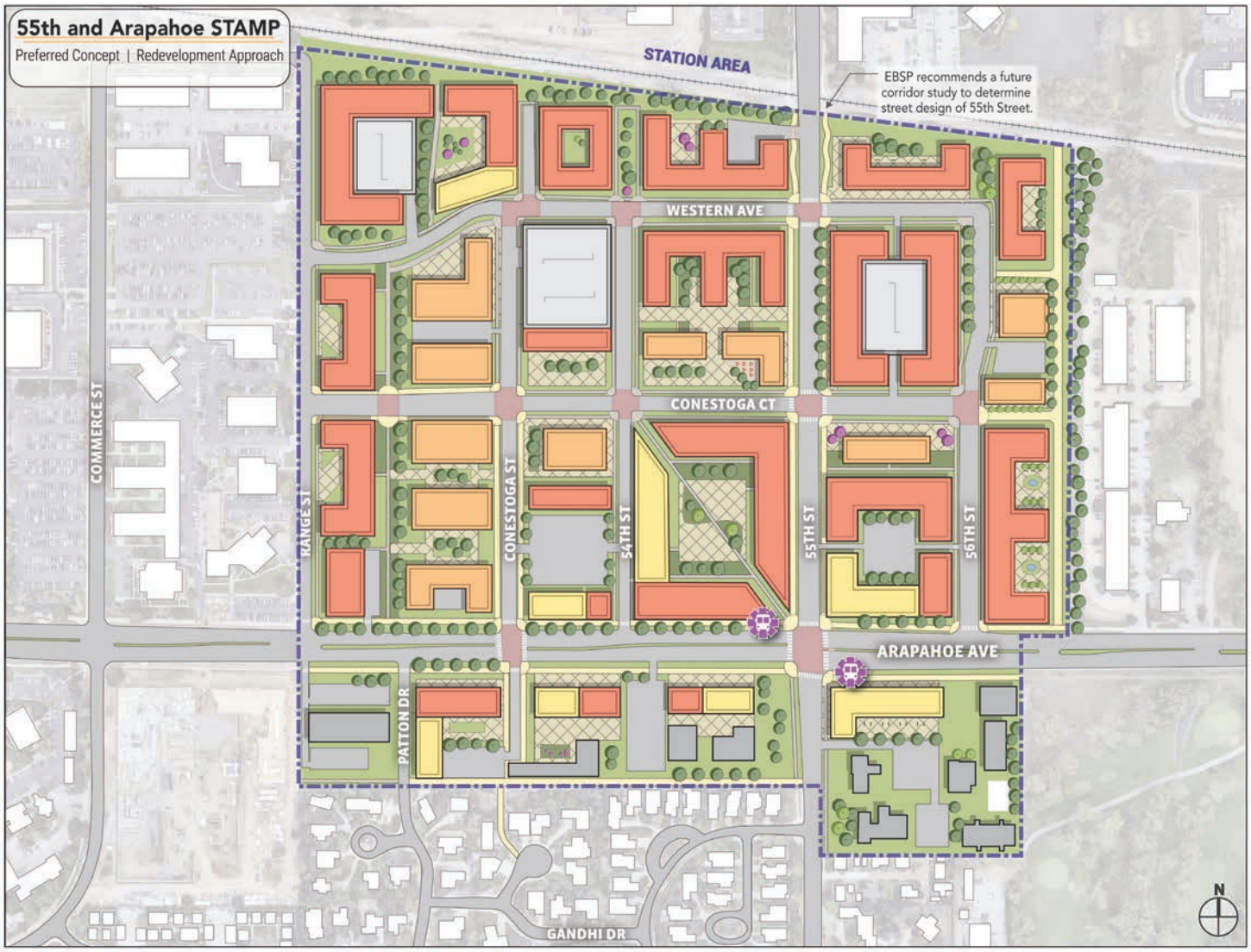
Legend

Base Conditions

- Station Area
- Proposed Facilities
- Existing Facilities
- Railroad
- Pedestrian Paths
- Multi-Use Paths
- Plaza
- Enhanced Intersection
- Parking and Road Pavement
- Structured Parking
- Vegetation
- Planned BRT Station

Development Overlay

- Redevelopment
- Adaptive Re-Use
- Infill Development



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

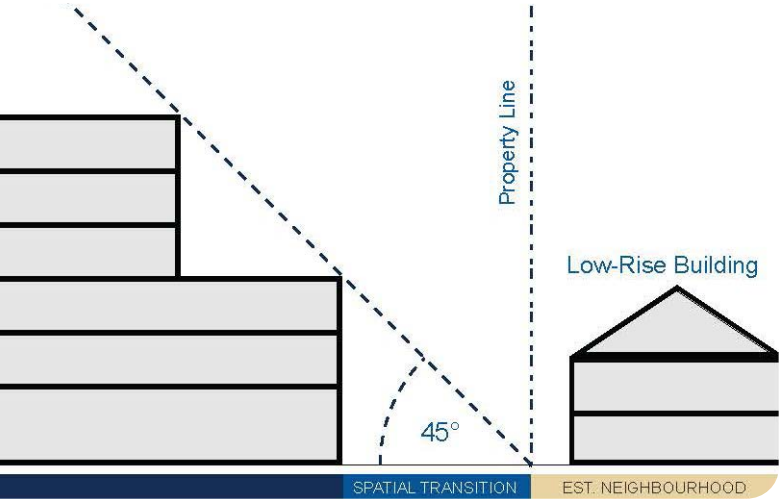
The adoption of the 55th and Arapahoe Station Area Plan does not mean that change will or must happen. It only allows for it, and provides guidance for future change. Redevelopment of individual properties is determined by individual private property owners. They may choose to renovate, expand or redevelop 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

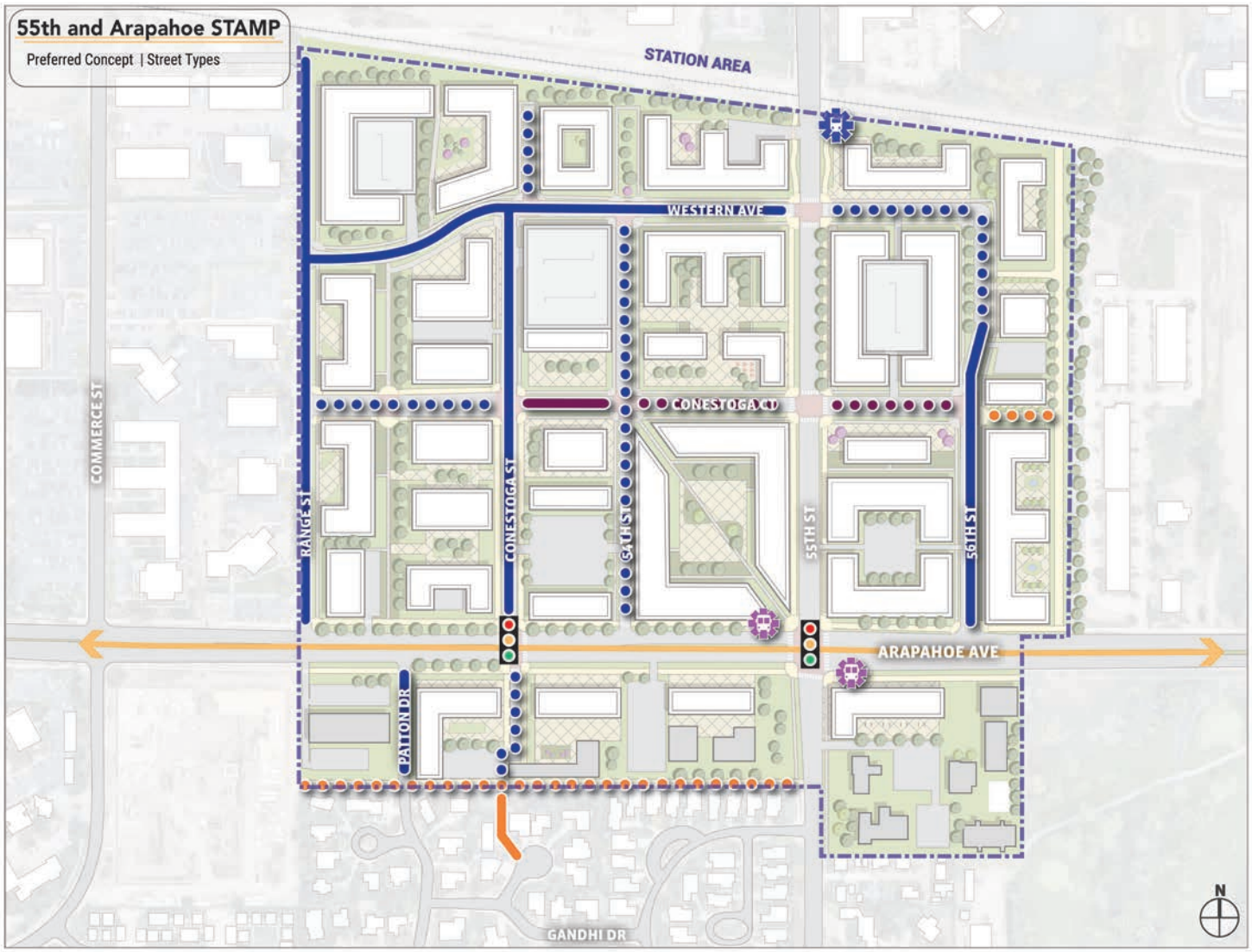
The Station Area Framework envisions an inviting and accessible multimodal network that provides strong connections within the Station Area and to the surrounding community for all residents, employees, and visitors. Implementation of the Station Area Framework will improve the mobility of people, goods, 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

Note: Dotted Lines in the Street Hierarchy indicate street alignments that do not currently exist today.

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



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

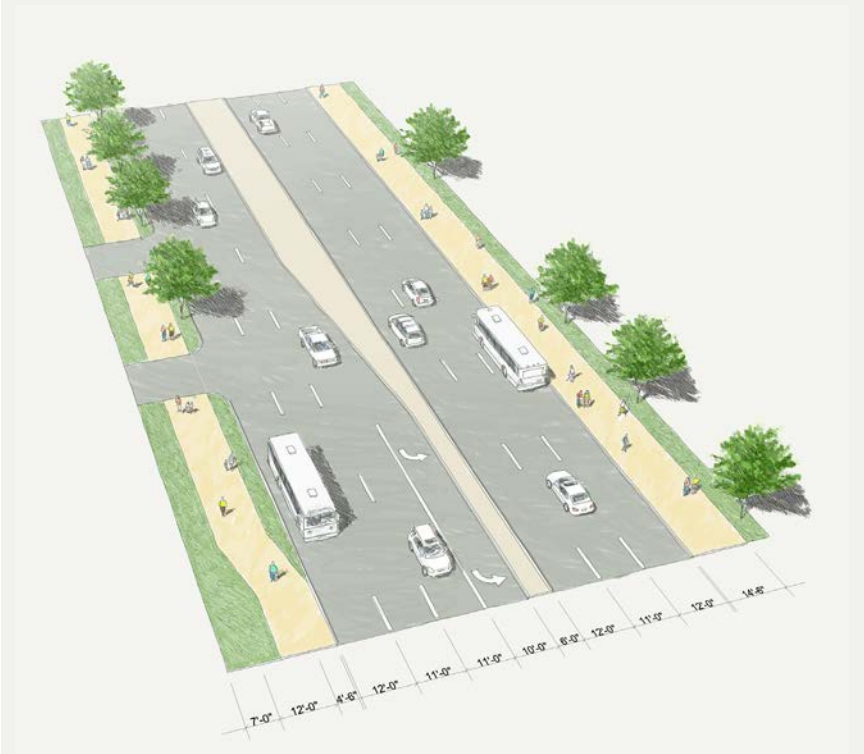
This rendering is for illustrative purposes only

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

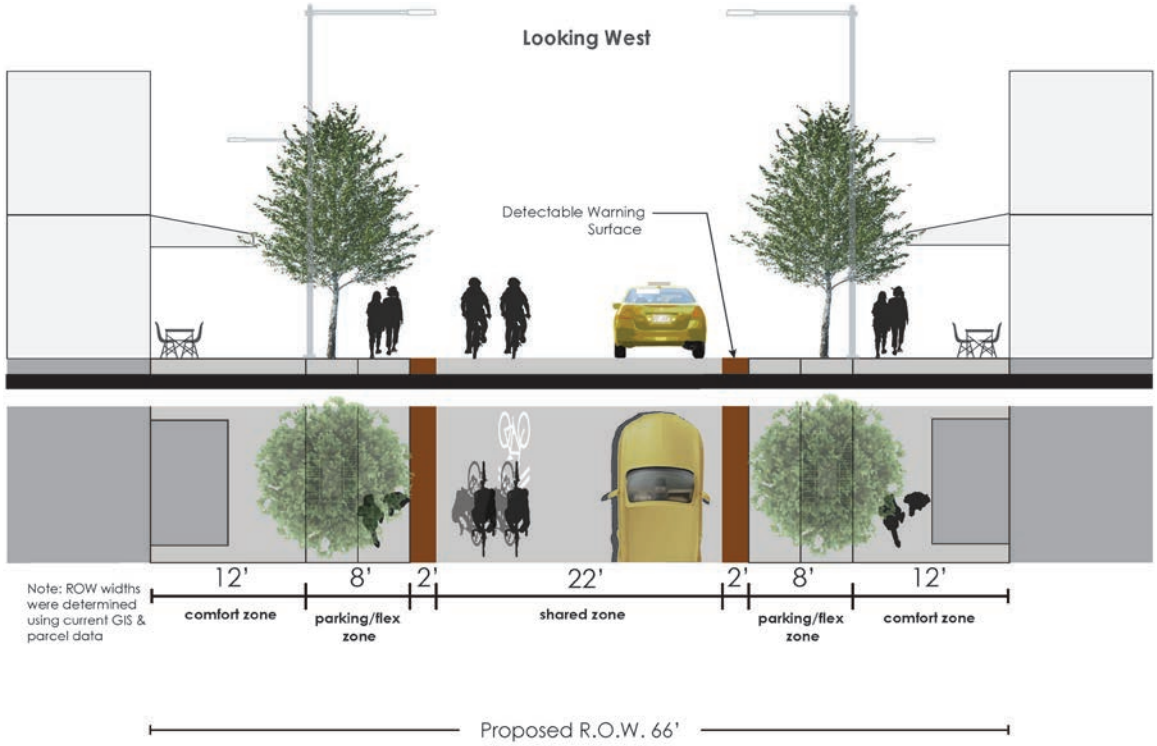
As redevelopment occurs along the north and south sides of Arapahoe Avenue, access management should be considered, and new driveways or access should only occur on side streets like Conestoga Street and Range Street.



East Arapahoe Transportation Plan
Existing Arapahoe Avenue Section

East Arapahoe Transportation Plan
Proposed Arapahoe Avenue Section

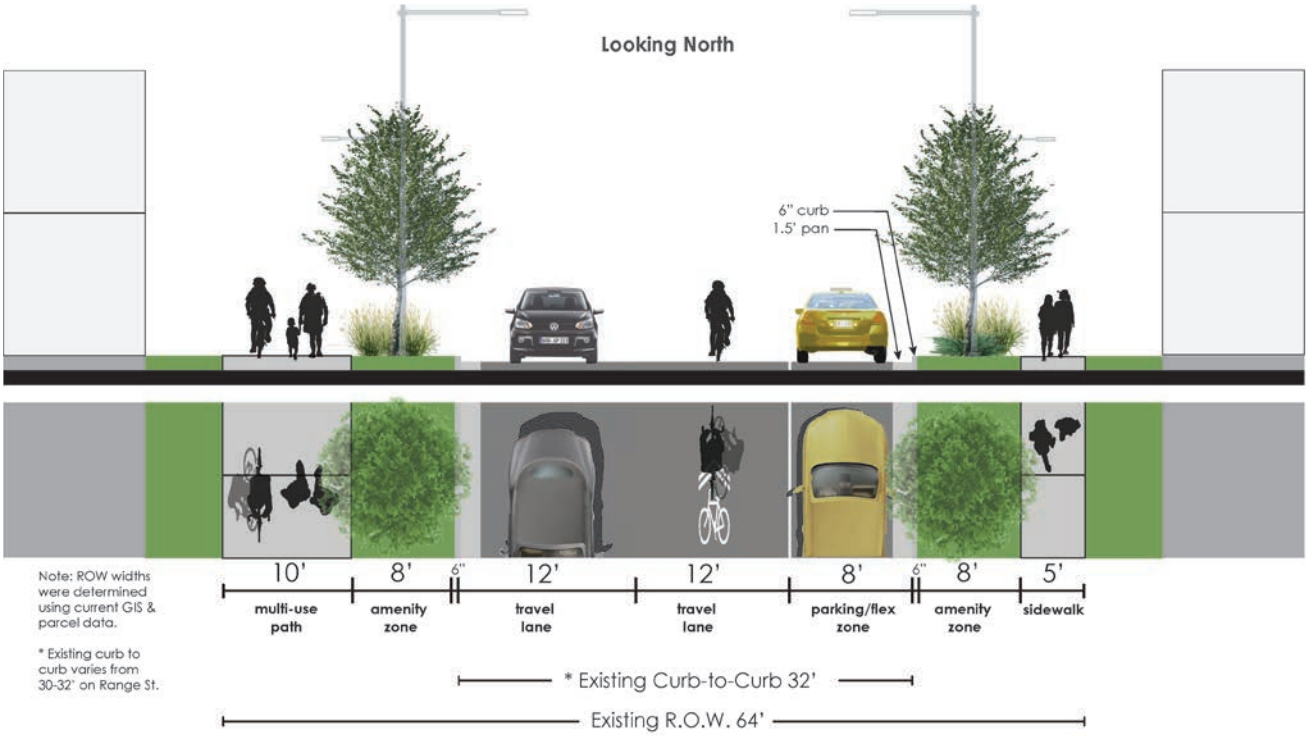
ACTIVATION STREET – CONESTOGA COURT (Conestoga Street to 56th Street)



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. Conestoga Court facilitates access to the future multi-use path along Dry Creek Ditch #2 to the east side of 56th Street. The Activation Street design is a shared street that includes a shared zone where pedestrians, bicyclists, and slow-moving motor vehicles mix in the same space. The street prioritizes pedestrian mobility and includes wide comfort zone 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. The adjacent parking/flex zone can be used to extend the comfort zone or provide space for curbside uses such as passenger drop off or parklets. No dedicated bicycle facility is planned as this street is designed to be a shared environment. 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)



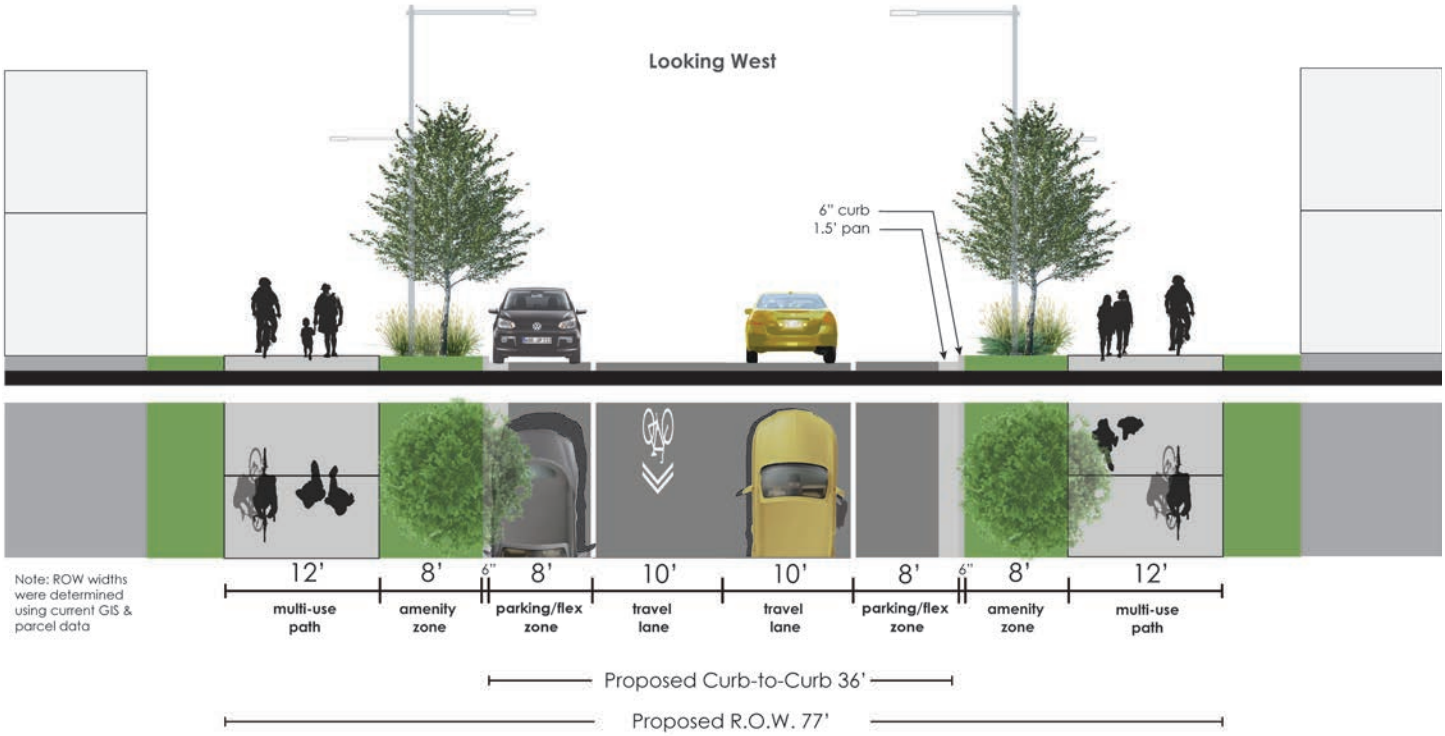
Local Street – Range Street (Arapahoe Avenue to Railroad) Section and Plan Location Diagram (opposite page)

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)



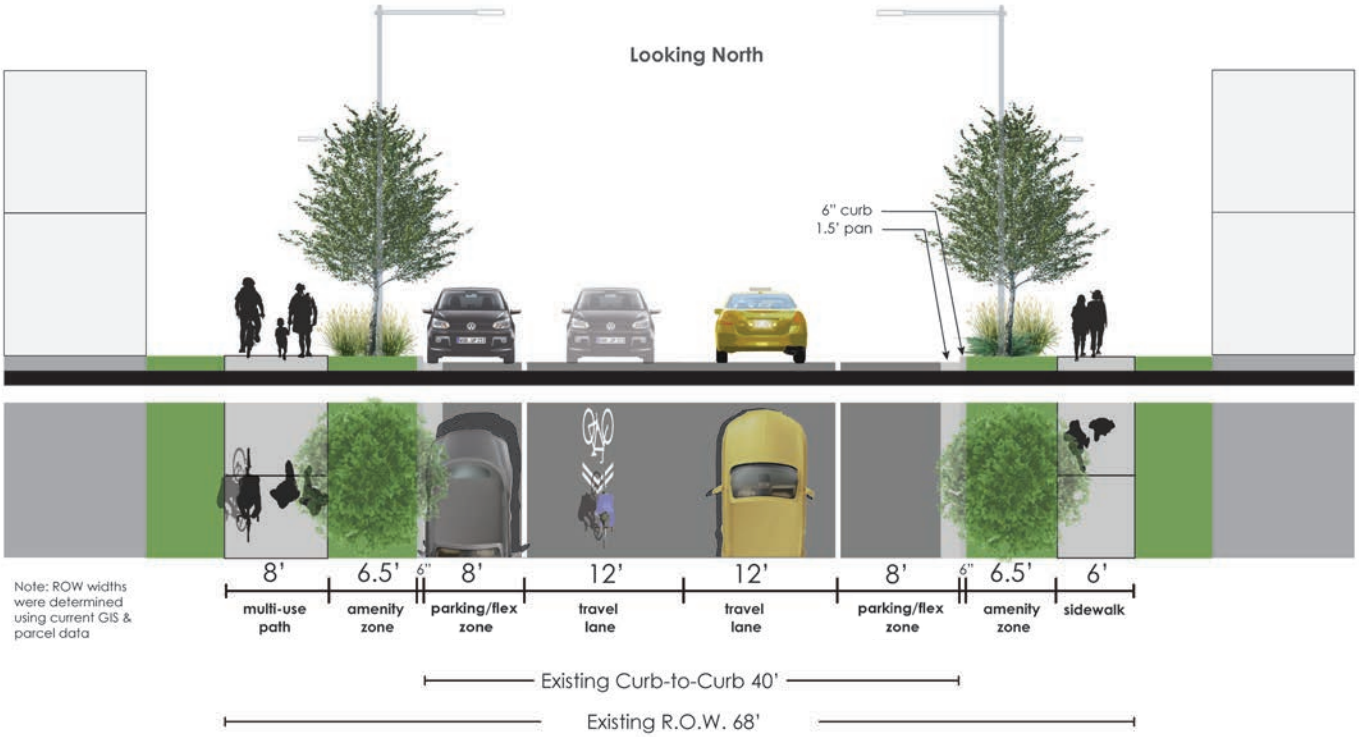
Local Street – Conestoga Court (Range Street to Conestoga Street) Section

Plan Location Diagram

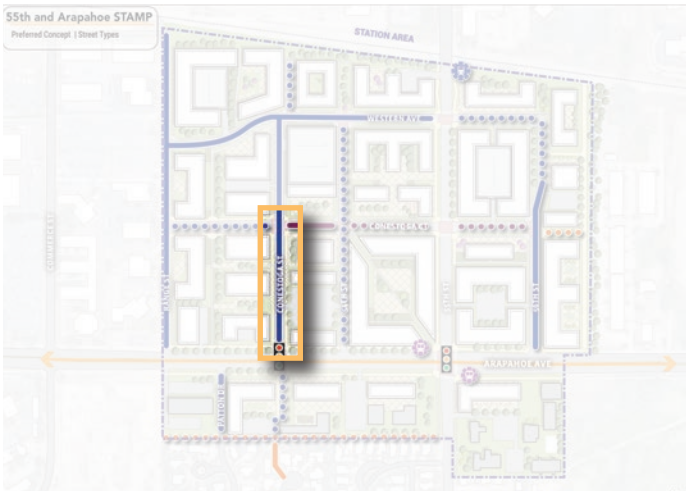
Conestoga Court from Range Street to Conestoga Street is a new street running through the non-residential Innovation TOD place types connecting the western edge of the Station Area to the main activation corridor. Conestoga Court will accommodate pedestrians and bicyclists with two 12' multi-use paths 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)



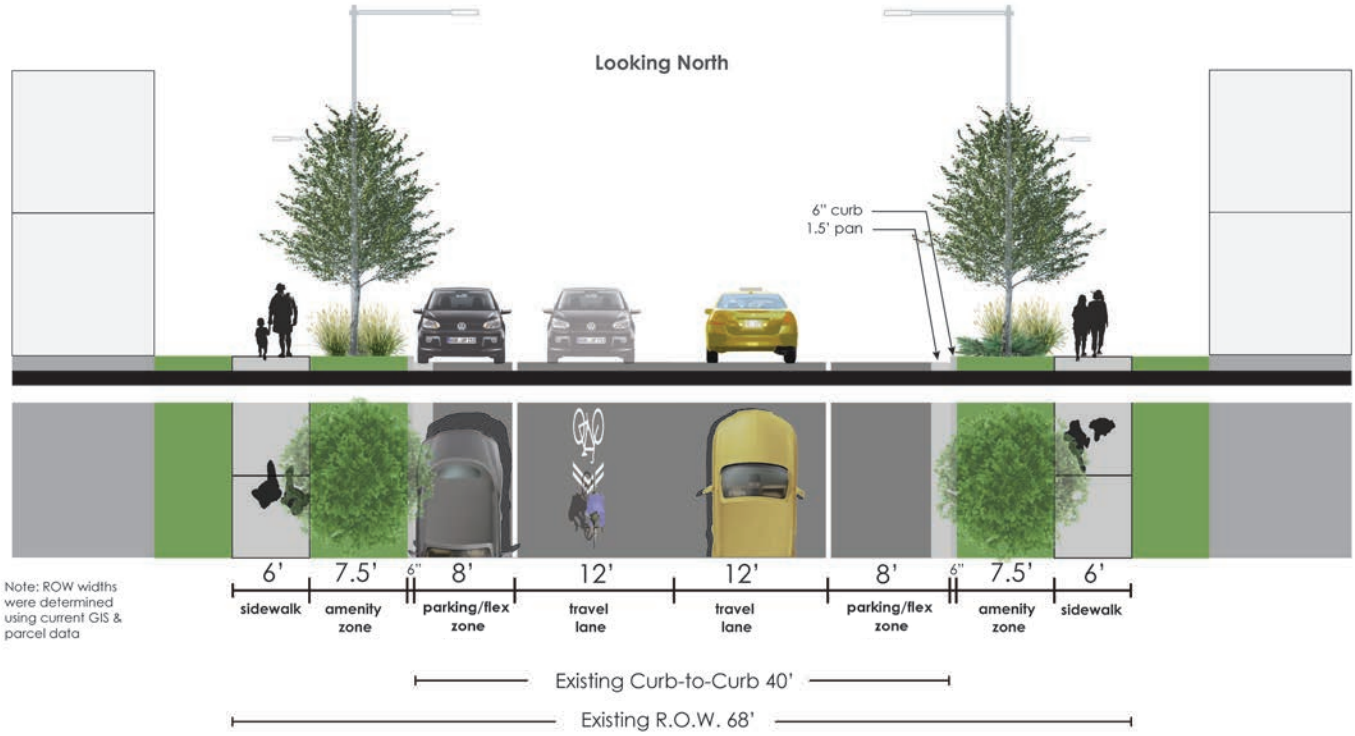
Local Street – Conestoga Street (Arapahoe Avenue to Conestoga Court) Section



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)

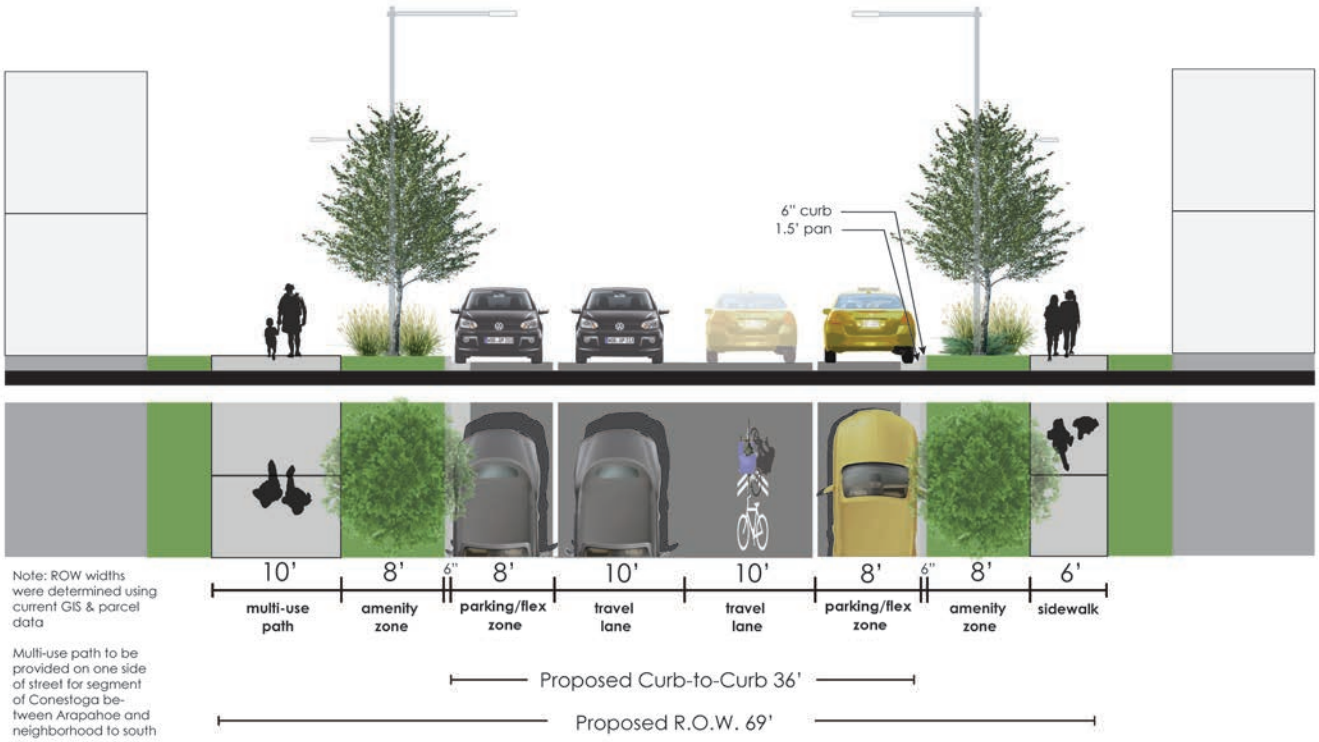


Local Street – Conestoga Street (Conestoga Court to Western Avenue) Section

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*

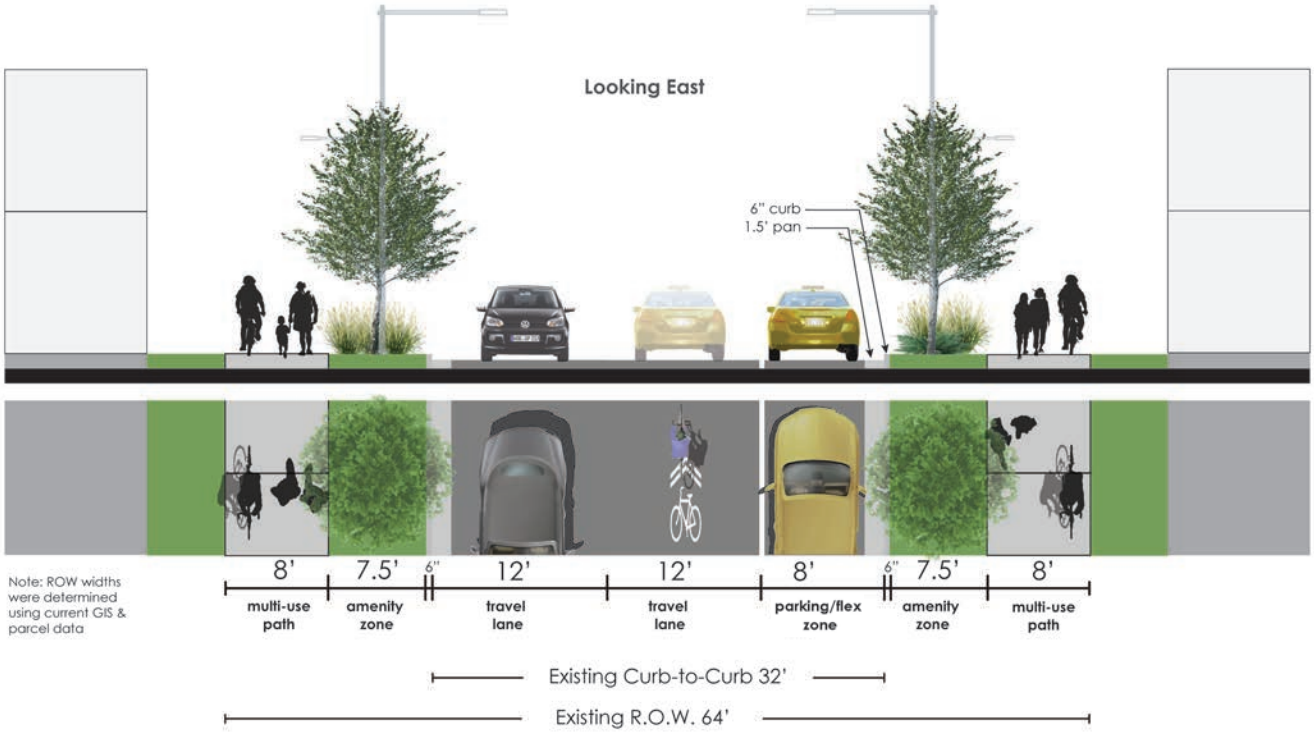


Local Street – Conestoga Street (Neighborhood to Arapahoe Avenue) Section

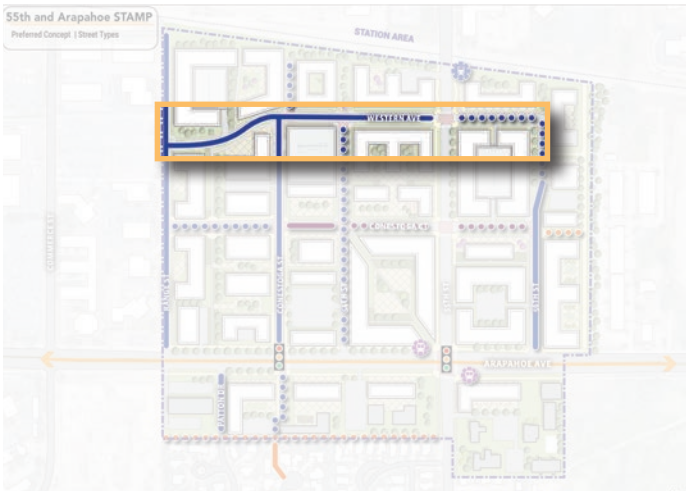
Plan Location Diagram

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)



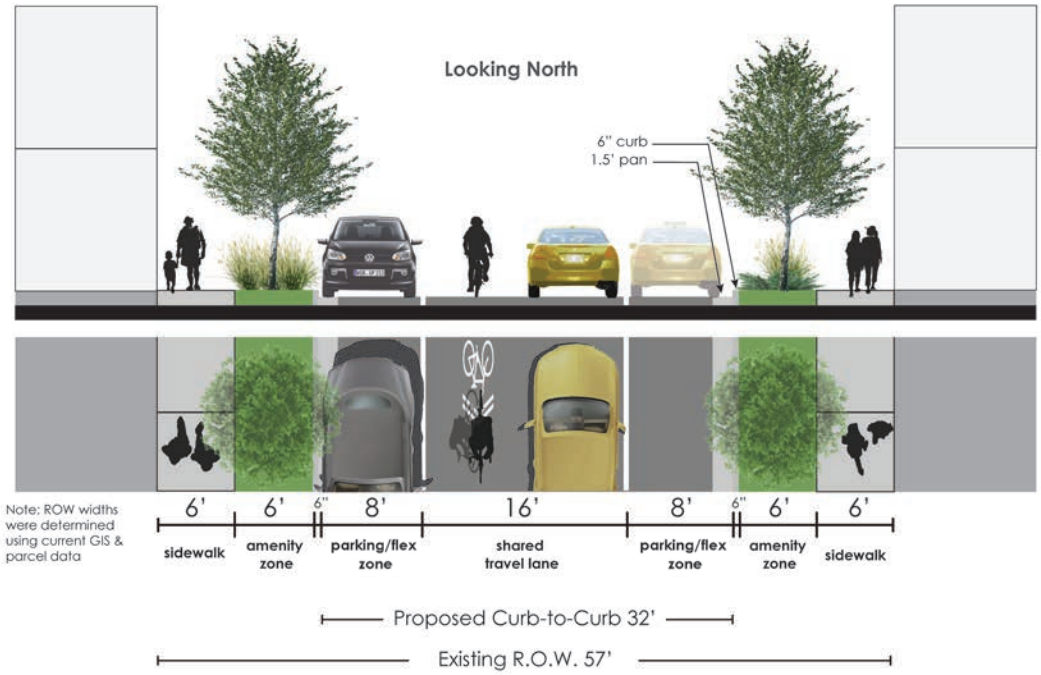
Local Street – Western Avenue (Range Street to 56th Street) Section



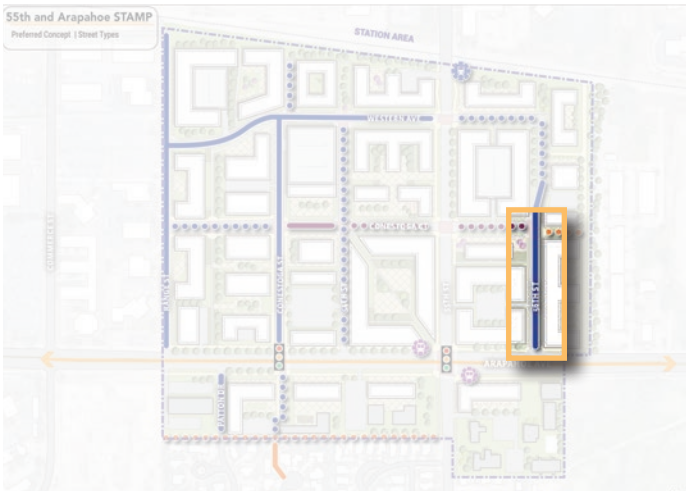
Plan Location Diagram

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)



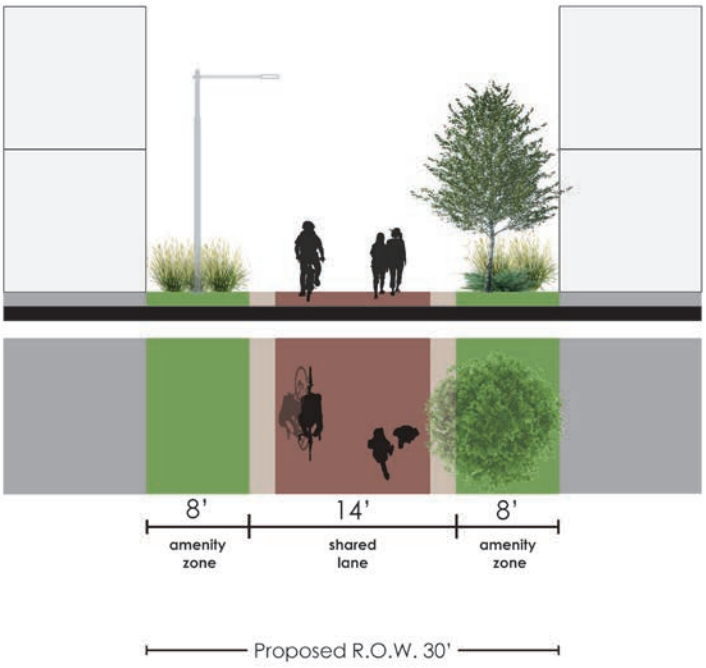
Local Street – 56th Street (Arapahoe Avenue to Conestoga Court) Section



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

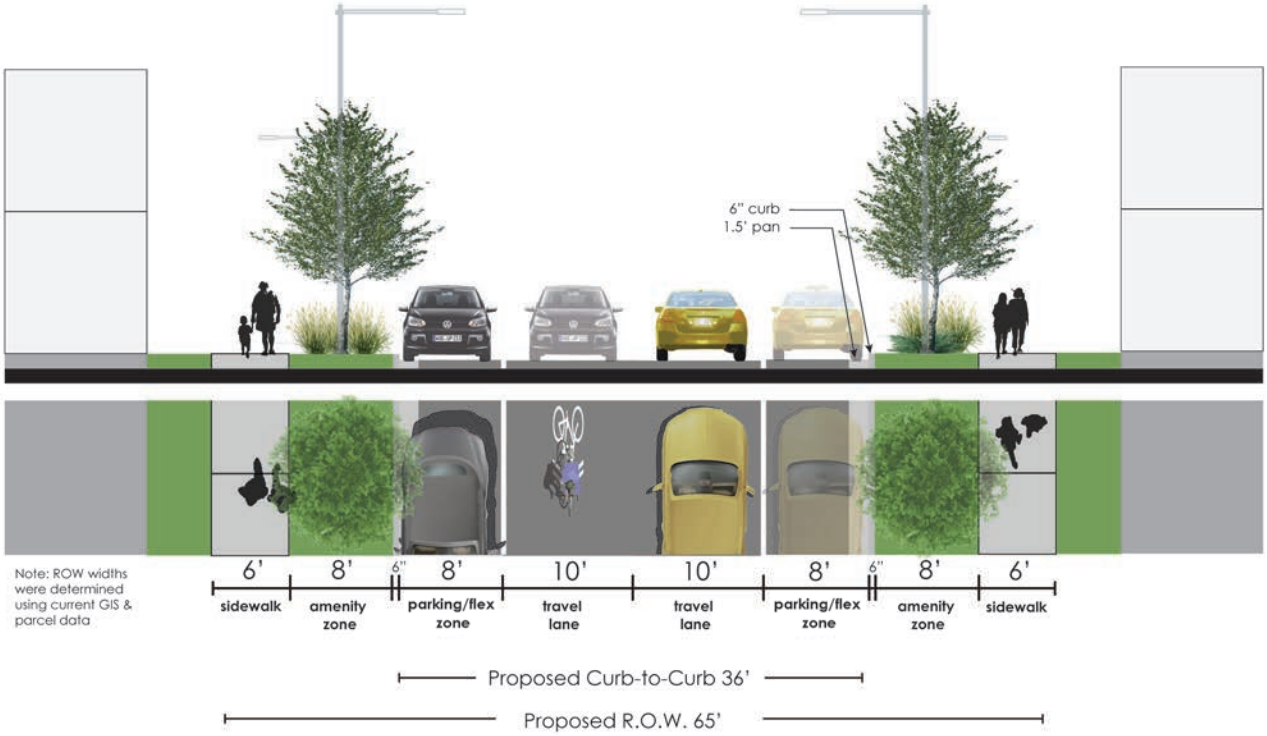


Pedestrian – Bike – Emergency Access Street Section

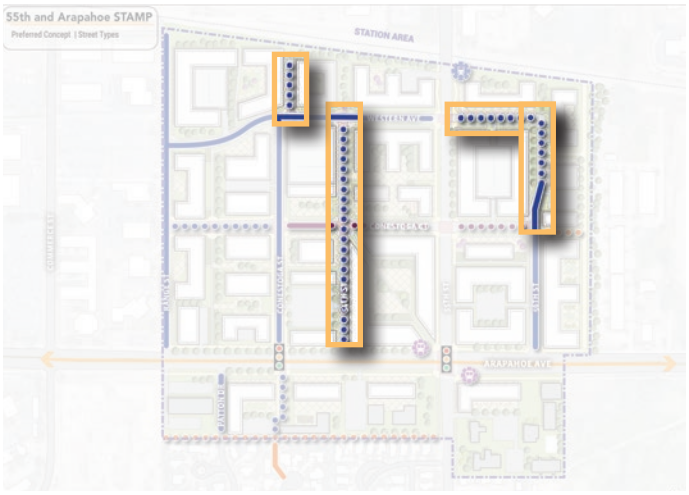
Plan Location Diagram

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 (Arapahoe Avenue 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.

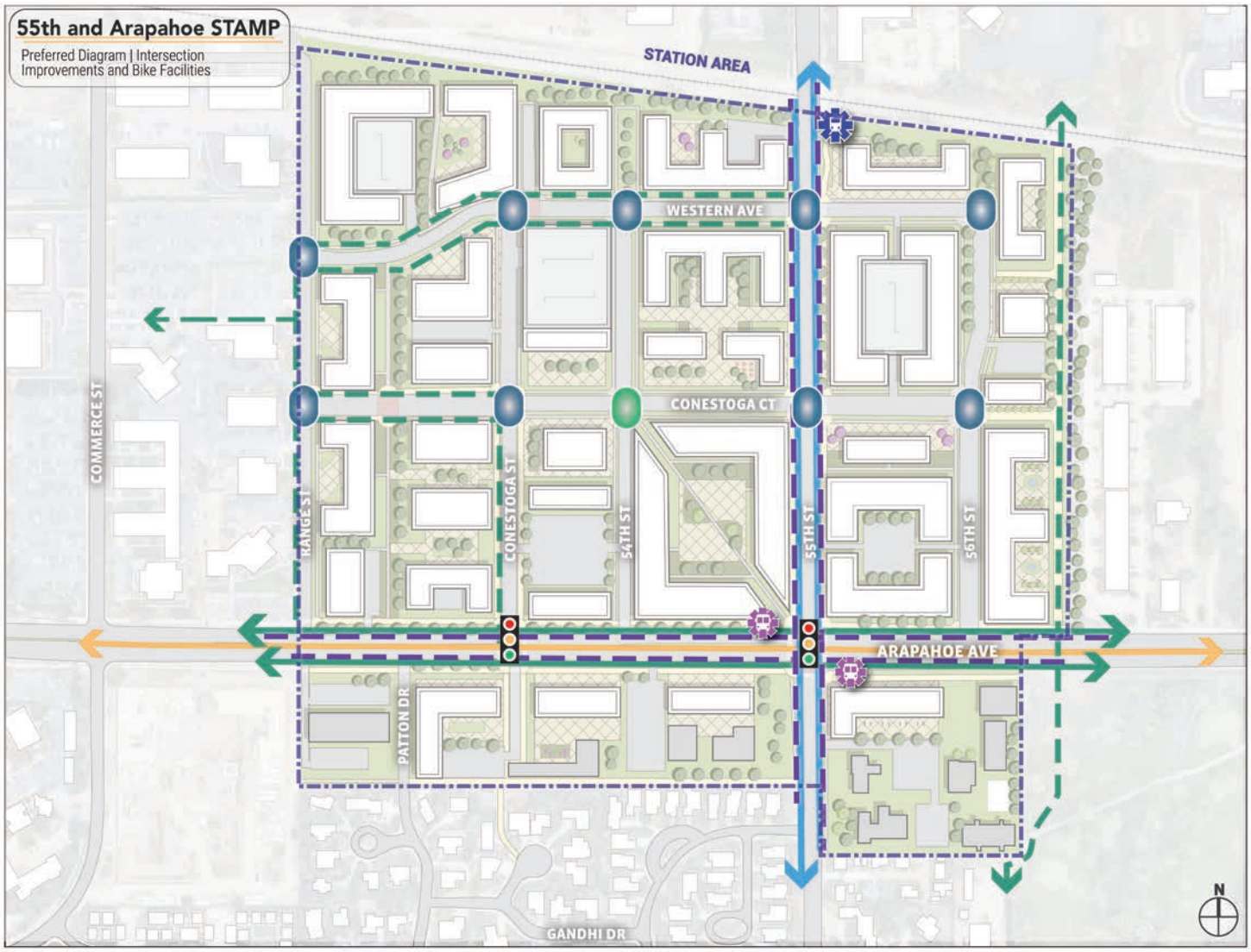
PROPOSED ENHANCED INTERSECTION IMPROVEMENTS INCLUDE:

- 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.

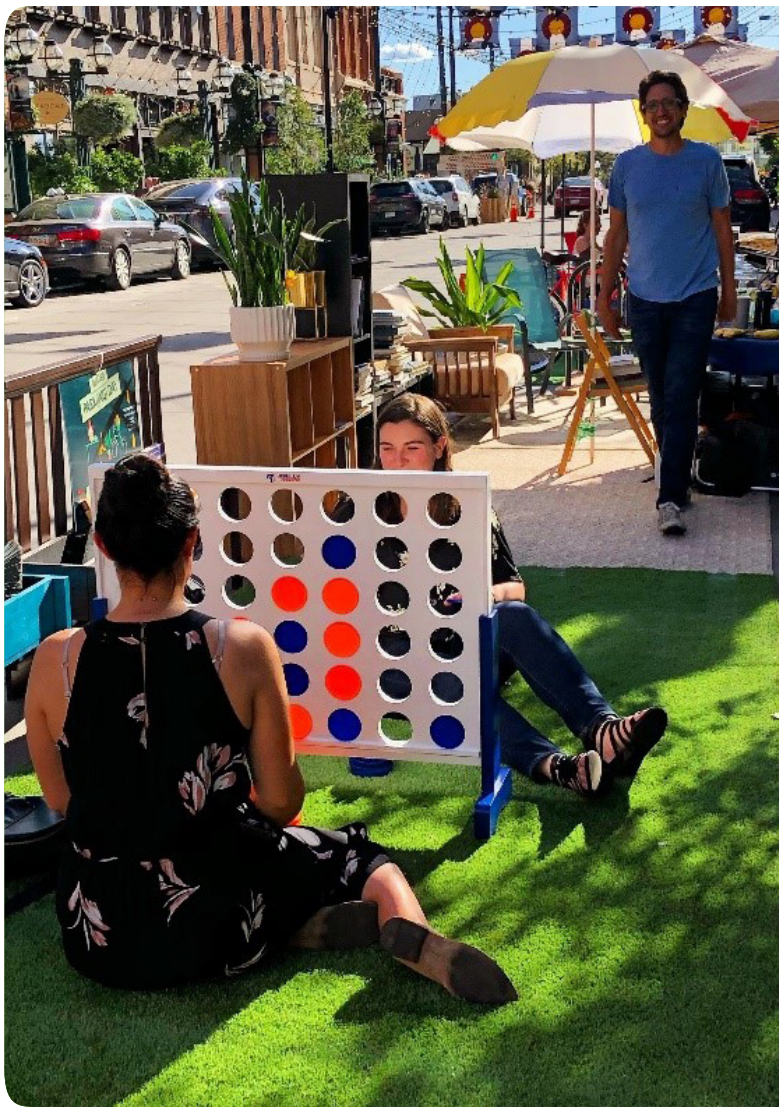
Parking management strategies such as locating short-term parking on-street close to high turnover businesses such as coffee shops and pricing on-street parking higher than off-street parking will further support the efficient use of the parking supply. Encouraging retail employees to park in

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.

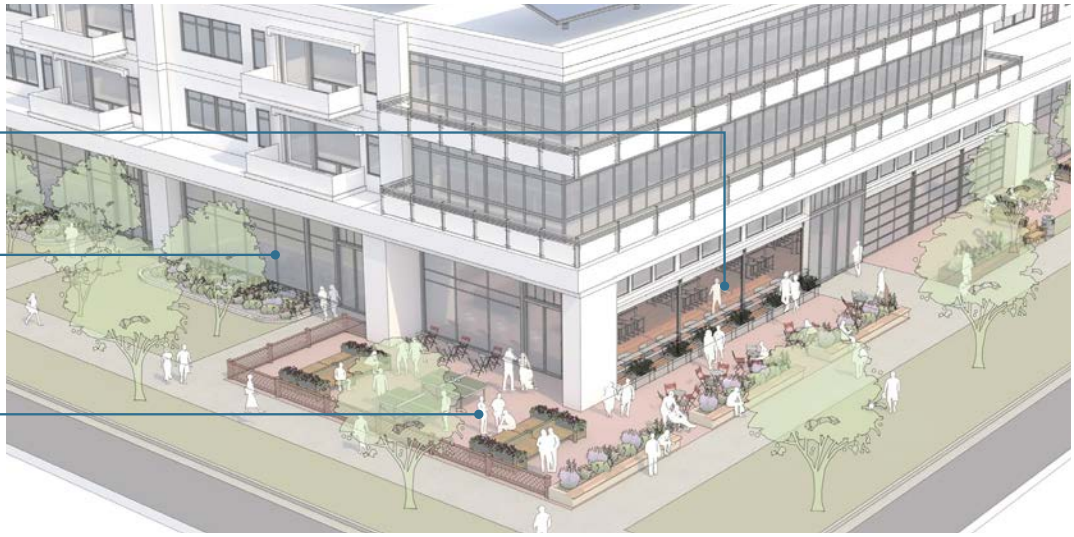
Front of House and Back of House
An active ground floor and vibrant public realm is only achieved through a fully-functional building envelope and program. 'Back of house' functions are essential to building operations, by addressing trash services, deliveries and maintenance. Those needs, however, do 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.

Garage and roll-up doors

Active internal uses that are visible from the public realm

Cafe and patio seating



Accessible rooftops

Increased visual transparency along the ground floor

Additional set-back to accommodate private realm gathering spaces

Innovation TOD Ground Floor Activation Examples

Traditional storefronts

Notable building entries

Signage and wayfinding key intersections of public and private intersections

Cafe and patio seating

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

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

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

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.


ONLY

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, P&DS	$	Land Use Code Update
2	Create adaptive reuse guidelines specific to buildings identified for adaptive reuse in the Station Area	City Departments: P&DS, 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: P&DS, 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: P&DS, 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

Priority Level	Priority Recommendation	Champion(s)	Magnitude of Order Cost	Measure of Success
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, P&DS; 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

Priority Level	Priority Recommendation	Champion(s)	Magnitude of Order Cost	Measure of Success
2	Implement recognizable and highly visible gateways into the district	City Departments: Community Vitality, Arts and Culture, Transportation and Mobility	$$	Construction of gateway elements
District Creation				
1	Establish General Improvement District and structure therein including: funding mechanisms, community benefits targets, land use policy, and parking strategy.	City Departments: Community Vitality P&DS, Finance	$$	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