
BOULDER VALLEY REGIONAL CENTER DESIGN GUIDELINES

December 1998

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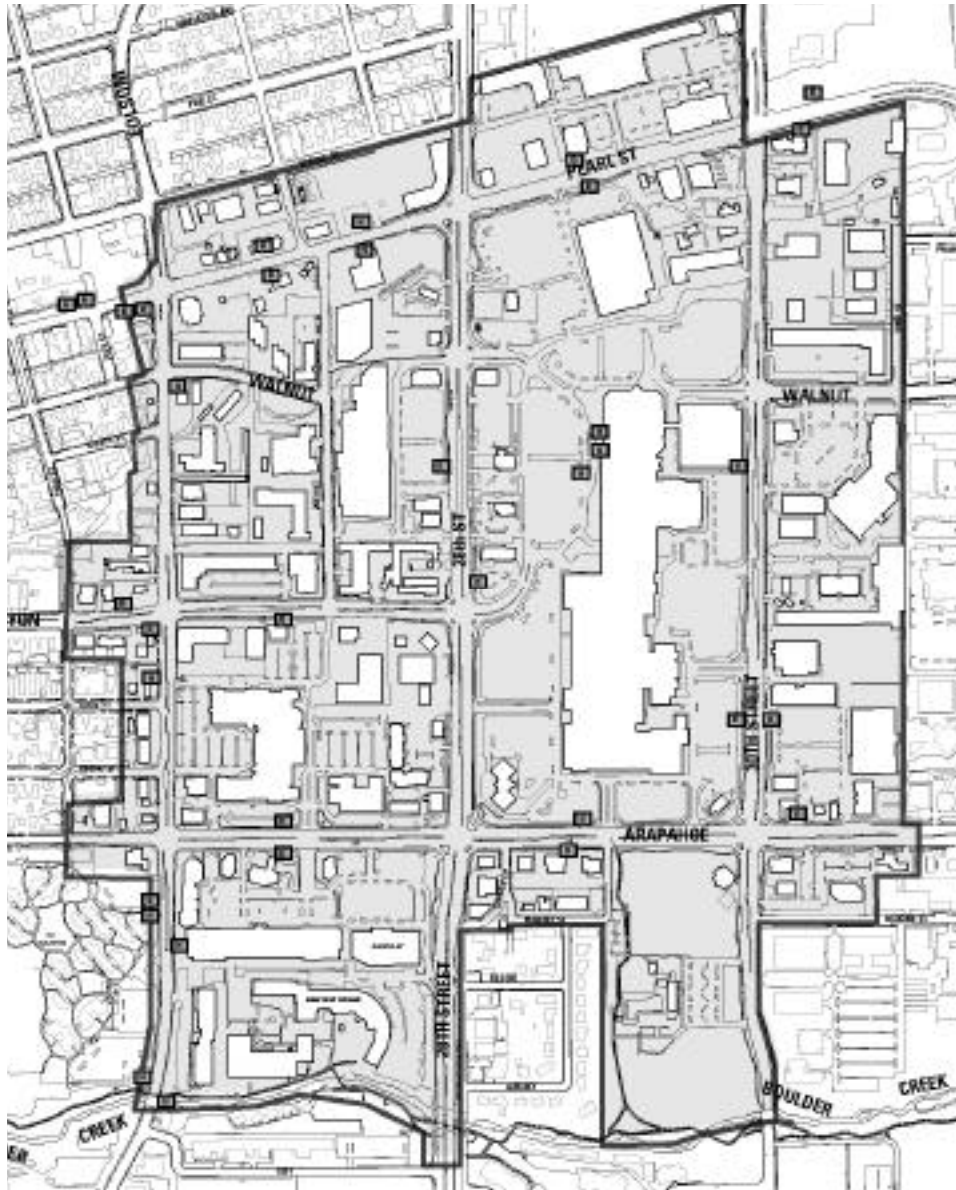
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BOULDER VALLEY REGIONAL CENTER



A BRIEF HISTORY

In 1979, the City of Boulder established the Boulder Urban Renewal Authority (BURA) to guide the revitalization and expansion of Crossroads Mall, originally built in 1961, and prevent deterioration of the surrounding area. This entire area is known as the Boulder Valley Regional Center (BVRC).

BURA facilitates private redevelopment and public improvements in the BVRC. The Authority consists of staff members and a board of commissioners, who are community volunteers appointed by City Council. BURA is governed by the BVRC Urban Renewal Plan and the Boulder Valley Comprehensive Plan (BVCP). The BVCP recommends the use of design guidelines to assist the City in ensuring high-quality development:

...the City shall encourage or require private sector efforts toward quality architecture and urban design. Design guidelines will be developed as a tool for new development and redevelopment. (Boulder Valley Comprehensive Plan, Policy 2.36)

BURA created the BVRC Design Guidelines in 1987 and revised them in 1991. The guidelines were used for project review along with the 1985 “Streetscape Standards for the BVRC” and the 1988 “BURA Sign Guidelines.” In 1998, the Design Guidelines, Streetscape Standards and Sign Guidelines were revised again and consolidated into one document, this edition of the BVRC Design Guidelines.

INTRODUCTION

WHAT ARE THE BVRC DESIGN GUIDELINES?

The Design Guidelines communicate the Boulder Urban Renewal Authority's design goals and objectives for the Boulder Valley Regional Center (BVRC). The guidelines were created to "bring predictability to the development objectives in the BVRC and allow the Boulder Urban Renewal Authority (BURA) to take an active role in guiding specific development projects toward these objectives" (BURA Policy Guidelines, 1987). BURA's development objectives originate in BURA's Mission Statement:

BURA will maintain and enhance a high-quality regional commercial center in the Crossroads area that will optimize current and future tax revenues to the City of Boulder. BURA will strive to ensure that redevelopment enhances the Crossroads area as an integral part of the community. (BURA Strategic Plan, 1994)

The Design Guidelines articulate, in terms of the physical environment, what a "high-quality center" means and how the BVRC can be better integrated into Boulder.

Users

The guidelines are used by developers and designers to prepare development plans for property located in the BVRC. The guidelines are also used by City and BURA staff and boards to evaluate development proposals during the development review process. The guidelines are meant to facilitate the review process by providing clear direction on design issues.

Goals

The first part of this document is the General Design Goals for the BVRC. They are the conceptual basis for the specific guidelines, which comprise the rest of the document. The guidelines suggest how a development project should achieve the design goals in each component of the development (site layout, parking, etc.). Some guidelines are qualitative, others are quantitative. All the guidelines are meant to be flexible enough to allow creativity and at the same time specific enough to avoid misinterpretation and provide decisive direction on design elements of particular importance to BURA and the community.

Development applicants are urged to read the General Design Goals Section.

HOW ARE THE GUIDELINES USED?

Site Review

The Design Guidelines are used primarily in the Site Review process, a discretionary review process that all development proposals for the BVRC are required to complete. (See Appendix A for information on exemptions.) Site Review is administered by the Planning Department. Through the process, staff from numerous City departments and BURA evaluate BVRC development proposals for compliance with: the BVRC Design Guidelines; the Site Review Criteria (listed in Section 9-4-11 of Boulder Revised Code); all applicable city-wide zoning and development standards; and any applicable area plan. The Site Review Criteria and the BVRC Design Guidelines complement each other: For the most part the Guidelines provide more detailed direction on the design topics that are addressed in a general way by the Site Review Criteria.

Flexibility

Every project, whether it entails new construction, an addition, or rehabilitation of an existing building, should attempt to meet all the guidelines. However, because Site Review is a discretionary review process, there is some flexibility in the use of the guidelines. Any guideline that the applicant can demonstrate is unsuitable or inappropriate for a given project, due to existing conditions or the scope or nature of the project, may be waived or modified through the Site Review process, as long as the project remains consistent with the General Design Goals. For example, a minor redevelopment project may not be able to meet guidelines regarding building and parking lot location. However, it may be able to meet the intent of those guidelines by creating more street presence using landscape and architectural features.

Most Important Guidelines

Some guidelines are more important than others. The degree to which a proposed project can and does successfully meet the most important guidelines will be considered heavily in the review process. The most important guidelines are marked by a double underline () under the guideline's number throughout this document. (Appendix F provides a summary/checklist of the most important guidelines.)

Other Review Processes

In addition to Site Review, the Design Guidelines are used for review of minor modifications to a previously approved development (Minor Modification Review) and certain changes in land use (Use Review). Those sections of the Design Guidelines that address the type of modification or use under review, if any, will apply. For example, when reviewing a proposal for a major facade change, staff will use the guidelines regarding facade articulation and materials. A proposal for a parking lot expansion will be evaluated against the guidelines regarding parking lot design and landscaping. Applicable guidelines also may be used by City staff for designing and evaluating public projects, such as a park.

Loans and Grants

BURA maintains a fund that provides loans or grants for public improvements that meet the BVRC General Design Goals and Guidelines, when legitimate financial need can be demonstrated. (See Appendix B.)

FIRST STEPS

When considering development, the first step is to check the property's zoning designation and the City's development standards. Zoning and development standards set fundamental development parameters, such as allowed land uses and parking space requirements. These land use regulations must be met in addition to the Design Guidelines and Site Review Criteria. Some BVRC properties also are subject to compliance with an "area plan." Information on area plans, zoning, development standards and other land use regulations, application requirements, and the review process is available from the Planning Department. Applicants are strongly encouraged to meet with Planning staff early in the plan development process, that is, at the initial planning stage. A pre-application conference allows staff and the applicant to discuss the site, various development concepts, and applicable land use regulations, and to identify any special conditions or potential conflicts, prior to the applicant's investing in detailed design work. Start by contacting the Development Information Office in the Planning Department at (303) 441-3270.

GENERAL DESIGN GOALS FOR THE BOULDER VALLEY REGIONAL CENTER

The basis of the guidelines are the following broad design goals for the BVRC. These goals were derived from BURAs Mission Statement and Boulder Valley Comprehensive Plan (BVCP) policies regarding the BVRC and community design. The goals also incorporate ideas from the 1998 Crossroads Community Consortium Report. Although listed separately, these goals are inter-related and interdependent.

Continue to upgrade the BVRC through high-quality redevelopment

The Boulder Valley Regional Center serves as a regional shopping and commercial center for the Boulder Valley.. The continued upgrading and redevelopment of the BVRC is a priority for the City. (BVCP, p.47)

The BVRC must continue to redevelop in order to thrive as a shopping district for Boulder area consumers, remain a significant generator of City revenue, and provide services and activities for the people of Boulder. High-caliber redevelopment will help attract patrons and assure the area's vitality.

The City seeks redevelopment that minimizes negative impacts on the environment and human health. Environmentally sensitive design and construction can also: be financially beneficial to property owners and the City; provide educational opportunities; attract public interest; reflect community identity; and increase visitor enjoyment.

Make the BVRC a memorable, people-oriented place

Develop and preserve a distinctive character and visual image for the BVRC that will contribute to a unique, positive identity for the area. (BVRC Policy Guidelines, p.2)

Image

The image of the BVRC affects the image of the whole city, because the BVRC is in the geographic center of the city and is where many visitors get their first impression of Boulder. (Highway U.S. 36 feeds directly into and through the heart of the BVRC, and numerous hotels are located nearby to the south.) The BVRC should have a strong, positive image that reflects Boulder's unique identity.

Currently, the BVRC is not distinguishable as "a place." Individual developments look and function independently of each other. Creating a cohesive image for the BVRC entails cultivating more unity among individual developments, as they redevelop. The BVRC Design Guidelines are instrumental in achieving this unity, by addressing site layout, building design, and inter-connections.

BVRC Amenities

To create a more unique sense of place, BVRC development should take advantage of and augment the amenities and facilities that already exist in and near the BVRC, including Scott Carpenter, Sinton and Bradfield Parks, Mapleton Ballfields, Boulder Creek Path and Goose Creek Greenway, irrigation ditches (Whiterock and North Boulder Farmer's), the Transit Center at Crossroads Mall, The Hop shuttle, and the University of Colorado East Campus and Main Campus. These should be considered in each development's land use program, site planning, circulation, and project image.

Streetscape

Since streets and intersections are the BVRC's most visible and highly used public spaces, they should be designed to convey a strong BVRC image. The streetscape standards in this document strive to create a more uniform look along BVRC streets, in effect, a "landscape framework" for the BVRC. In the future a BVRC Streetscape Plan may be developed to further coordinate landscaping, lighting, paving, signage and furnishings. Such a plan would necessitate re-visiting and revising the guidelines.

Boulder Character and Values

BVRC development should reflect and capitalize on Boulder's remarkable natural setting; beautiful views to the west of foothills and peaks; the sunny, dry climate; and residents' active, outdoor lifestyles. Development should also respect the high value that residents place on Boulder's small-city ambience, protection of environmental resources, and education.

Pedestrian Orientation

Another characteristic valued by the community is its pedestrian orientation. Downtown Boulder and University Hill (the City's two other main activity centers) and their surrounding neighborhoods invite walking, and so should the BVRC. The BVRC should become a place where people want to stroll and linger, not just do their errands and drive away. To achieve this, development must be less dominated by the automobile; it should be human-scale and offer ample pedestrian interest. Buildings and public spaces should be more visible, and parking should be less visible. Reducing the predominance of surface parking lots in the BVRC will necessitate more above-grade and below-ground parking structures. To make this more financially feasible, the possibility of centralized structures should be explored by BURA, the City, and BVRC property owners. A richer layering of architectural forms and details, more landscaping and art, and a greater number of useable outdoor spaces also will make the BVRC more pedestrian-friendly. Open space should be offered in a variety of sizes and with a range of different uses and activities. Small outdoor spaces dispersed throughout the BVRC should be balanced with several larger public gathering places or parks.

Walkable Commercial Neighborhoods

As a whole, the BVRC should evolve into an inter-connected collection of distinctive commercial neighborhoods. Each neighborhood should be a walkable size (max. 1/4 mile across) and have its own mix of services and activities, its own central open space, and its own physical character. These neighborhoods should be linked to each other by transit service and pedestrian, bicycle and vehicular connections. A future BVRC Urban Design Plan will depict possible neighborhood boundaries, characteristics and land uses.

Develop a more fine-grained and complete transportation network

The circulation system should be laid out in a fine-grained grid to maximize circulation opportunities, to improve accessibility and to minimize walking distances. (Transportation Master Plan, p. 6-59)

Smaller Blocks

A more fine-grained and complete transportation network will provide more convenient circulation within and through the BVRC. Smaller block sizes, established by additional pedestrian, bicycle and vehicular connections, will also create a richer, more interesting pattern of development and pedestrian-scale public spaces. Presently, the BVRC's large blocks -- much larger than the 350-foot block typical elsewhere in Central Boulder -- and the area's street discontinuities result in circuitous vehicular circulation, inhospitable walking conditions, and poor access and visibility for businesses interior to the blocks, and encourages monolithic buildings.

More Connections

To create this more fine-grained network, additional connections are needed for all travel modes: new public streets, inter-connecting private drives, public sidewalks, off-street paths, on-street bike lanes, street crossings, and short links between abutting properties, which now are often separated by walls, fences, and curbs. The network should be augmented by more bike parking and transit shelters, better transit service, and adequate supplies of automobile parking. In the future a comprehensive, coordinated pedestrian sign program could be developed for the BVRC, to help pedestrians (and bicyclists and transit riders) find their way to key destinations within and adjacent to the urban renewal district.

30th Street is planned to become an important north-south multi-modal corridor, including frequent shuttle service and bicycle facilities extending from Baseline Road to Iris Avenue. A lively, more urban streetscape should be developed along 30th Street through the BVRC, to both accommodate and stimulate pedestrian activity.

28th Street is a primary corridor for regional transit service, connecting points along US 36 and the Diagonal Highway to the BVRC. In the future, regional routes will stop at Crossroads Mall and continue to the Downtown station along *Canyon Boulevard*. Regional service on both corridors should be supported by improvements to traffic flow and pedestrian access and amenities. Rapid transit (light rail, high-occupancy vehicle lanes, or bus-only lanes) is a possibility along 28th Street, with service from US 36 terminating at Crossroads Mall.

26th Street should be strengthened as a north-south pedestrian corridor, extending from Boulder Creek Path to Spruce Street and beyond. 26th Street offers pedestrians lighter traffic, slower car speeds and a narrower width than Folsom or 28th Street. 26th Street's pedestrian environment should be enriched, including wider sidewalks, more landscaping and street furnishings, more buildings and storefronts close along the street, and development of Sinton Park. The southern portion, near Boulder Creek, may be an off-street path.

Central Pedestrian Spine

A north-south pedestrian and bicycle corridor should be created connecting the Boulder Creek Path and Scott Carpenter Park to the Goose Creek Greenway and the Mapleton Ballfields. The logical location for this corridor is between 28th and 30th streets along the “29th Street alignment,” much of which is in the Crossroads Mall property. The corridor should be a central off-street spine for the BVRC, with buildings, useable open space, and recreational and retail activities organized along it. These elements should take advantage of excellent views to the west. Portions of the spine may include transit service and vehicular access.

Incorporate a greater diversity of land uses

The development of community-enhancing uses...will integrate the BVRC into the Boulder community. (BVCP, p.47)

A wider range of land uses should add more vitality to the BVRC and better integrate it into the life of the larger city. Housing; civic and public uses; and recreational, entertainment, educational and cultural facilities will bring a greater array of activities to the BVRC over a longer span of the day. These uses should supplement, not overshadow, the area’s primary focus on retail and commercial uses. Some specific uses sought for the BVRC include affordable and senior housing; community meeting space; and a greater diversity of stores and restaurants, in terms of size, price, product, and image.

Mixed-Use Development

In terms of configuration, the mixture of different uses in the BVRC may be tightly woven within the same development or a single building (for instance, retail on the ground level and office and housing above; or a transit center that includes retail/ commercial services and parking). Or the different uses may occur on separate sites but in proximity to each other (for instance, 26th Street is lined by Sinton Apartments, retail space, WaterStreet offices and restaurant, and the Dairy Center for the Arts).

Transit Hub

The BVRC should maintain and expand its function as a public transit hub. New transit routes are planned through the BVRC, as part of the City’s emerging grid of frequent transit service. A shuttle service circulating within the BVRC should be explored, so that customers can park once in the BVRC and take a shuttle to multiple destinations. A regional transit center and park n’ ride facilities should be considered for the BVRC by the City, the Regional Transportation District, and BVRC property owners. More and better local transit stops should be developed. Commuter rail service is a possibility for the further future, along the Burlington-Northern Railroad tracks, which lie just east of the Pearl and 30th Street intersection.

Strengthen ties to the Downtown and the University

The Downtown, the University and the Boulder Valley Regional Center constitute the three primary activity centers in the Central Area, forming three distinct, yet inter-related areas. (BVCP, p. 45)

The Downtown complements the BVRC as a regional center for professional services, small-scale retail, and cultural and civic activities. The University offers a large customer base (students and staff) for the BVRC and hosts events throughout the year that bring many visitors close to the BVRC. The vitality of the BVRC should be enhanced by creating stronger transportation and land use ties to the Downtown and the University and by providing complementary businesses, services and activities.

Transit service from the BVRC to Downtown and CU should be improved, and specially designed walking and biking routes should be created between the BVRC and the two other centers. Pearl Street will be a key link between the BVRC and Downtown, and should be strengthened through streetscape and pedestrian-oriented development. The City may create a plan outlining the future character, land uses and alternate mode facilities along Pearl Street, from Pearl Street Mall to 30th Street.

SITE DESIGN GUIDELINES

Part 1 Site Layout

Context Plan Requirement

A Context Plan helps the applicant, City staff and officials visualize and evaluate how the proposed project will fit into and relate to its surroundings. Elements that will be evaluated using the Context Plan include:

- *Transportation connections between adjacent sites*
- *Visual connections between adjacent sites*
- *Potential conflicts between different land uses that may need to be mitigated or avoided (for example, loading and service areas adjacent to residential uses)*
- *Opportunities to share facilities with adjacent sites, such as parking, curb cuts, open space*
- *The size and quality of the spaces created between adjacent buildings*
- *The compatibility with the massing or form of adjacent buildings, &*
- *The alignment of adjacent building facades along main streets*

Each of these elements is addressed by one or more guidelines.

- 3.1.A. A Context Plan is required
Provide a Context Plan with the development application, showing the proposed development in its surrounding context. It must include:
- Site layout for proposed development:
 - *Building footprints with all entrances and loading areas indicated*
 - *Parking and circulation for vehicles, pedestrians and bicycles*
 - *Open space location(s)*
 - Layout of abutting properties:
 - *Building footprints with all entrances and loading areas*
 - *Parking and circulation for all modes*
 - *Open space*
 - Any grade differences where the development site meets abutting properties

Location of Site Elements

Site elements (buildings, parking, open space) should be located so as to optimize:

- *Relationship of buildings to the street*
- *Pedestrian circulation*
- *Useability of outdoor open space*
- *Views to the west, and sun exposure*
- *Storm-water drainage*
- *Protection of mature existing vegetation*
- *Aesthetic value of irrigation ditches*

The guidelines below describe how to optimize these factors through site layout.

3.1.B. Locate buildings close to the street

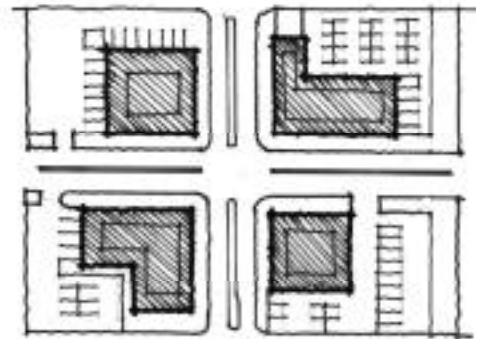
Locate buildings close to the street, with parking behind and/or beside the buildings. Streets lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians. If the property spans an entire block (fronts on two parallel streets), try to locate a building along each street.

3.1.C. Locate buildings at street corners

If the property is located at a street intersection, place the main building, or part of the building, at the corner. This will create a more urban character and pedestrian interest and reduce the visibility of parking lots. Second best is placing a building(s) at the corner. Parking, loading or service may not be located at an intersection corner.

3.1.D. Maximize street-frontage of buildings

To maximize the street-frontage of buildings and minimize the street-frontage of parking lots, orient the building so that its long side fronts the street. If a parking lot is located along the street, orient it so its short side fronts the street.



▲ 3.1.B.-C. Place buildings, not parking, along the street and at corners.

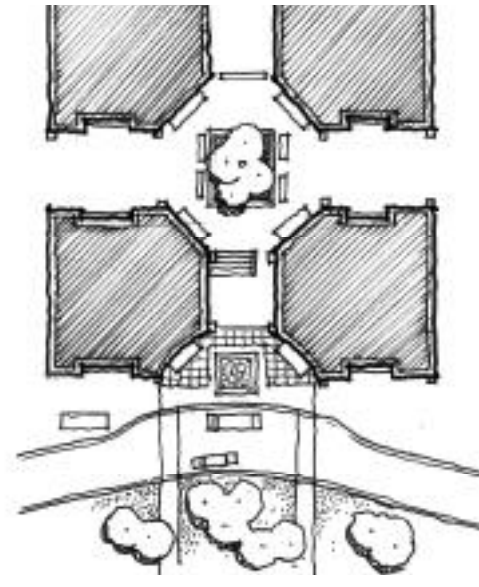
3.1.E. Lay out site to support pedestrian circulation
 Pedestrian circulation should be an integral part of initial site layout, not added after building locations and vehicular circulation are determined. Organize the site so that buildings frame and reinforce pedestrian circulation, and so that pedestrians walk along building fronts rather than along or across parking lots and drives. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site, including building entrances, transit stops, useable open space, and nearby BVRC amenities, such as parks and greenways (see the BVRC Amenities Reference Map, Appendix D).

3.1.F Useable outdoor space should be integral to the plan
 The location and size of useable outdoor open space should be part of the initial site layout, and not added later. Use building form to define comfortable outdoor spaces. See Useable Open Space guidelines, 3.6.A.-E.

3.1.G. Preserve and capitalize on views to the west
 Locate buildings and open space to preserve and take advantage of views to the west, northwest and southwest from public spaces on and near the site, such as from streets and sidewalks. Also capitalize on sun exposure, especially from the south and west.

Submit photographs with the application showing views from the site and from adjacent sidewalks. When the project's effect on particularly significant views from nearby streets or properties is in question, consider creating a photo simulation, either by overlaying a to-scale drawing of the proposed building(s) on a panoramic photograph of the site or by scanning a photo of the site into a computer and adding a computer-generated perspective of the building(s) to it.

3.1.H. Storm-water drainage should be integral to the plan
 The City requires measures to mitigate development impacts on storm-water quality and quantity. These may affect site design, including: the size and materials of open space and landscape areas; grading and drainage; and parking lot layout. See the 1998 City of Boulder Design and Construction Standards (DCS), Chapter 7, Storm Water Design.



▲ 3.1.E.-F. Align buildings to frame pedestrian circulation, create view corridors, and form open space.



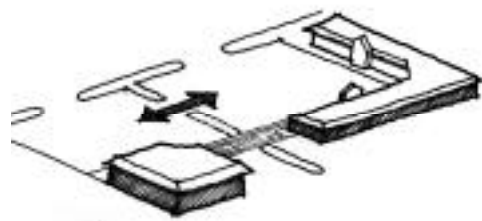
▲ 3.1.G. The BVRC offers excellent views of the Flatirons and foothills west of the city.

- 3.1.I. Preserve existing vegetation
Arrange site elements to preserve mature existing vegetation. Also see Guideline 3.7.F.
- 3.1.J. Use ditches as amenities
If an uncovered ditch exists on-site, consider using it as a site amenity. Work with the ditch company to meet their maintenance needs and access rights. For ditch locations, see BVRC Amenities Map, Appendix D.

Interface with Abutting Properties

Create a positive, active interface with abutting properties by meeting the following guidelines:

- 3.1.K. Provide vehicular and pedestrian links
Provide transportation links to adjacent properties for automobiles, bicycles and pedestrians. Refer to Circulation, Parts 2 and 3.



▲ 3.1.K. Provide vehicular and pedestrian links to adjacent properties.

- 3.1.L. Do not create barriers
Avoid erecting walls, fences or berms that act as barriers to abutting properties. Remove existing barriers, or if that is not possible, create breaks in them to provide cross-access for vehicles and pedestrians.

In some cases a fence or wall is desired for privacy, security or parking screening, for example where a residential use abuts a non-residential use. In these cases, provide a pedestrian break(s) in the fence or wall where needed for pedestrian cross-access.



▲ 3.1.M. Avoid using blank concrete retaining walls to handle grade differences with abutting properties.

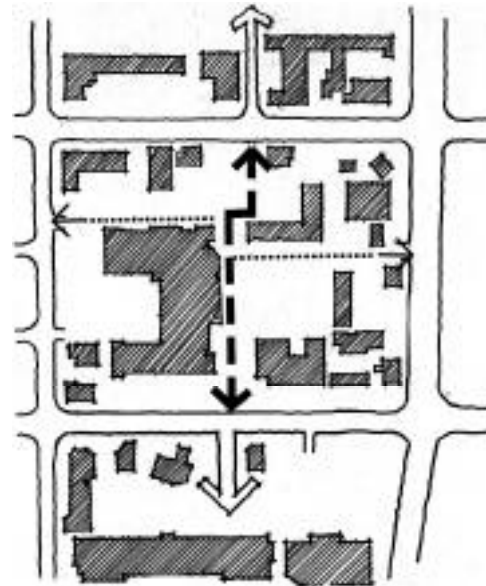
- 3.1.M. Match abutting grades
Try to match the grade of abutting properties where the properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping or a decorative retaining wall. Be sure to incorporate vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or a rock-covered slope.

- 3.1.N. Avoid “left-over” spaces
 Avoid creating oddly shaped, “left-over” spaces between new and existing buildings; they are unusable and difficult to maintain. Spaces between buildings should be at least 15 wide', which is enough to accommodate a pedestrian walk if needed and/or landscaping. Alternatively, the new building may adjoin the wall of an existing building, if a pedestrian cut-through is not needed (see Guideline 5.1.B.).

Part 2 Vehicular Circulation

- 3.2.A. Internal drives should connect public streets
 Wherever possible, internal access drives should be located to join together existing public streets and/or connect to adjacent private drives, so that internal circulation functions as an integral part of the surrounding transportation network. Some vehicular connections that may improve the BVRC street network are shown on the Transit and Vehicular Connections Plan (Attachment) and should be considered with major redevelopment of nearby properties. In certain cases, the Transportation Department may accept or request public dedication of an internal drive that fully connects public streets. (See Guideline 4.2.A. for Internal Through-Streets streetscape).

- 3.2.B. Connect with adjacent parking lots or drives
 Provide at least one vehicular link to each abutting property. This is most often accomplished by joining adjacent parking lots. In some cases, full vehicular connection will not be possible unless and until the abutting site redevelops. In these cases, provide part of the connection or maintain the potential for a future link.



▲ 3.2.A. Provide internal connections that link public streets.

3.2.C. Minimize curb cuts

Minimize or reduce the number of curb cuts along the public street. Where possible, share vehicular access with abutting properties. Specifications on minimum spacing of curb cuts can be found in the DCS Section 2.04.

Part 3

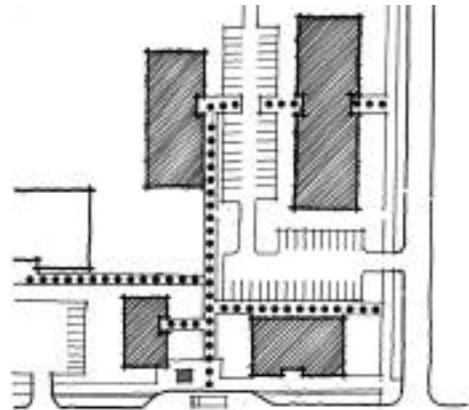
Pedestrian & Bicycle Circulation

3.3.A. Provide a complete pedestrian network

Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and any other key destinations on or adjacent to the site. Be sure to incorporate any pedestrian facility shown on the BVRC Pedestrian Connections Plan, and correct any problems identified on the BVRC Trouble Spots Map (Attachment).

Pedestrian routes should be direct and should minimize potential conflicts with vehicles. For pedestrian comfort and safety, where a main pedestrian route must go along or across a parking lot or drive lane, provide a separated path with buffer landscaping and other amenities (see Guidelines 3.3.C.-D.). Avoid locating main paths on the north side of buildings, where ice develops easily in the winter.

3.3.B. Provide interior pedestrian links to adjacent properties
Provide at least one interior pedestrian link to each abutting property (in addition to the public sidewalk). It should be highly visible and conveniently located. Avoid steps; provide curb ramps to accommodate wheelchairs and bicyclists. In some cases, a full pedestrian connection between adja-



▲ 3.3.A. Provide a complete network of interconnecting paths.

cent properties will not be possible unless and until the abutting site redevelops. In these cases, provide the potential for or part of the future connection.

3.3.C. Distinguish and enhance pedestrian paths
Pedestrian paths should be clearly defined and enjoyable to use. To aid pedestrian navigation and comfort, provide the following elements along paths:

- *Landscaping, such as rows of trees and shrubs, flower beds, planters*
- *Pedestrian-scale lighting, such as lighted bollards*
- *Small, color-coded way-finding signs, or a directory*
- *Vertical architectural elements, such as markers or arches*
- *Seating and resting spots, and*
- *Special paving*

Specify materials for pedestrian facilities on the Site Plan or Landscape Plan.

3.3.D. Use distinctive paving
Pavement for pedestrian facilities and areas -- sidewalks, internal paths, crossings, building entries, plazas -- should look distinctive. Broad expanses of standard white concrete are strongly discouraged. Alternative materials include: colored concrete, special scoring or brushing patterns in concrete, concrete unit pavers, brick, brick bands in concrete, and flagstone. Designs can range from relatively simple to highly decorative, depending on the use and visibility of the pedestrian facility.

3.3.E. Provide crosswalks
Wherever walkways cross internal drives and curb cuts, provide a highly-visible crosswalk, made of a material that provides a strong contrast with the vehicular surface (e.g. concrete in asphalt, unit pavers in concrete). Crosswalk stripes are acceptable, but require frequent re-painting. Consider elevating the crossing to the level of the connecting walk. Also use light fixtures and warning signs to alert drivers to crossings.



▲ 3.3.C. Special lighting and landscaping show pedestrians where to walk.



▲ 3.3.D. Distinctive paving encourages walking and enhances the overall character of the development.



▲ 3.3.E. Provide a crosswalk wherever a walkway crosses a vehicular drive.

- 3.3.F** Ensure adequate path widths
The minimum width for an internal pedestrian path is 5 feet; for an internal multi-use path (pedestrian and bicycle), 8 feet. Wherever parking abuts a walkway (head-in, diagonal or parallel), add 1.5 feet to the walkway width to accommodate car overhang or opening car doors. A bumper block may be used to prevent car overhang instead. (Streetscape Design, Section 4 addresses public sidewalk widths.)
- 3.3.G.** Provide bicycle facilities shown on Connections Plan
Consult with Transportation staff about any multi-use path, bike lane or route specified in the BVRC Bicycle Connections Plan (Attachment) on or adjacent to the site. Correct any problem for bicyclists identified on the BVRC Trouble Spots Map (Attachment).

Besides the Connections Plan corridors, separate bikeways generally are not needed within the site: Bicyclists usually use the internal vehicular circulation system to access bike parking.
- 3.3.H.** Provide bicycle links to adjacent properties
Provide at least one bicycle link to abutting properties. This may be the same link as that provided for pedestrians and/or automobiles.

Part 4 Bicycle Parking

- 3.4.A.** Ensure bicycle parking is ample and secure
Provide 2 bike parking spaces for every 10 car spaces (City Transportation Master Plan). After the first 50 bike spaces, the City will consider lowering this ratio.

Provide “inverted U” or “Cora”-type racks. (See description in the DCS Section 2.11[E]. One U-rack holds 2 bikes.) Other types of racks may be approved by City staff. In addition, consider bike lockers for employees and frequent customers.

Specify bike rack numbers and type on the Site Plan.



▲ 3.4.A. Bicycle parking, such as inverted “U” racks, is required.

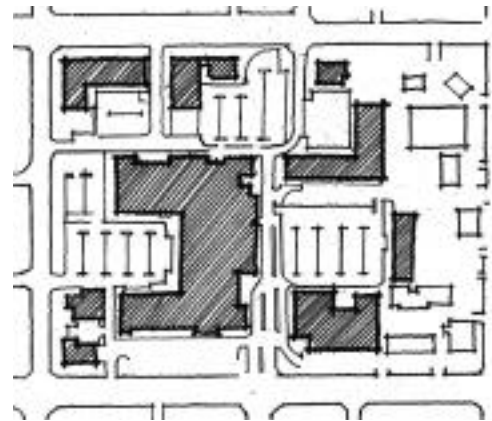
- 3.4.B. Locate bike racks where visible and convenient
Bike racks should be located close to the main building entrance(s) so they are highly visible and convenient. To facilitate access, install a curb ramp in any drive near the bike parking.
- 3.4.C. Provide shelter and lighting for bike parking
For protection from rain and snow, place the bike racks under the building's eave, awning or arcade, or under a free-standing shelter. Provide lighting for night use and security.

Part 5 Automobile Parking

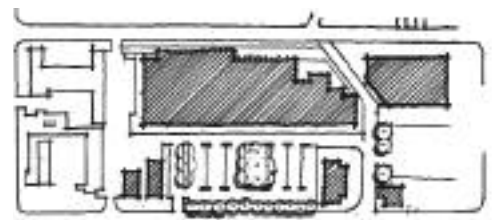
3.5.A. Try to minimize parking needs
City parking regulations allow applicants to request a reduction in their automobile parking requirement (Boulder Revised Code (BRC) 9-3.3-9). BURA strongly encourages applicants to meet the criteria to request a reduction. Conversely, applicants are discouraged from proposing more than the required amount of parking. Criteria for a reduction include sharing parking spaces with other properties. This is most feasible when adjacent properties have different uses whose peak hours are off-set from each other.

3.5.B. Try to provide structured, rather than surface, parking
Consider the feasibility of providing a below-grade or above-grade parking structure. Structured parking is strongly encouraged in order to reduce the amount of surface parking in the BVRC. (Also see Parking Structure Guidelines 3.5.F-I.).

3.5.C. Break large parking areas into smaller ones
Several smaller surface parking lots are preferable to one or two large parking lots. Any parking area over approximately 160 spaces should be broken into smaller parking areas and separated by buildings or major landscaped areas at least 20-feet wide and planted with trees and shrubs.



▲ 3.5.C. Small parking lots, dispersed around the site, are preferable to one large lot.



▲ 3.5.C. Use major landscaped areas to break up large parking lots.

When parking is dispersed, careful circulation layout, building facade alignment, signage and other visual cues should be used to ensure drivers can easily find their way to all available spaces.

3.5.D. Screen parking from the street

Parking lots along the street must be screened from the adjacent street and sidewalk. In the landscape setback provide a wall, opaque fence or planted berm at least 3.5 feet high, measured from the level of the parking lot, and between 3.5 feet and 4 feet high, measured from the level of the sidewalk. These heights are sufficient to adequately screen parked cars from both the street and the sidewalk. The materials and style of a screening wall or fence should complement the architecture of the buildings. See Guideline 3.7.E. for more information on berms.

An alternative, though less desirable, screening device is a planting buffer. It should be planted with primarily evergreen plants that will form an opaque screen at least 3.5 feet high within 3 years.

On some sites, existing topography can be used to meet the screening requirements.

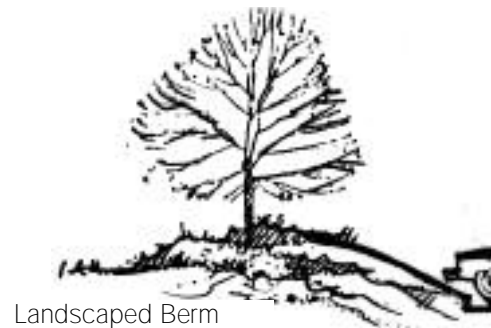
Show screening dimensions and materials on the Site Plan or Landscape Plan.

3.5.E. Landscape the interior and perimeter of parking lots

The City code requires landscaping on the interior and the perimeter of parking lots. Standards include minimum sizes for landscaping areas and minimum amounts of plant materials. The Site Review Criteria encourages projects to exceed these standards (BRC 9-4-11 (i) (2) (B) iii).



▲ 3.5.D. This wall, combined with shrubs, effectively screens the parking lot from the street and sidewalk.



▲ 3.5.D. Parking along the street must be screened, using one of the above methods.

Parking Structures

3.5.E “Wrap” parking structures with active uses
The ground-level of a parking structure must be wrapped by retail, office or some other active use along at least the primary street facade.

3.5.G. Design a parking structure like any other building
The guidelines in Building Design, Section 5 relating to facade articulation, architectural detailing, and materials apply to parking structures.

3.5.H. Screen exposed parking from the street
Parking spaces on the ground level that are exposed to a street, internal drive or path must be screened by an opaque wall at least 3.5 feet high and/or ever-green plants at least 3.5 feet high within 3 years.

3.5.I. Entries and exits should be visually unobtrusive
The structure’s entries and exits should be located and designed to be visually unobtrusive from primary streets and sidewalks.

Parking Lot Lighting

Show the proposed light type and intensity, and light fixture locations and heights on the Site Plan, Landscape Plan or a separate Light Plan.

3.5.J. Use high-quality light
Use a low intensity of high-quality light, which will provide good, uniform visibility while avoiding light pollution. White light (i.e., metal halide, compact fluorescent, and inductive) is recommended over orange or yellow light (i.e., low and high pressure sodium).

3.5.K. Minimize light pollution
The footcandle average for the lot should not to exceed 2.0. The recommended maximum uniformity ratio (average: minimum light level) is 4:1, in order to make the light level at different points in the parking lot uniform.

3.5.L. Avoid excessively high fixtures
Light fixture heights should be proportionate to the size of the building and parking lot. Light fixtures for small buildings should not exceed 15 feet. The maximum light pole height allowed by-right is 20 feet. Through the Site Review process, lights 25 to 30 feet may be allowed for large developments.



▲ 3.5.F. This parking garage is wrapped by retail on the first floor and offices on the second.



▲ 3.5.L. Parking lot fixtures should be proportionate to the height of the building and size of the parking lot.

Consider two separate parking lot lighting systems for large developments: higher fixtures for safe, even lighting of parked cars, and shorter fixtures for pedestrian circulation.

- 3.5.M. Consider adjacent properties' lighting
Consider the light levels and fixture heights on adjacent property parking lots. Area-wide uniformity of light is important not just for aesthetics, but also for visibility. Abrupt lighting changes across property lines should be avoided, because peoples' eyes adjust to different light levels more slowly than they drive through an area.

See Guideline 3.8.C. about on-site lights. DCS Section 2.12 addresses street lighting.

Part 6 Useable Open Space

Indicate useable open space square footage and location on the Site Plan; show proposed materials and amenities on the Site Plan or Landscape Plan.

- 3.6.A. Provide useable outdoor open space
City standards require that useable open space be provided for commercial buildings over 25 feet high and some residential projects. (Refer to BRC 9-3.2-6 and 7.) All BVRC projects are encouraged to provide useable outdoor open space, whether or not required by the code, even if it is just a small area. This space may be combined with or adjoin an adjacent property's open space

Examples of useable open space include: outdoor cafe or restaurant seating, a plaza with seating, a play area, a picnic area, or a wide arcade for strolling along store fronts. Public right-of-way, landscaping filled in around buildings and parking lots, and simple paths are not considered useable open space.



▲ 3.6.A. Useable open space is important for enriching the BVRC environment.

Rooftop dining and other rooftop activities can be a land-efficient way to provide useable open space and at the same time take advantage of views and full solar access. (The City code specifies what rooftop space and indoor open space can be counted toward an open space requirement.)

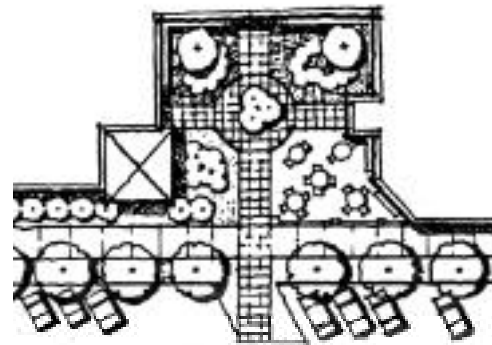
The type and character of the useable open space should be influenced by the surrounding land uses (e.g. retail, office) as well as by the prospective user group (e.g. workers, shoppers, youth). Programming specific activities for the space will help make it a lively place.

- 3.6.B. Locate and design open space to encourage use
 To ensure that useable open space is well-used, it is essential to carefully locate and design it. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

The space should be well-buffered from moving cars, so that users can enjoy and relax in the space. The space may be visible from streets or internal drives, but should not be wholly exposed to them. Partially enclose the space with building walls, freestanding walls, landscaping, raised planters, or curbside parking to help buffer it and create a comfortable “outdoor room.”

- 3.6.C. Avoid locating open space at busy intersections
 Most street corners are not a good location for useable open space, as almost all BVRC intersections carry heavy traffic. Plazas and other open space features at high-traffic street corners may be attractive to look at or pass by, but are not very comfortable to use. Street corners that may be acceptable locations for useable open space are:

-
- *Intersections with light traffic (for example, 26th and Spruce) or*
 - *Locations where the space can be set above the level of the street and be well-buffered with vegetation and/or a low wall or fence.*
-



▲ 3.6.B. Useable open space should be accessible from public areas, buffered from moving traffic, and framed by buildings or landscaping.



▲ 3.6.C. This outdoor dining area, set above the level of the intersection, is well-buffered by shrubs and fabric-covered railings.

3.6.D. Walking arcades are encouraged
There are a number of successful storefront arcades in the BVRC, and this is an emerging BVRC theme that BURA wishes to encourage. For a building arcade to function as useable open space successfully, it should have the following characteristics:

- *Storefronts with clear windows*
- *At least 15 feet width, to create a substantial space and allow room for strolling, seating, and sidewalk displays*
- *Arcade roof at least 10 feet deep, to define the space and provide shade and protection from rain and snow,*
- *If adjacent to a parking lot, curbside parking rather than a drive aisle along the arcade, to buffer moving traffic and further define the space, and*
- *Seating*

3.6.E. Provide furnishings and landscaping in open space
Enrich useable open space with outdoor furnishings, art, and plant materials. Refer to Part 7, Site Landscaping; Part 8, Outdoor Furnishings; and Part 9, Art.



▲ 3.6.D. Arcades with seating are encouraged.

Part 7 Site Landscaping

The Preliminary Landscape Plan submitted with the Site Review application should contain enough information to demonstrate compliance with the following guidelines:

3.7.A. Exceed City landscaping standards
The City code specifies site landscaping requirements, including amount and size of plant materials, berm dimensions, maintenance, and plant replacement. The Site Review criteria encourages projects to exceed these standards (BRC 9-4-11(i)(2)(B)iii).

- 3.7.B. Street corners and site entries should have special landscaping
 The corners of street intersections, particularly BVRC gateways (see Gateways Map, Appendix E), and site entries (entries from both street and sidewalk) should be distinguished by special landscape treatments: flower displays, specimen trees and shrubs, accent rocks, landscaped berms, low walls, signage, decorative lighting, sculpture, architectural elements, and/or special paving. Features for vehicular entry points must meet the City's sight triangle regulations (BRC 9-3.3-5).
- 3.7.C. Pedestrian areas should have special plantings
 Plantings for pedestrian areas should be designed with attention to the details of color, texture and form. Use a variety of trees, shrubs, perennials, and ground covers, with different shapes and distinctive foliage, bark, flowers and fruits. Also provide seasonal plantings in planters, pots, and beds to add color, beauty and variation.
- 3.7.D. Vehicular areas may have larger-scale plantings
 Areas that are seen from a distance or at vehicular speeds may have larger scale massings or rows of trees and shrubs.
- 3.7.E. Utilize xeriscape techniques
 Use drought-tolerant plants and other xeriscape techniques. These include: amending the soil; mulching; grouping plants by water-need; and utilizing water-efficient irrigation equipment and schedules. It is especially important for berms and slopes to be planted with drought-tolerant plants and/or terraced, to mitigate water run-off. Contact the City Water Conservation Office for information on xeriscaping and recommended plant materials (phone (303) 413-7407).
- 3.7.F. Protect existing vegetation to remain
 Protect existing mature trees and shrubs to be retained by not re-grading or paving within their dripline. Protect the trunk and roots during construction. Use the tree protection methods in DCS Section 3.05(B).



▲ 3.7.B. This site entry features a tree and other plant materials, a low wall with pillar, and signs.



▲ 3.7.B. Special landscape (and architectural) features should embellish BVRC gateway corners.



▲ 3.7.C. The Village Shopping Center is pleasant to walk through because of its abundant landscaping and flower displays.

- 3.7.G. Select appropriate walls and fences
Select appropriate materials/ styles for walls and fences. Chain link fence and other industrial-style fences are not appropriate for the BVRC. Nor are residential or rural styles, such as split-rail and wood picket fences. Wood fences, in general, are not advised because they are not very durable.

Part 8 Outdoor Furnishings

Show proposed outdoor furnishings on the Site Plan or Landscape Plan; show light fixtures on the Site Plan, Landscape Plan, or Light Plan.

- 3.8.A. Provide outdoor furnishings
Outdoor furnishings should be provided in locations where they will both serve and stimulate pedestrian activity. Consider how the types of furnishings selected and their arrangement will influence use of a space. Examples of furnishings include benches, moveable chairs, tables, umbrellas, railings, seating walls, children's play equipment, drinking fountains, water features, shade structures, newspaper boxes, telephones, and trash receptacles.
- 3.8.B. Coordinate furnishings
Chose furniture styles, materials, and colors that will complement each other (and nearby furnishings on adjacent properties), impart a distinctive character, and be durable. (Also see transit stop furnishings Guideline 4.3.D.)
- 3.8.C. Provide pedestrian lighting
Light fixtures are encouraged in pedestrian areas, along paths, and by building entries. They provide pedestrian safety and a sense of security at night, and contribute to the overall character of the development.



▲ 3.8.B. Well-coordinated outdoor furnishings.

To impart a pedestrian scale, light fixtures should not exceed 12 feet in height (the pole itself may be up to 15 feet). Lighted bollards and wall-mounted lights are other attractive options. Select fixture styles that will complement the design of the building and other outdoor furnishings.

Pedestrian lights should be directed toward the ground, not skyward, and should use low voltage. Consider the overall “light landscape,” including parking lot light quality and intensity, and avoid dark spots. The City illumination standards are found in BRC 9-3.3-17. DCS Section 2.12 addresses street lighting. For parking lot lighting, see Guidelines 3.5.J.-M.



▲ 3.8.C. Pedestrian-scale light fixtures.

Part 9

Art

Proposed outdoor art should be shown on the Site Plan or Landscape Plan.

- 3.9.A. Outdoor art is encouraged. BURA strongly encourages property owners to provide outdoor art on their property or in adjacent public right-of-way, to enrich the experience of BVRC visitors and create a stronger sense of place. The art may be free-standing pieces (for example, a sculpture, or a water fountain) or it may be integrated into its surroundings (for example, relief sculpture imbedded in pavement or a wall, a mosaic or mural on a wall, or decorative railing or lighting).

Artwork will be reviewed and approved as part of the Site Review process, using these guidelines. If art is proposed in the public right-of-way, it must not preclude meeting sidewalk or planting requirements or interfere with safe vehicular, pedestrian or bicycle movements or maintenance of the sidewalk or utilities. A revocable permit is required if it is to remain in private ownership.



▲ 3.9.A. This mural is integral to this seating area.

All artwork, including murals, must comply with the City sign code. Graphic or sculptural symbols whose primary objective is business recognition and promotion will be considered signs, not art.

3.9.B. Select appropriate artwork

Artwork should be appropriate for its site. Ideally, it is custom-made for that particular site. The artwork should complement and reinforce the character of the site in terms of its subject, scale, style, and materials. For example, it may reveal some historical fact about the site, or draw attention to a unique physical quality of the site.

3.9.C. The setting is important

Artwork should have a special setting. The setting should be considered as much a part of the experience as the art itself.



▲ 3.9.B. This sculpture is appropriate for its setting, in terms of both appearance and subject.

STREETSCAPE DESIGN GUIDELINES

Streetscape Profile

The streetscape guidelines deal with the area between the back of the curb and the outer edge of the development (building facade or parking lot edge). Although much of this area is public right-of-way, adjacent development usually installs and maintains it. Specifically, the guidelines address the width and treatment of the following street components:

Landscape Strip

- *Area between the curb and the sidewalk*
- *Typically in public right-of-way*

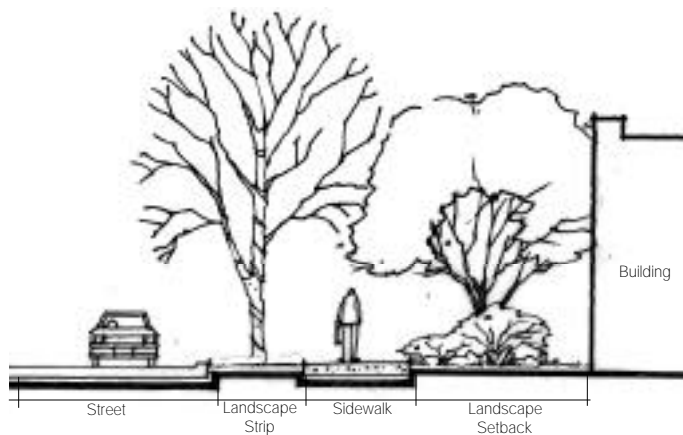
Sidewalk

- *Typically in public right-of-way*

Landscape Setback

- *Area between the property line (typically abuts sidewalk) and the building or parking lot edge*

Show dimensions and materials for each streetscape component on the Site Plan. Also refer to the streetscape standards in the Boulder Revised Code and the City Design and Construction Standards Chapters 3 and 10 (Streetscape Design and Tree Protection, and Streetscaping Standards), for elements not addressed by these guidelines (for example, irrigation requirements).



▲ Streetscape components.

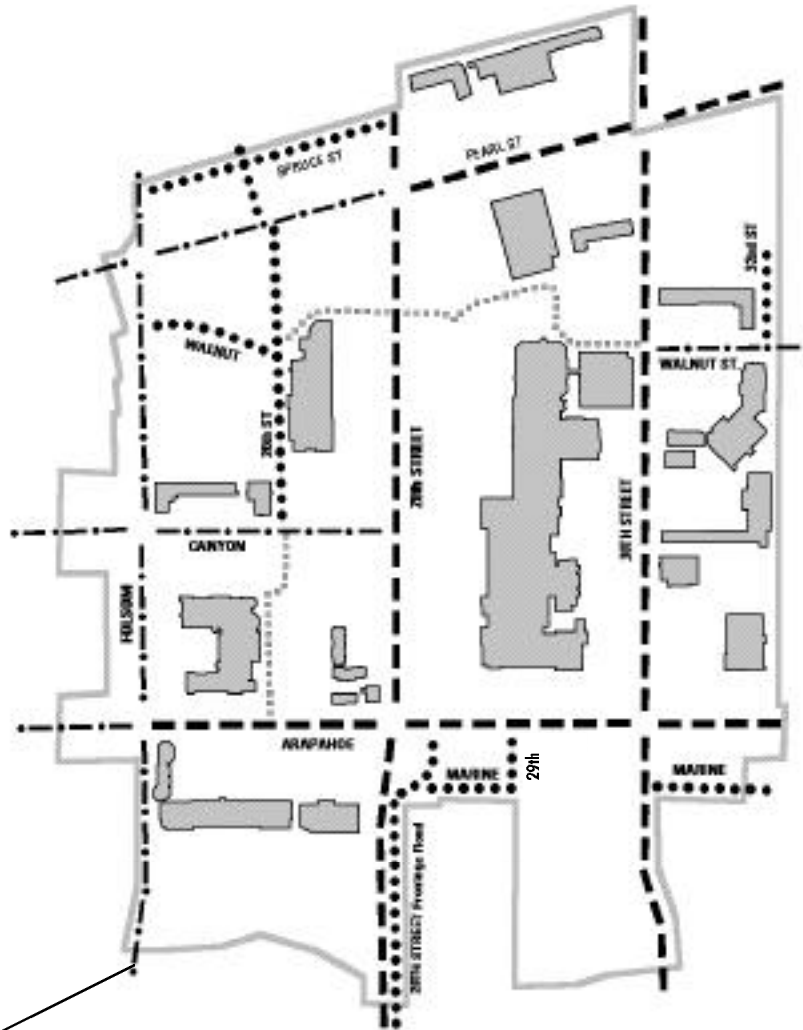
Part 1

Streetscape Components by Street Type

- 4.1.A. Identify which type of street(s) the development site fronts
 Each street in the BVRC has been designated one of three street types, “A,” “B,” or “C,” as shown on the next page. The transportation function and design objectives for each street type are outlined below. These characteristics influenced the guidelines for the landscape strip, landscape setback, and sidewalk for each street type. The guidelines are summarized in the Streetscape Chart on page 32 and are illustrated on pages 34 and 38. (Streets with only a minor portion within the BVRC boundary are not shown on the Street Type Map and Streetscape Chart, and are exempt from these guidelines [for example, Goss St.].)

<p>“A” Street</p>	
<p>FUNCTION Good for local automobile and bicycle circulation Relatively low traffic volumes and low traffic speeds Two drive lanes On-street parking</p>	<p>DESIGN OBJECTIVES Comfortable, lively and interesting for pedestrians Buildings line street; minimum of parking lots adjacent to street Facades rich in windows and pedestrian-scale architectural details Outdoor restaurant/cafe seating and plazas</p>
<p>“B” Street</p>	
<p>FUNCTION Important cross-town route for cars and bicycles Typically four drive lanes, with occasional turn lane Bike lanes No on-street parking Landscaped median where adequate right-of-way</p>	<p>DESIGN OBJECTIVES Careful design needed to make comfortable for walking Invite more pedestrian activity Building streetwall is as continuous as possible</p>
<p>“C” Street</p>	
<p>FUNCTION Heavy cross-town and regional traffic Four or more drive lanes No on-street parking Landscaped medians</p>	<p>DESIGN OBJECTIVES Special efforts needed to buffer pedestrians from the high volumes of high-speed traffic, to safely accommodate bicyclists, and to screen parking lots Wider, heavier street-side planting Wide sidewalks and/or multi-use paths Large retail buildings and street-side parking lots are more likely here than along A and B streets Concentrate buildings at the corners of intersections and locate any street-side parking lots toward the middle of the lot or block</p>

BVRC STREET TYPES



- "A" STREETS
- . - . "B" STREETS
- - - - "C" STREETS
- INTERNAL THROUGH-STREETS

BVRC STREETScape GUIDELINES CHART

STREET	SIDEWALK	LANDSCAPE STRIP		LANDSCAPE SETBACK
	Min. Width	Min. Width	Treatment	
A STREETS				
26th Street Walnut - west of 26th Spruce 32nd Street 29th Street Marine Street 28th Street Frontage Road Culver Court	6'	8'	Row of street trees with grass or, in some locations, pavement and tree pits/grates	<i>In front of building:</i> <ul style="list-style-type: none"> Landscaping, pavement, and/or outdoor furnishings <i>In front of parking lot:</i> <ul style="list-style-type: none"> Parking screening, and landscaping
B STREETS				
Canyon Boulevard Folsom Street Pearl Street - west of 28th Arapahoe - west of Folsom Walnut - east of 30th	8' 6'-8' 8' 6'-8' 6'-8'	8'	Row of street trees with grass, ground cover and/or low shrubs	<i>In front of building:</i> <ul style="list-style-type: none"> Landscaping, pavement, and/or outdoor furnishings <i>In front of parking lot:</i> <ul style="list-style-type: none"> Parking screening, and landscaping
C STREETS				
28th Street 30th Street Arapahoe - east of Folsom Pearl - east of 28th	12' east side (<i>multi-use path</i>) 10' west side 12' west side (<i>multi-use path</i>) 10' east side 12' north side (<i>multi-use path</i>) 10' south side 10' north side 12' south side (<i>multi-use path</i>)	10'	Row of street trees with low shrubs (preferred), grass, or ground cover	<i>Crossroads Mall interior "block" and west side of 28th Street</i> <ul style="list-style-type: none"> Row of street trees with landscaping, pavement, and/or outdoor furnishings <i>All other "C" street sections</i> <i>In front of building:</i> <ul style="list-style-type: none"> Row of street trees if possible and/or landscaping, pavement, and/or outdoor furnishings <i>In front of parking lot:</i> <ul style="list-style-type: none"> Row of streets trees with parking screening, and landscaping

"A" and "B" Streets

LANDSCAPE STRIP

4.1.B. Minimum width for "A" and "B" street landscape strips is 8 feet
The landscape strip along "A" and "B" streets must be at least 8 feet wide. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering.

4.1.C. A row of street trees must be planted
Street trees must be planted in the landscape strip 30 feet on center. Select large street trees from the list of approved species in the DCS Table 3-1, right column. Adjust the spacing for curb cuts, intersections, light poles and trees on abutting lots, as specified in DCS Section 3.03(B).

4.1.D. Grass should be planted in "A" street landscape strips
The ground plane of an "A" street landscape strip should be planted with grass (in addition to street trees). This will enable people to walk directly from on-street parking to the sidewalk. Shrubs, ground covers and raised planters should not be used because they conflict with on-street parking.

4.1.E. Pavement with tree grates may be allowed instead of grass along "A" streets
Along "A" streets, a paved surface may be more appropriate than grass in the landscape strip where people frequently walk across the landscape strip from on-street parking to building entries. In these areas, the landscape strip may be a hard surface with street trees in planting pits with grates over the top to protect the tree roots. The City will consider allowing this alternative along "A" streets on a case-by-case basis.

Street trees in pits should be planted 25 feet on center. Unit pavers are preferred over poured concrete, because they allow more water to reach tree roots. The landscape strip pavement and adjacent sidewalk should be designed together, to create an attractive "whole." Also see Guideline 3.3.D. on distinctive paving. See DCS Section 3.03(C) for specifications on tree pits and grates.



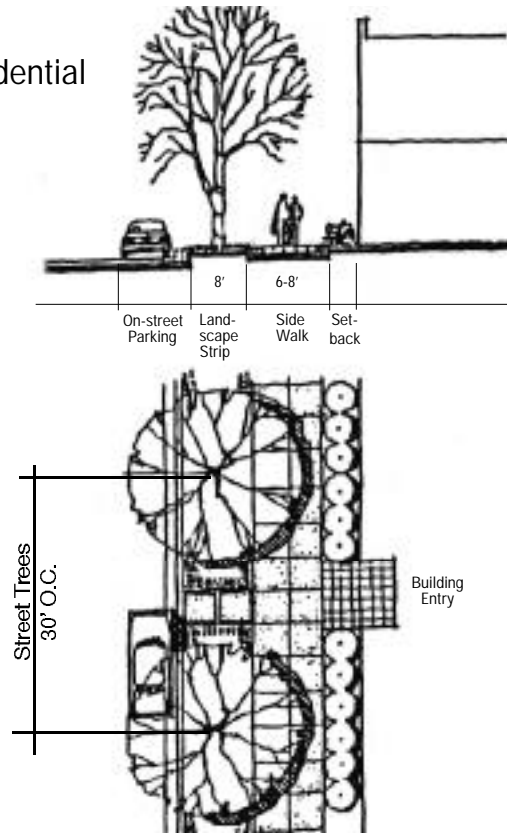
▲ 4.1.B. The landscape strip along "A" and "B" streets should be wide enough to ensure healthy growth of street trees.



▲ 4.1.E. Decorative paving and trees in tree grates may be appropriate on some "A" streets.

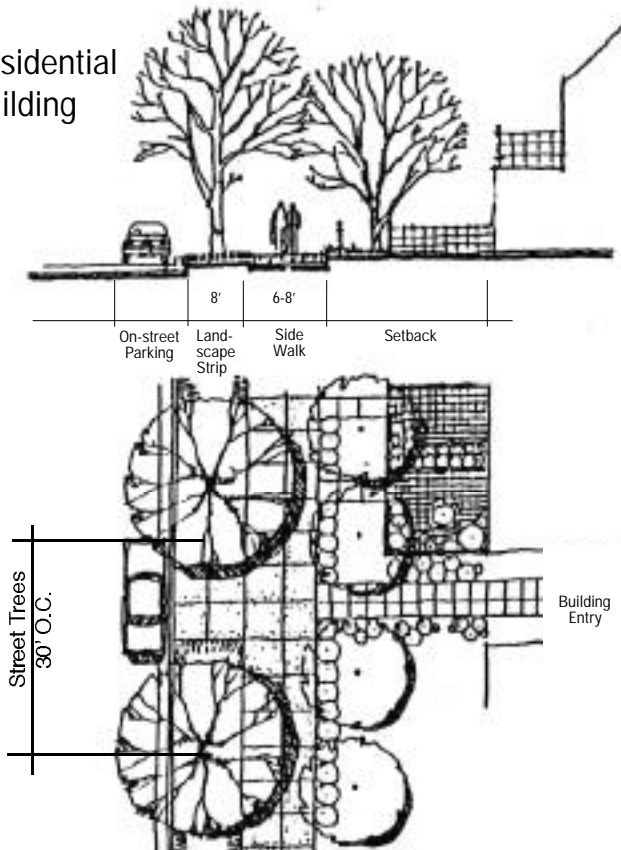
Typical Sections and Plans for "A" and "B" Streetscapes

Non-residential Building

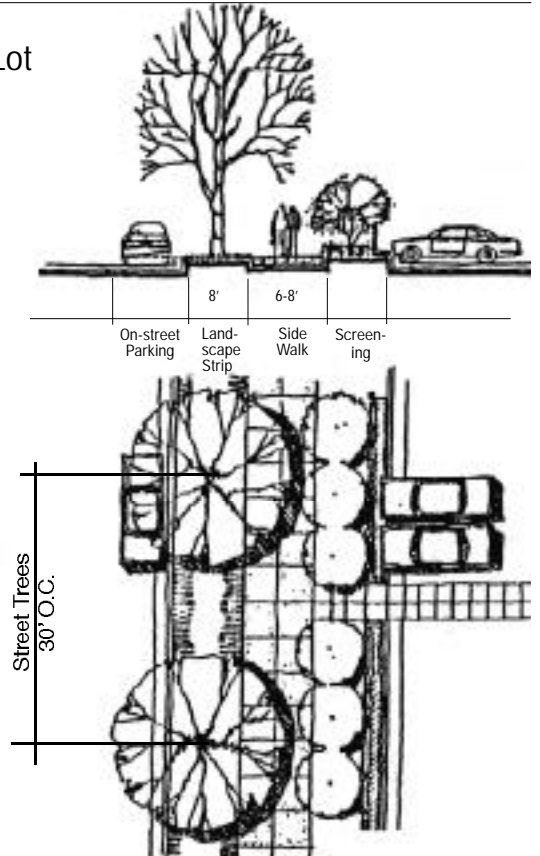


Note: On-street parking occurs only on "A" Streets

Residential Building



Parking Lot



4.1.E Various plant materials are acceptable in “B” street landscape strips

The ground plane of a “B” street landscape strip should be planted with grass, ground cover, and/or low shrubs (in addition to street trees). Consider using an 18”-wide splash guard along the curb of “B” streets, to help protect plants from roadway pollutants and snow plows.

SIDEWALK

4.1.G. “A” & “B” street sidewalks must be 6 to 8 feet wide. The minimum width for sidewalks on “A” streets is 6 feet. On “B” streets it is 6-8 feet, depending on surrounding conditions, such as land uses, level of pedestrian activity, traffic volumes, building setback, adjoining sidewalk widths, and desired street character.

The Transportation Department may wish to install a mid-block crossing in some locations. Any crossing should be incorporated into the design of the sidewalk and landscape strip.

LANDSCAPE SETBACK

4.1.H. The code setback may be varied. The minimum width of the landscape setback required by the City code depends on the individual street (BRC 9-3.2-1(a)). This requirement may be, and often is, varied through the Site Review process. The code setback should be used as a baseline, and adjustments may be made to it on a case-by-case basis, taking into account such factors as:

- *Setback of other buildings along the street,*
- *Proposed building use (retail, office, residential),*
- *Level of pedestrian activity along the street,*
- *Existing mature vegetation,*
- *Street tree planting and parking screening requirements, and*
- *Right-of-way dedication or easements required for transportation improvements, such as street widening for additional turn lanes or bike lanes.*



▲ 4.1.F. The landscape strip along “B” streets may be planted with low shrubs.

For example, it may be desirable to reduce the required minimum setback for storefront uses, but to increase the setback for first-floor residential uses or an adjacent multi-use path.

Generally, development along “A” and “B” streets should be brought close to the street to create a pedestrian environment. However, enough space should be maintained between the sidewalk and the development for people to stop and talk, browse along storefronts, enter and exit buildings, or wait for a bus, without blocking the sidewalk.

- 4.1.I. Setback design depends on the context. The treatment for the “A” and “B” street landscape setback is flexible and may include any combination of landscaped beds, ground cover, raised planters, trees in tree grates, pavement, low walls, benches, other outdoor furnishings, and artwork. Outdoor cafe seating, a dining patio, or plaza may be allowed through the Site Review process.

The landscape setback should be designed to:

- *Suit the proposed use (retail, office, residential),*
- *Strengthen the desired overall character of the development,*
- *Transition to the setback treatment of abutting properties, and*
- *Create a visual transition from the horizontal street to the vertical building facade.*

Avoid using too much pavement, especially if the landscape strip is hard surface material. Observe Guideline 3.3.D on distinctive pavement for pedestrian areas.

- 4.1.J. The setback must screen streetside parking lots. The landscape setback along a parking lot must include parking screening -- a low wall with landscaping or a planted berm. (See Guideline 3.5.D. on parking screening.)



▲ 4.1.I. This landscape setback treatment includes stairs, planters and dining patio.



▲ 4.1.I. This landscape setback includes a dining patio and landscaping.



▲ 4.1.J. The landscape setback along parking lots should be wide enough to adequately screen the cars.

- 4.1.K. Continue open space into the adjacent setback
Where open space, such as a plaza or park, abuts the street, treat the landscape setback as a continuation of that space. Design the landscape setback to draw attention to the open space and invite passers-by into it.

“C” Streets

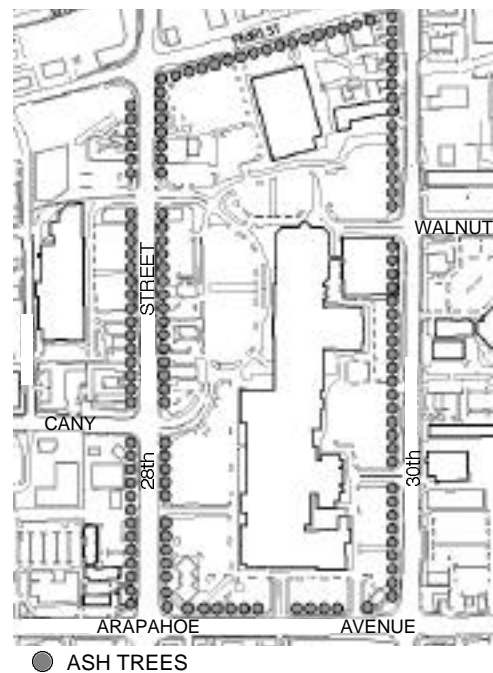
LANDSCAPE STRIP

- 4.1.L. Minimum width for “C” street landscape strips is 10 feet
The landscape strip along “C” streets must be at least 10 feet wide to provide pedestrian buffering.

- 4.1.M. A row of street trees must be planted
Street trees must be planted in the landscape strip 30 feet on center. Select large street trees from the list of approved species in the DCS Table 3-1, right column. Adjust tree spacing for curb cuts, intersections, light poles and trees on abutting lots, as specified in DCS Section 3.03(B). Where there are overhead power lines on the east side of 30th Street, a small street tree should be planted instead. Select a species from the DCS Table 3-1, left column, and use the recommended spacing .

Ash trees should be planted in the landscape strip around the inside perimeter of the Crossroads Mall “block” (28th to 30th, Pearl to Arapahoe) and along the west side of 28th Street, to maintain and continue the established tree pattern there. Autumn Purple Ash and Summit Ash are preferred.

- 4.1.N. Plant shrubs in “C” street landscape strips
Low shrubs, rather than turf or ground cover, are recommended beneath the street trees, to provide additional pedestrian buffering. An 18"-wide splash curb is recommended to protect the shrubs and tree roots. Raised planter and low walls also are permitted, as they help absorb traffic noise and discourage people from crossing busy streets at unprotected locations. Be sure to allow room for the shrubs to grow without infringing on the adjacent sidewalk.



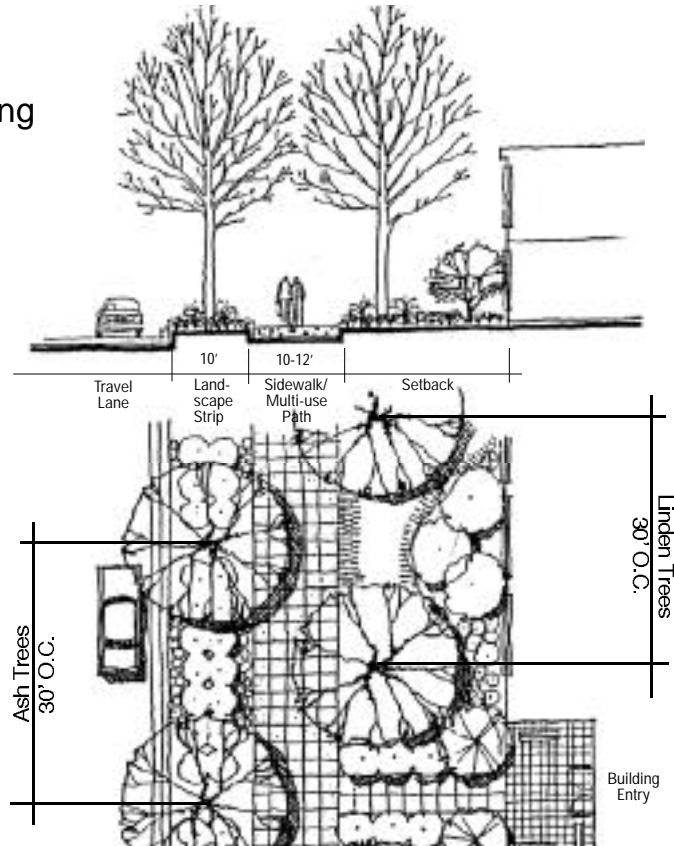
▲ 4.1.M. Ash trees (●) are required in the landscape strip around the interior of the Crossroads Mall “block” and along the west side of 28th Street.



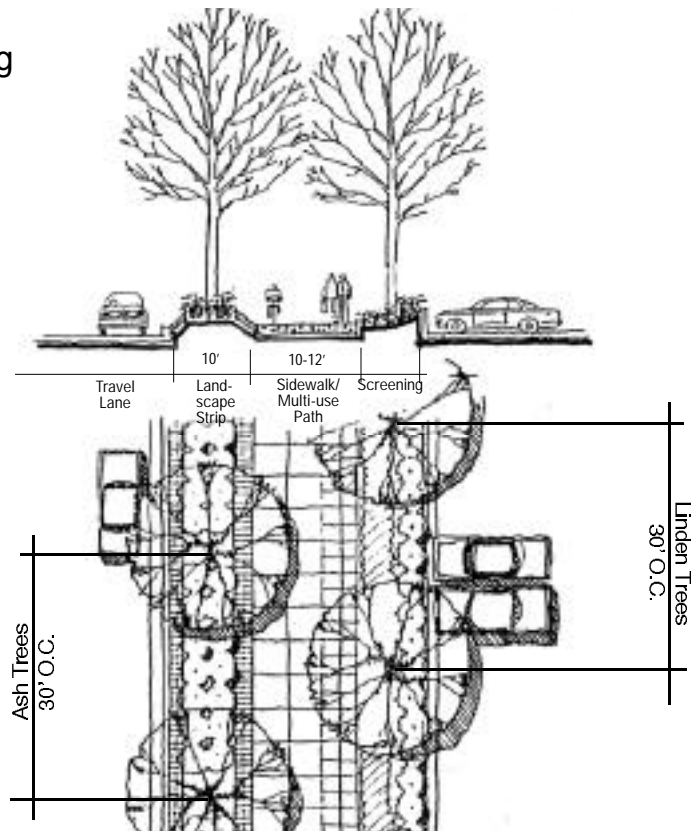
▲ 4.1.N. Typical landscape strip along a “C” street.

Typical Sections and Plans for "C" Streetscapes

Building



Parking Lot



SIDEWALK

4.1.O. "C" street sidewalks must be at least 10 feet wide. On "C" streets, sidewalks must be 10 feet wide. Designated multi-use paths must be at least 12 feet wide. (For multi-use path locations, see BVRC Pedestrian and Bicycle Connections Plan (Attachment).)

The Transportation Department may wish to install a mid-block crossing in some locations. Any crossing should be incorporated into the design of the sidewalk and landscape strip.



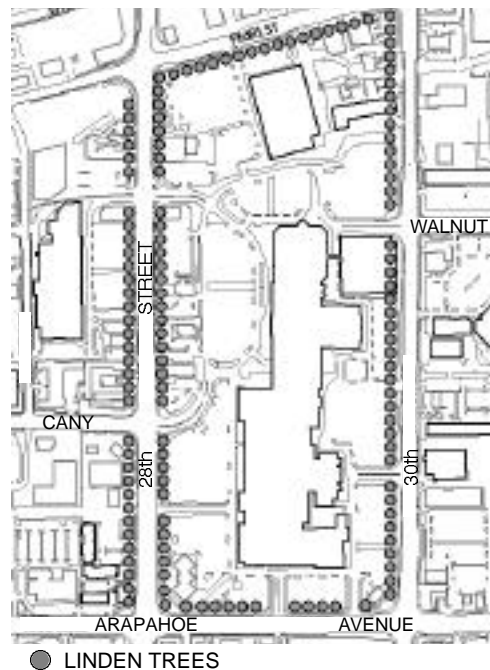
▲ 4.1.Q. Certain "C" streets have staggered double rows of trees.

LANDSCAPE SETBACK

4.1.P. The code setback may be varied. The landscape setback width along "C" streets must balance the goal of making BVRC streets more people-oriented with the reality of large volumes of high-speed traffic. In general, developments on "C" streets may be set back further from those on "A" and "B" streets. Refer to Guideline 4.1.H. for factors to consider in varying the setback width required by the code.

4.1.Q. Street trees are required in the setback of certain streets. A row of street trees is required in the landscape setback around the interior of the Crossroads Mall "block" and along the west side of 28th Street, to continue the established tree pattern. Linden trees should be planted 30 feet on center, at a 15-foot stagger from the row of Ash trees in the landscape strip. Littleleaf Lindens and Redmond Lindens are preferred.

Along all other sections of "C" streets, large street trees must be planted wherever parking or open space fronts the street. The trees should be planted 30 feet on center, staggered 15 feet from the trees in the landscape strip. Wherever a building fronts all other sections of "C" streets, plant a row of street trees in the landscape setback if space allows. Select a large, medium or small tree from the list of approved species in the DCS Table 3-1,



● LINDEN TREES
▲ 4.1.Q. Linden trees (●) are required in the landscape setback around the interior of the Crossroads Mall "block" and along the west side of 28th Street, in addition to the Ash trees within the landscape strip.

remembering to allow room in front of the facade for mature tree branches. Use the spacing recommended in the table.

- 4.1.R. Do not plant trees too close to the sidewalk
All trees should be planted far enough from the sidewalk edge (at least 4 feet for large trees) to preclude their roots from heaving the pavement over time.
- 4.1.S. Setback design is flexible
In addition to trees, the design of the landscape setback may consist of landscaped beds, ground cover, raised planters, pavement, low walls, benches, other outdoor furnishings, and artwork. Along parking lots, parking screening must be incorporated. Refer to Guidelines 4.1.I.-K. for more information on setback design.



▲ 4.1.S. Parking screening along a "C" street.

Part 2 Internal Through- Streets

- 4.2.A. Internal through-streets should be pedestrian-friendly
Internal (privately-owned) through-streets should look and function like "A" streets, that is, pedestrian-friendly. This may be challenging if the drive passes along interior parking lots. Provide a 6 foot-wide walk on both sides of the drive. Ensure pedestrian interest along the walk by providing storefronts or windows, street trees, landscaping, and/or special lighting. Screen or buffer parking lots if possible. On-street parallel parking is strongly recommended. Also see Guideline 3.2.A.

FUNCTION

Privately owned, but significant part of BVRC transportation network
Link together public streets
Provide convenient access to destinations on the interior of a block
Used by bicycles and pedestrians, as well as cars
Likely to run along interior parking lots

DESIGN OBJECTIVES

Similar to "A" street, pedestrian friendly
Encourage low-speed, local circulation / access;
discourage high-speed, cut-through traffic

Part 3

Transit Stops

Transit stops and improvements to them should be shown on the Site Plan.

4.3.A. Transit stops may be moved closer to building entrances

Transit routes and stop locations are determined by the Transportation Department and the Regional Transportation District (RTD). Current and possible future stops and routes are shown on the BVRC Transit and Vehicular Connections Plan (Attachment).

Transit stops usually occur in the public right-of-way, although in some cases Transportation may negotiate for a transit stop internal to the site, along with a transit easement. A stop may be moved at the time of nearby redevelopment to increase passenger convenience and/or safety. It is usually beneficial to have a stop close to the entrances of adjacent buildings. Another consideration in locating a stop is that passengers should be able to see the bus approaching.

4.3.B. Plan pedestrian access to the stop

Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. See Pedestrian Circulation, Section 3, Part 3.

4.3.C. Provide wheelchair loading/ passenger waiting area

Provide a curb-side concrete pad for wheelchair loading, 10 feet long by 8 feet deep. This area will also serve as a “clear zone” for passengers to stand clear of snow plowed off the street and to avoid splash from passing vehicles.



▲ 4.3.A. This internal transit stop is located close to the building entrance.

4.3.D. Provide amenities at the stop
Make transit stops attractive and comfortable for transit users by providing a shelter (standard or custom-designed), benches, and a trash receptacle. Also consider adjacent landscaping, extra lighting, and newspaper racks. The Transportation Department can recommend whether the stop should have bike racks nearby. RTD will provide signage and route/ schedule posters, and has information on shelters.



▲ 4.3.D. This HOP stop along Canyon Boulevard is generously proportioned and well-furnished.

BUILDING DESIGN GUIDELINES

Part 1 Massing

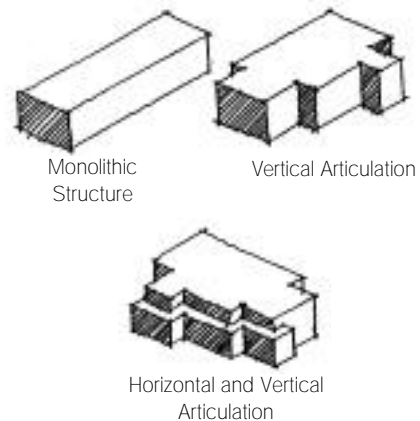
5.1.A. Break down the mass of the building
For human scale and visual interest, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Do not create a large monolithic structure.

If the building exceeds two stories along a sidewalk or main interior path, consider stepping-back the upper stories (above the second story) 10 or more horizontal feet from the facade.

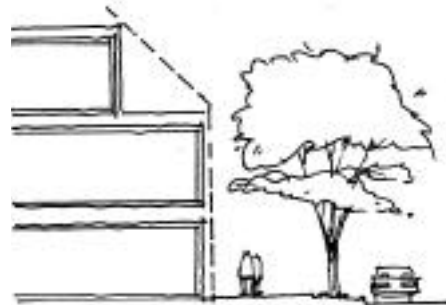
5.1.B. Provide pedestrian breaks in long buildings
Long buildings can act as a barrier to convenient pedestrian circulation within the site and to adjacent destinations. Provide a break or a passageway in the building where needed for pedestrian convenience (in most cases, at least every 350 feet). It should be located and designed to be visible from a distance, attract frequent use, and feel safe.

Open-air pedestrian passageways (with or without overhead cover) are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, window displays, and/or restaurant or cafe seating.

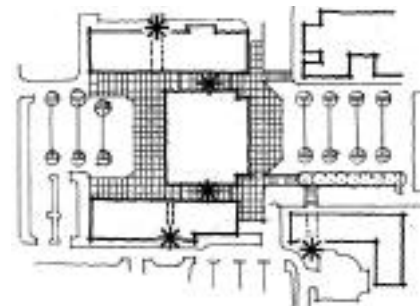
5.1.C. Transition to adjacent buildings
Consider varying building height and massing to make a visual transition to adjacent buildings. Particularly respect the scale and massing of adjacent residential buildings (for example, along west side of Folsom and north side of Spruce).



▲ 5.1.A. Break down the mass of the building.



▲ 5.1.A. Step back upper floors.



▲ 5.1.B Provide a break(s) or passageway(s) (*) where needed for pedestrian convenience.

- 5.1.D. Protect views to the west
 Arrange building massing to protect views to the west from public spaces on and near the site, such as streets and sidewalks. Also see Guideline 3.1.G.
- 5.1.E. Inter-mingle the building interior and exterior
 Take “the indoors” outdoors by spilling interior spaces (e.g., dining areas, merchandise displays) onto walkways and plazas. And bring “the outdoors” into the building by opening interior spaces (e.g., atriums) to views and sunshine.
- 5.1.F. Drive-throughs are discouraged
 Free-standing drive-through buildings (e.g., fast food or banking) are discouraged. If drive-through service is found to be appropriate, consider incorporating the service into a larger building with other uses.

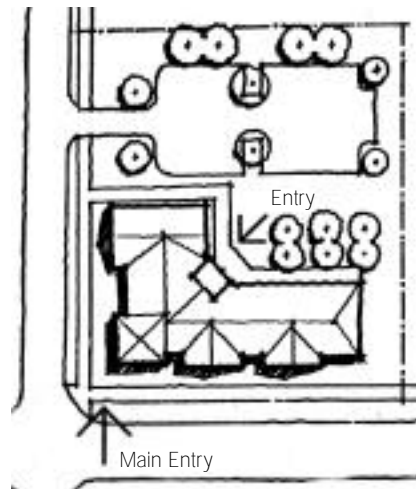


▲ 5.1.E. Spill seating out onto plazas.

Part 2 Facade

Orientation and Entrances

- 5.2.A. Orient the building to the street
 The building should address the street and not “turn its back” to the public. Orient the main facade to the street, and provide an entrance(s) on the street-side. If the parking is located behind the building, an entrance may also be needed on that side of the building. Also consider providing an entrance facing any activity area, transit stop, or major off-street pedestrian path located near the building.
- If the building is long or large, more than one entrance may be needed on the front facade, or entrances may be needed on a number of building sides. In general, for walkability, building or store entrances should occur at least approximately every 150 feet.



▲ 5.2.A. Orient the building to the street.

5.2.B. Address the street corner
Buildings at street corners, BVRC gateways in particular (see Gateways Map, Appendix E), must be designed to address the corner -- that is, to engage the interest of drivers, pedestrians and bicyclists at the intersection. Provide a building entry, additional building mass, and distinctive architectural elements at the corner. (Also see Guideline 3.7.B. on corner landscaping).



Credit: The Mulhern Group, LTD

5.2.C. Emphasize building entrances
Use building massing, special architectural features, and changes in the roof line to emphasize building entrances.

▲ 5.2.B. Buildings should address the street corner.

Facade Articulation

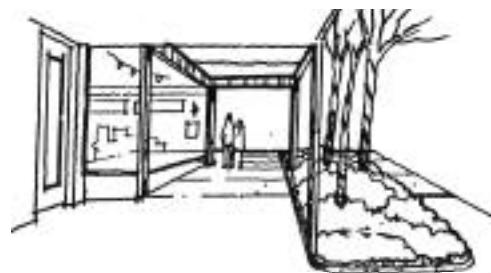
5.2.D. Avoid large blank walls
For visual interest, avoid blank wall surfaces longer than approximately 100 horizontal feet and higher than approximately 20 vertical feet. Effective ways to articulate walls include:

- *Vary the building mass to reflect interior spaces;*
- *Modulate the wall plane with a rhythm of three-dimensional forms, like bays, pilasters, recesses;*
- *Add vertical or horizontal architectural details, like bands, cornices, awnings;*
- *Vary materials and colors (most successful when it reinforces structural or architectural components of the building)*
- *Incorporate art work, such as relief sculpture, tilework, murals.*



▲ 5.2.D. Varied massing, change in material and color, and architectural details (arch, trellis, awning, cornice) make this building interesting.

5.2.E. Provide pedestrian interest on the ground level
The ground level of the building must offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Storefront windows should be transparent.



Consider providing a walking arcade along the facade to facilitate pedestrian circulation and make the pedestrian experience more pleasant. (See Guideline 3.6.D. on arcades.)

▲ 5.2.E. First level of building should provide visual interest to pedestrians.

- 5.2.F Design all sides of the building
All sides of the building, not just the main facade, should be attractive and interesting. The side and rear elevations will be visible from the parking lot, adjoining properties, and/or secondary streets.

Style and Materials

- 5.2.G. Standardized designs and foreign styles are discouraged
To help make the BVRC a special place, obviously standardized corporate designs are discouraged. Also, building styles that mimic places or time periods foreign to Boulder, such as Swiss chalet or Spanish mission style, are discouraged. While Boulder citizens highly value the distinctive characters of the Downtown, the University and the city's older central neighborhoods, Boulder's historic building styles should not be replicated in the BVRC. Architecture in the urban renewal district tends to be contemporary, and experimentation is entirely acceptable. In designing the building, keep in mind that citizens highly value Boulder's uniquely scenic setting and the natural environment.
- 5.2.H. Avoid visual discord with other buildings
To avoid visual discord between buildings, consider the style, materials, fenestration, entrances, and other design elements of other buildings in the BVRC, particularly adjacent ones.
- 5.2.I. Use human-scale exterior materials
Exterior building materials should have a human scale; this helps people relate to the size of the building. Examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need extra pedestrian-scale facade details to reduce the building's bulk and create human scale.
- 5.2.J. Select high-quality exterior materials
Every building in the BVRC should be a notable, enduring contribution to Boulder's built environment. Exterior building materials should convey solidity and permanence.



▲ 5.2.I Stone, brick and small concrete blocks are modular building materials that have a human scale.

- 5.2.K. Buildings should be environmentally sound. Use environmentally sound building design, construction techniques, and materials. These include solar power, natural (day) lighting, low-water fixtures, recycled materials, recycling of demolition materials, energy- and sound-insulation, and low or no VOC materials.

Part 3

Service and Utility

Service Areas

- 5.3.A. Locate service areas to minimize visibility. Locate trash storage, loading, and truck parking to minimize visibility from the street/sidewalk and building entrances. This can be difficult to achieve when the building is along the street and parking is behind: Creative layout and screening may be needed. Also avoid locating service areas along important view corridors.

Since delivery and trash trucks can be noisy, also do not locate service areas adjacent to residential units, hotel rooms, and useable open space.

Share or co-locate service areas with adjacent properties, if possible.

- 5.3.B. Screen truck areas. Screen loading docks and truck parking from public view using building mass, freestanding walls, and/ or evergreen trees or shrubs.

- 5.3.C. Enclose trash storage. Enclose trash and recycle storage areas with a 6-foot-high wall or opaque fence, and/or building mass.



▲ 5.3.B. This truck dock is screened by shrubs, trees and a wall.



▲ 5.3.C. This trash storage area is enclosed by a brick wall that matches the building facade.

Utility Equipment

5.3.D. Utility boxes and meters should be inconspicuous. Consult Public Service and other utility companies early in the design process about the location of utility boxes and meters. Work with these agencies to ensure that utility equipment is located, sized and designed to be as inconspicuous as possible. It should not be located in pedestrian pathways. Utility boxes can sometimes be camouflaged by painting them a color similar to nearby building materials.

5.3.E. Minimize the visibility of HVAC equipment. Do not locate HVAC equipment on the street-side of the building or, since it can be noisy, adjacent to residential uses or useable open space.

Screening for rooftop equipment is addressed in BRC 9-3.2-5(4).



▲ 5.3.D. These utility boxes are camouflaged by earth-tone paint and screened by shrubs.

SIGN DESIGN GUIDELINES

Part 1 Approval Process and General Sign Design

A sign permit must be submitted and approved by the Planning Department when required by the City sign regulations, BRC Chapter 11 of Title 10. Sign permit applications will be evaluated for compliance with the sign code and the following guidelines. Existing signs and proposed new signs that meet an already approved sign program are exempt from the sign guidelines.

6.1.A. Multi-tenant buildings must have a sign program. Prior to application for sign permits for multi-tenant buildings, a sign program must be approved by the Planning Department. This requirement applies both to new developments and to expansions or renovations of existing developments that do not have a sign program and are proposing new signs.

The sign program application should include drawings and/or descriptions of the following:

- *The locations and sizes of all signs and sign bands or designated sign areas*
- *The type (wall, freestanding, etc.), material, style, and color of all signs.*

An outline of a model sign program application appears in Appendix C, along with the administrative procedures for a sign program.

A sign program is not required for single-tenant buildings.

- 6.1.B.** Start sign design early
Consider sign design while designing the building, not afterward. One reason is that sign regulations and guidelines can affect components of the facade.
- 6.1.C.** Signs should be attractive and well-coordinated
Signs within the development should be visually coherent with each other and should complement the project's architectural style and exterior lighting. They should contribute positively to the overall character of the development and the BVRC. Sign size and style should clearly identify a given destination without being visually obtrusive.

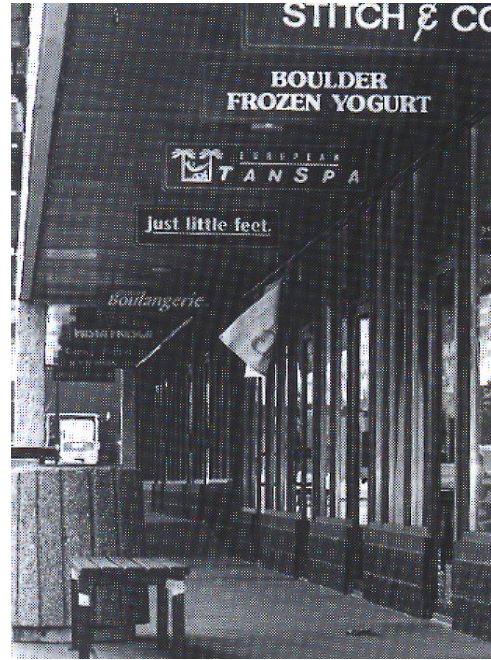
Part 2

Wall Signs

The following guidelines supplement the regulations for wall signs in BRC 10-11-5 (n). They apply to both multi-tenant and single-tenant buildings.

Number and Location

- 6.2.A.** One wall sign is allowed per tenant storefront
Each tenant may display one exterior wall sign per "storefront," up to three signs total. A storefront is defined as a side of a building that has display windows and/ or a public entrance (this includes office uses). A sign may not appear on a wall that is not a storefront, unless an exception is granted through the sign program review or Site Review process.
- 6.2.B.** Locate the sign on a sign band
Wall signs and graphic symbols must be located on a sign band or within a clearly defined sign area. The sign band or area should be incorporated into the design of the facade.



▲ 6.1.C. Well-coordinated signs on a multi-tenant building.



▲ 6.2.A. Storefront wall sign.

Size

6.2.C. Total sign area allowed is limited
 The maximum total wall sign area for each tenant may not exceed 1.5 square feet for each linear foot of store frontage, up to the first 200 feet of frontage. No single sign may exceed 100 square feet.

6.2.D. Sign length is limited
 A sign may not be longer than 60% of either the length of the sign band or the length of the building wall where it is located. No sign may exceed 36 feet in length.

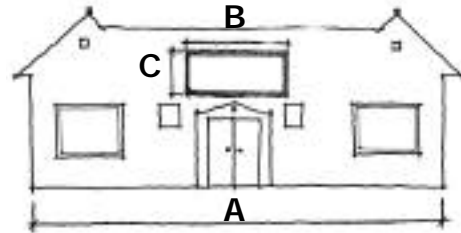
6.2.E. Sign height is limited
 A sign with a single line of text may not exceed 24 inches in height. (Sign height is measured from the highest point of copy to the lowest point of copy.)

A sign with multiple lines of text (vertically stacked) may not exceed 32 inches in height.

If a wall sign is located within 50 feet from the curb of a public street, the sign may be no more than 18 inches in height for a single line of text or no more than 24 inches in height for multiple lines of text.

6.2.F. Height of graphic symbols is limited
 Any graphic symbol (e.g., a corporate logo) may not exceed 30 inches in height or 25% more than the height of the associated text, whichever is less. (The height of the symbol is measured from the highest point to the lowest point.)

6.2.G. Light bands may be counted as signs
 Unless approved as architectural accent lighting during the Site Review process, a light band, neon or otherwise, if located on a wall, will be counted toward the total allowed sign area and may not exceed the maximum allowed wall sign length.



Allowable Sign Area: $B \times C \leq 1.5 \times A$
 Allowable Sign Length: $B \leq .6 \times A$

▲ 6.2.C. - D. Sign measurements.

24" max. [DASH & DINE]

32" max. [DASH & DINE]
 [B U R G E R S]

▲ 6.2.E. Allowable sign heights for single line and multiple lines of text.

Size for Major Tenants

6.2.H. Major tenant wall signs are allowed additional height

A major tenant may be any single-tenant building over 20,000 gross square feet or any space over 20,000 gross square feet in a multi-tenant building. All major tenants must be designated in the sign program or Site Review application.

The maximum wall sign height for a major tenant, for single or multiple lines of text, depends on the square footage of the tenant space:

<i>Square Footage*</i>	<i>Max. Sign Height</i>
20,001-80,000	3 feet
over 80,000	4 feet

**gross square footage*

Major tenants must comply with the total sign area limit specified above. The percentage limits specified above for sign length and graphic symbols also apply (length -- maximum 60% of length of sign band or building wall; graphic symbol -- maximum 25% over the text height).

Materials

6.2.I. Use individual letters

Individual or “pan channel” (closed, open or reverse) letters should be used. “Light cabinet” signs are not permitted, except as descriptors. (A descriptor is a word or phrase that is not part of the incorporated name of the business.) A light cabinet descriptor must be a “logo box” that fits into the design of a larger individual or pan channel letter sign.

Copy

6.2.J. Limit the amount of copy

A sign may include the name of the business, up to two graphic symbols, and up to two descriptors. Any descriptor should be shorter in height than the business name.



▲ 6.2.I. “Pan channel” letters with “light cabinet” descriptor.



▲ 6.2.J. Business name, graphic symbol and descriptor.

Part 3

Other Types of Signs

- 6.3.A. Freestanding signs should be ground-level. Low, freestanding ground signs are encouraged. Freestanding signs may display the name and graphic symbol of the development and the names of up to two tenants. Requirements for all other aspects of freestanding signs are listed in BRC 10-11-5 (f).
- 6.3.B. Projecting and suspended signs are addressed by the code. Projecting and suspended signs must meet the limitations described in BRC 10-11-5 (j) and (m), respectively.
- 6.3.C. Certain types of awnings are considered signs. Translucent, internally illuminated awnings are discouraged. With or without text or graphic symbols, they will be counted toward the total allowed sign area. Non-illuminated or externally illuminated awnings are acceptable. Awnings are further addressed in BRC 10-11-5(a).
- 6.3.D. Some types of signs are prohibited. Signs that are prohibited include: signs 25 feet or more above ground, large windows signs (over 4 square feet in area) displayed 12 or more feet above ground, flashing signs, and moving signs. The full list of prohibitions is found in BRC 10-11-3. Sign types that are not addressed in the guidelines or code will be considered in the sign review process.



▲ 6.3.A. Freestanding ground sign.



▲ 6.3.B. Suspended sign.

APPENDIX A:

ADMINISTRATIVE RULE REGARDING SITE REVIEW FOR BVRC DEVELOPMENT PROPOSALS

Per Subparagraph 9-4-11(b)(4)(M), B.R.C., all “projects” in the Boulder Valley Regional Center (BVRC) must complete a Site Review. However, certain minor improvements and upgrades to existed developed property do not rise to the level of a “project” requiring Site Review approval. In order to clarify this policy, the following administrative rule has been developed.

This rule applies only to properties for which there is NOT an underlying, valid Planned Unit Development (PUD) or Site Review approval. For existing PUDs and Site Reviews, project and site improvements will require approval as either a Site Review Amendment or a Minor Modification, as defined by City code. Please refer to Subsection 9-4-11(o), B.R.C. 1981 for the Minor Modification standards.

The nature and extent of the proposed remodel shall determine whether or it is a “project” requiring Site Review within the meaning of Section 9-4-11(b)(4)(M), B.R.C.. If the Planning Department staff finds that all of the following conditions exist, the remodel may be processed as a building permit application, not requiring Site Review:

1. The existing building floor area is not increased, and
2. Only minor exterior changes to the existing building(s) are made, and
3. The basic layout and intent of the existing site plan is not changed, including pedestrian and vehicular circulation and access. Repaving, minor changes in lighting and landscaping, and parking area restriping may be made if they are consistent with the layout of the existing plan and the Planning Department staff finds that the changes cause only minor visual impacts on the site and adjacent properties and streets, and
4. All proposed building and site improvements, including without limitation landscaping, signs, parking area restriping, and lighting, comply with all current City code requirements and BVRC guidelines, including the land use regulations, sign code, Design Guidelines, and any applicable adopted area plan. While full compliance with these codes and guidelines may not be “triggered” by proposed improvements, the intent is that the level of improvements that are proposed must comply.

Applicants are advised to schedule a Conceptual Review meeting with the Planning Department (phone (303) 441-3270). A planner will review the proposed improvements and determine whether they meet the administrative rule.

APPENDIX B: LOANS AND GRANTS

BURA maintains a fund that provides loans and grants to projects in the BVRC that will benefit the public. The fund, known as the “BVRC Revolving Loan Fund,” was established in 1993 from the proceeds of the re-sale of land BURA purchased for the redevelopment and expansion of Crossroads Mall in 1979. Loans and grants are provided for unusual situations where the proposed project provides clear public benefit and relates to BURA’s mission and goals *and* the applicant has demonstrated a legitimate financial need.

BURA assumes that the majority of the BVRC’s property owners and developers are capable of independently providing the improvements required by the City’s land use regulations, the BVRC Design Guidelines, and BURA area plans. However, interest-bearing loans of variable terms are available to developers and property owners who demonstrate genuine hardship in their ability to provide public improvements that meet or exceed City or BURA standards and guidelines.

Grants are available to non-profit groups who are developing a broad-based community use (e.g., cultural facility, childcare, social services center), affordable housing, or employment opportunities for youth or the elderly. Applicants should be able to show that the project would not be feasible within the BVRC without a grant from BURA, that a location in the BVRC is critical to the success of their operation, and that their presence will enhance the BVRC as a whole. Commercial development projects are not eligible for grants.

The BURA Board of Commissioners makes the final decision on loan/grant applications. The application form outlines the criteria the Board considers. For example, the following criteria should be addressed for the “public benefit” portion of the application:

- Proposed improvements are located within publicly accessible portions of the site.
- The project will redevelop an underutilized site and/or an area that currently lacks amenities, and/or is located at a major entry to or major intersection within the BVRC.
- The proposed improvements are designed according to BURA standards and guidelines. They are of a quality that will enhance the image of the site and the BVRC as a whole.
- The project will increase sales and property revenue to the City.
- The project will diversify land uses within the BVRC.
- The project implements high-priority recommendations in a BURA area plan.

For additional information and an application form, contact BURA at (303)441-3276.

APPENDIX C:

SIGN PROGRAM INFORMATION

Sign Program Administrative Procedures

A sign program is required for all multi-tenant developments. The program must be approved by the Planning Department before sign permits will be issued. The property owner or owner's agent should submit a sign program proposal to the Planning Department, either with the proposed development plans or after the plans have been approved.

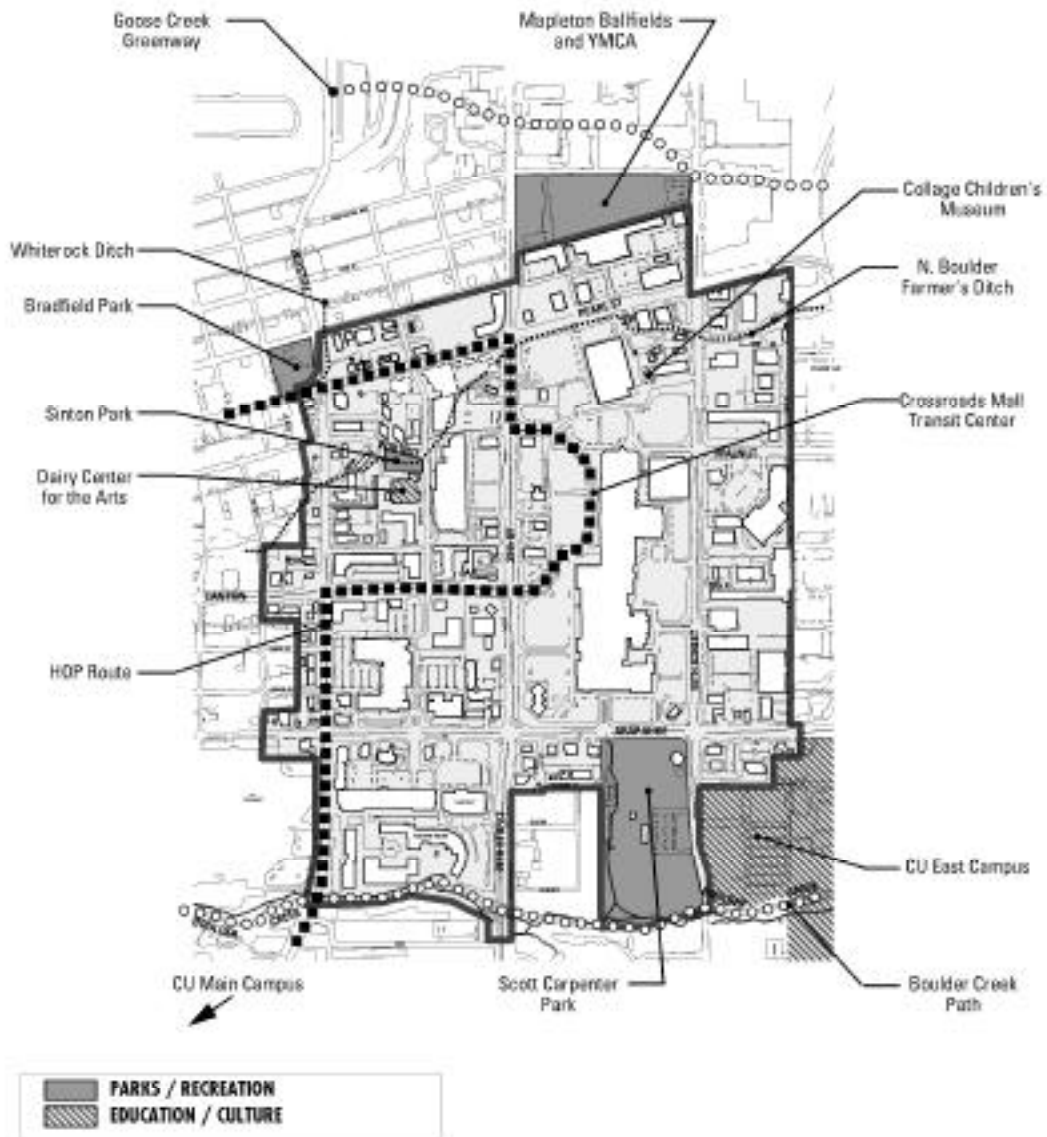
After the sign program is approved, the property owner or agent must approve applications for tenant sign permits before they are submitted to the City. The proposed sign should comply with the approved sign program. The owner or agent may request an amendment to the sign program at any time. The sign program requirements are described in more detail in BRC 10-11-12, and sign permit procedures are addressed by BRC 10-11-8.

Model Sign Program Outline

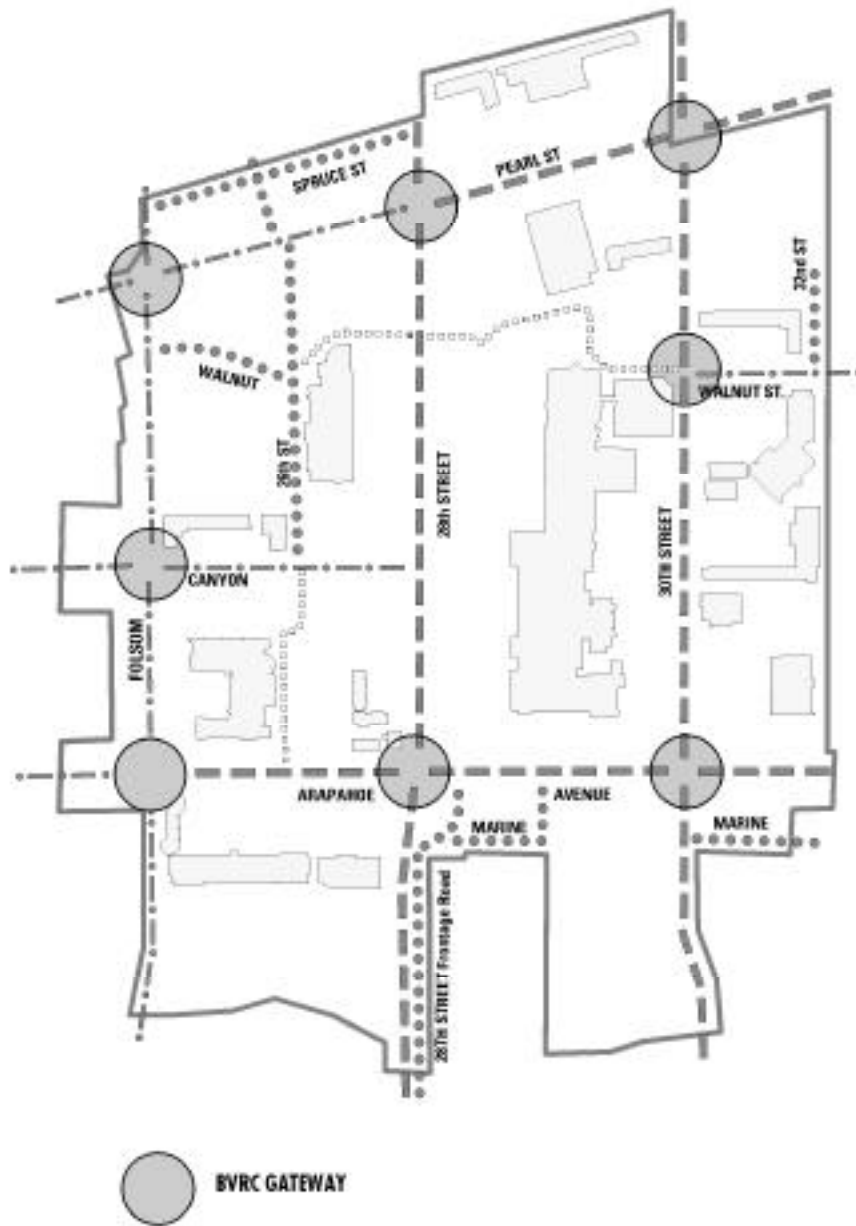
Applicants may use this outline as a model for their sign program proposal. It may be modified to suit the particular development. The elements listed below should be described in text and/or drawing.

1. General description of development - uses, site layout
2. Signs on Exterior of Building (Wall-Mounted, Projecting, Suspended, Awning, etc.)
 - 2.1 Number
 - 2.2 Location
 - 2.3 Size of Sign Bands or Sign Areas (Area, Height and Length)
 - 2.4 Size of Copy (Area, Height and Length)
Copy (text and graphic symbols)
 - 2.5 Materials, Style and Color
 - 2.6 Illumination
 - 2.7 Number of Tenants and Linear Footage for each tenant frontage
 - 2.8 Gross Square Footage (for whole development)
and Number of Designated Major Tenants Allowed
 - 2.9 Names of Major Tenants
3. Freestanding Signs
 - 3.1 Number
 - 3.2 Location
 - 3.3 Size (Area, Height and Length)
 - 3.4 Copy
 - 3.5 Materials, Style and Color
 - 3.6 Illumination

APPENDIX D: AMENITIES REFERENCE MAP



APPENDIX E: GATEWAYS LOCATION MAP



APPENDIX F:

SUMMARY OF THE MOST IMPORTANT BVRC DESIGN GUIDELINES

The following summarizes the most important BVRC design guidelines, which are marked throughout this document by a double underline beneath the guideline number. All the other guidelines are also applicable. This summary may be used as a checklist by applicants or staff for development review.

Overall Site Layout

- Context Plan
- Buildings close to street, or street corner
- Parking behind or beside building
- Preserve/capitalize on views; photographs of views from site and adjacent sidewalks
- No walls, fences or berms separating abutting properties

Circulation

- Internal access joins together public streets or adjacent private drives
- Conceptual vehicular connection shown on BVRC Vehicular Connections Plan considered
- Direct vehicular links to abutting properties
- Minimize/reduce number of curb cuts
- Complete pedestrian network (between parking, building entrances, sidewalk, transit stop, etc.), including path for key route through or along parking lot
- Pedestrian facility shown on BVRC Pedestrian Connections Plan
- Direct pedestrian links to abutting properties
- Bike facility shown on BVRC Bicycle Connections Plan
- Direct bicycle links to abutting properties
- Circulation problems shown on BVRC Trouble Spots Map corrected

Parking

- Two bike parking spaces per ten car spaces
- Structured parking considered by applicant
- Large lot (over about 160 spaces) broken into smaller lots and separated by buildings or major landscape areas
- Parking lot screening along street
- City interior and perimeter landscaping requirements for parking lots
- Parking structure wrapped by active uses
- Parking structure facade articulation
- Ground-level screening of exposed part of parking structure

Useable Open Space

- Useable outdoor open space

Landscaping

- City site landscaping requirements

Streetscape

- Min. 8-foot or 10-foot wide landscape strip, depending on street type
- Min. 6-foot, 8-foot or 10-foot wide sidewalk or 12-foot wide multi-use path, depending on street type
- Landscape strip: Large street trees 30 feet on center
- Landscape setback along parking lot or open space on "C" streets: Large street trees 30 feet on center
- Crossroads Mall "block" perimeter streets and west side of 28th Street: Ash trees in landscape strip and Linden trees in landscape setback, 30 feet on center
- Internal Through-Street: 6-foot wide sidewalks and pedestrian enhancements
- Transit stop: path to building entrance, wheelchair loading area, shelter, bench, trash receptacle

Building Design

- Breakdown mass of building
- Pedestrian break where needed
- Orient building to street, entrance on streetside
- Address street corner
- Minimize large blank walls
- Pedestrian interest along ground level
- Inconspicuously located and well-screened service areas
- Inconspicuously located and well-screened utility and HVAC equipment

Signs

- Sign program if multi-tenant building
- One wall sign per storefront
- Wall sign located in sign band or designated sign area
- Max. sign area, length, and height and max. symbol height
- Individual letters, no light cabinets