

CENTRAL BROADWAY CORRIDOR DESIGN FRAMEWORK

Accepted June 6, 2017



Document Sections

04 CORRIDOR DESIGN FRAMEWORK

The diagrams and text that make up the Framework serve as a tool to strengthen and implement the Boulder Valley Comprehensive Plan (BVCP).

- The Corridor
- University Hill
- Downtown and Civic Area
- Alpine - Balsam
- Broadway and Iris

16 INVENTORY

The background information that supports the Framework is cataloged in four sections that form the Inventory.

- Physical and Environmental Features
- Accessible and Connected
- Built Environment
- Community Character and Assets

The Central Broadway Corridor Design Framework

The Corridor Design Framework identifies opportunities to strengthen existing assets, and opportunities to fill gaps and address challenges.

INTRODUCTION

Boulder enjoys a long history of community planning. The Boulder Valley Comprehensive Plan provides a general statement of the community's desires for future development and preservation of the Boulder Valley. Planning for the Boulder Valley does not, however, end with the adoption of the BVCP. More detailed planning puts the vision into practice, and the Central Broadway Corridor Design Framework provides a piece of that detailed planning.

The Central Broadway Corridor Design Framework articulates a shared understanding of the existing and potential future interrelationships between five key activity centers along the central stretch of Broadway: University Hill/CU; the Civic Area; Downtown; the Alpine-Balsam (Boulder Community Hospital) site; and Boulder County's site at Broadway and Iris. The Corridor Design Framework identifies opportunities to strengthen existing assets, and opportunities to fill gaps and address challenges.

The Framework provides an opportunity to ensure that major decision-making at a site or area level takes into account the relationships within a larger area and ensures that opportunities for general community betterment are not missed.

The Corridor Design Framework will serve as a tool to strengthen and implement the Boulder Valley Comprehensive Plan (BVCP). The "Built Environment" portion of the BVCP already speaks to the desired elements of our city including: natural setting; individual character areas; activity centers; mobility grid; and public realm. The Framework provides a

tool for "translating" those values within a specific area of the city. The understanding developed via the Corridor Design Framework will help identify the need for and guide future area- and site-specific visioning, planning, design, and implementation.

Upon approval, the Framework will be referenced within the Boulder Valley Comprehensive Plan. Also upon approval, the Framework may be used as guidance for city planning efforts and initiatives, boards and commissions, and City Council. As a policy document, the Framework is advisory, not regulatory, in nature.



FORMAT

The Framework encourages "systems" thinking at the large scale, while also identifying opportunities for redevelopment and area planning at the smaller scale.

The Framework operates at two different scales -- the scale that includes the entire corridor, and the scale of each one of the individual nodes along the corridor (University Hill, Civic Area/Downtown, Alpine-Balsam, and Broadway-Iris). This multi-scale approach allows the Framework to ensure (at the macro level) that public and private efforts occur in a coordinated way to take advantage of synergies and relationships, while also ensuring (at the micro level) that each node plays its appropriate role in relation to the broader corridor as a whole.

The observations and recommendations articulated in the Framework are supported by analysis of current conditions, research of best practices, and an understanding of decades' worth of prior planning efforts. That background understanding is cataloged in the Inventory.

At both the larger and smaller scales, the Framework identifies both assets and opportunities around some key issues:

- **Role/Character:** Each node and each segment of the Central Broadway Corridor has its own role and character. This variety is an asset, and the Framework seeks to reinforce the overall health of the corridor by maintaining and leveraging that diversity.
- **Connections:** Because each node and segment of the corridor is different, and because no one node or segment can serve all the needs of the community, the nature and quality of the connections between the nodes and segments along the corridor become very important - creating a synergy that allows the whole to be greater than the sum of its parts.
- **Opportunities:** Each segment of the Framework will identify key opportunities to reinforce role and character, enhance connections, and translate the values of the Boulder Valley Comprehensive Plan in this part of the city.

The Corridor

This text and the accompanying graphic identifies the observations and opportunities at the Corridor-macro scale, while the sections that follow examine the nodes at a more detailed level. As noted in the Introduction, the Framework focuses on three key issues: Role and Character; Connections; and Opportunities.

Role and Character:

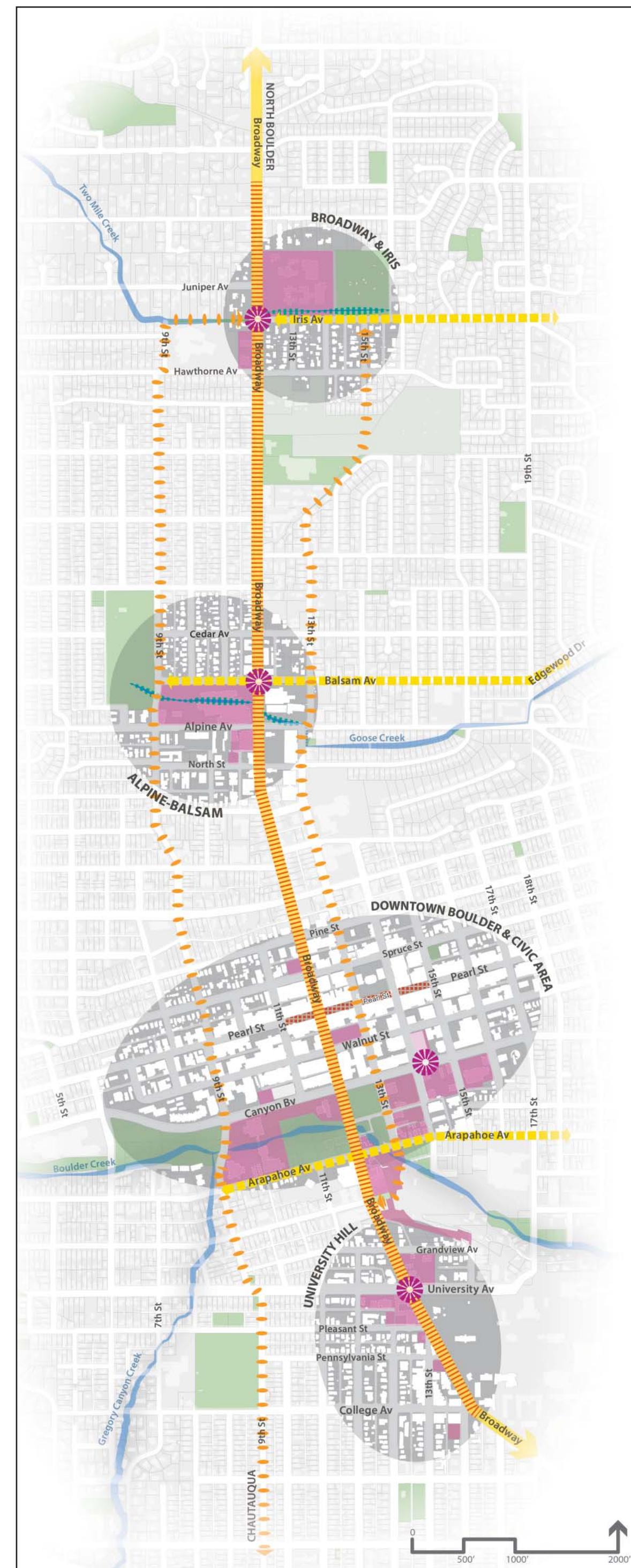
- The Broadway Corridor has been an important spine in Boulder's physical structure since the city's inception. Broadway (at that time 12th Street) was staked and designated County Road #2 in 1862 (Pearl Street was County Road #1). The road served as a connection between Boulder and the coal mining town of Marshall, and has witnessed changing modes of travel over its life: foot path and horse trail; horse-drawn carriages and a horse-drawn trolley; electric street cars; bicycles; automobiles; and buses. Broadway's important role in Boulder's history is reflected by the fact that it passes through two designated historic districts and four potential historic districts, with numerous landmarked structures along the Corridor. The Corridor can play a role as a major element of and instrument for expressing Boulder's history.
- The Boulder Valley Comprehensive Plan identifies Boulder's natural setting, including the mountain backdrop, as one of the key elements that define Boulder's city structure. Because Broadway runs roughly parallel to that mountain backdrop, users of the Broadway Corridor catch glimpses and enjoy views of the Flatirons from certain places along Broadway. This Corridor Framework is not detailed enough to identify views that ought to be considered for protection, but future area and district planning efforts should consider those views as assets potentially to be protected.
- The Corridor is a spine along which Boulder can develop a series of connected and inter-related multi-modal hubs that support the creation of sustainable urban form.

Connections:

- The SKIP transit route along Broadway is one of RTD's highest performing Community Transit Network routes (see Inventory page 40, "Community Transit Network"). The existing high-capacity/frequent-service transit network along Broadway, combined with the network of bike lanes, multi-use paths, greenways, B-cycle stations and sidewalks within the Corridor provide a strong, multi-modal (all modes of mobility; walk, bus, bicycle, car, etc.) mobility foundation upon which to build, expand and implement some of the Comprehensive Plan's Core Values and the Transportation Master Plan's goals, including:
 - Compact, contiguous development and infill that supports evolution to a more sustainable urban form, as described in the BVCP.
 - An all-mode transportation system to make getting around with or without a car easy and accessible to everyone.

This network of mobility options for Boulder residents and visitors provides the opportunity to create a system of integrated, multi-modal districts along the Corridor.

- The Framework provides the opportunity to strengthen and take advantage of the mobility connections in central Boulder. Planning and development along the Corridor and at nodes along the corridor should recognize the following opportunities:
 - Broadway likely will always be the backbone of pedestrian mobility along the Corridor. There are multiple opportunities up and down the Corridor to improve the nature and condition of the streetscapes in general and the sidewalks in particular. These improvements should focus not only on the condition of the sidewalks themselves, but also on all of the conditions that contribute to the pedestrian experience -- visual appeal, safety, interest, and activity. It may make sense to have some unifying streetscape elements common to the entire Corridor, while also allowing for some variability by node.
 - Improvement of east/west pedestrian and bicycle connections across Broadway should also be explored, especially north of Alpine street
 - Strengthen the connection between University Hill and the Civic Area/Downtown via: Broadway itself; 11th Street; 13th Street; and a potential connection through the Andrews Arboretum, Marine Street, and the Boulder Creek Path.
 - Strengthen alternative bicycle and pedestrian connections between the Downtown/Civic Area, Alpine-Balsam, and Broadway Iris:
 - Via the 13th Street corridor (including the 13th and Canyon intersection, which is part of the Canyon Complete Street project).
 - Via the 9th Street corridor.
- The existing transit system along Broadway has opportunities for enhancement. This could include enhancements and distinctive character elements for transit stops and other pedestrian amenities and design features. The Broadway Corridor has been identified by the city and RTD for further analysis as a potential arterial Bus Rapid Transit (BRT) route. There is an opportunity to work with RTD to ensure that the scheduling and amenities associated with Broadway transit service support (and are supported by) redevelopment along the corridor.
- Consider a coordinated parking management policy between the five nodes.
- In general, new developments in all five nodes along the Corridor should develop in a way that builds upon and enhances the rich multi-modal system.



Opportunities:

- Taking cues from multiple urban elements (transportation, urban form and character, land use, etc.) Alpine-Balsam and University Hill represent "Gateways" into Central Boulder from the north and south, respectively. This role should be taken account of in the design, use, and character of the two sites.
- As is typical for any significant element of public realm (the publicly owned and available element of a city, see Inventory page 48, "Public Realm"), there are opportunities along the Broadway Corridor to improve safety: transportation safety and personal safety. This document identifies specific opportunities where appropriate, ranging from intersection improvements to lighting improvements to bicycling and pedestrian improvements.
- There are many opportunities along the Broadway Corridor to build new or enhance existing "social spaces" - places where people can gather for formal or informal interactions. The pages specific to nodes identify a number of opportunities. The scale, character, and programming of each social space will naturally vary by location.
 - These social spaces present an opportunity to encourage additional mixing and interaction of groups that might otherwise not cross paths in their day to day lives.
- The Broadway Corridor has played a central role in Boulder's history, and consequently there are many opportunities along the Corridor to celebrate and honor that history. The pages specific to particular nodes highlight a number of these opportunities.
- As noted above in the "Connections" section, there are multiple mobility improvement opportunities along the Corridor.

University Hill



Role and Character:

- Eclectic: As a junction of scholarship, residential life, history, culture, and business, the Hill enjoys and embraces its eclectic nature. It has long been a regional destination for music and entertainment.
- "Town and Gown": University Hill is where the City of Boulder and the University of Colorado rub shoulders.
- Small, local businesses: University Hill embraces its small, local businesses. Examples include The Sink, the Fox Theater, and College Optical.
- Historic: The Hill's history is rich, and one of the priorities for Hill revitalization is to gain National Register District designation.
- Diverse Residential: The Hill is a true mixed-use neighborhood, with a diverse array of housing types complementing its active commercial uses.



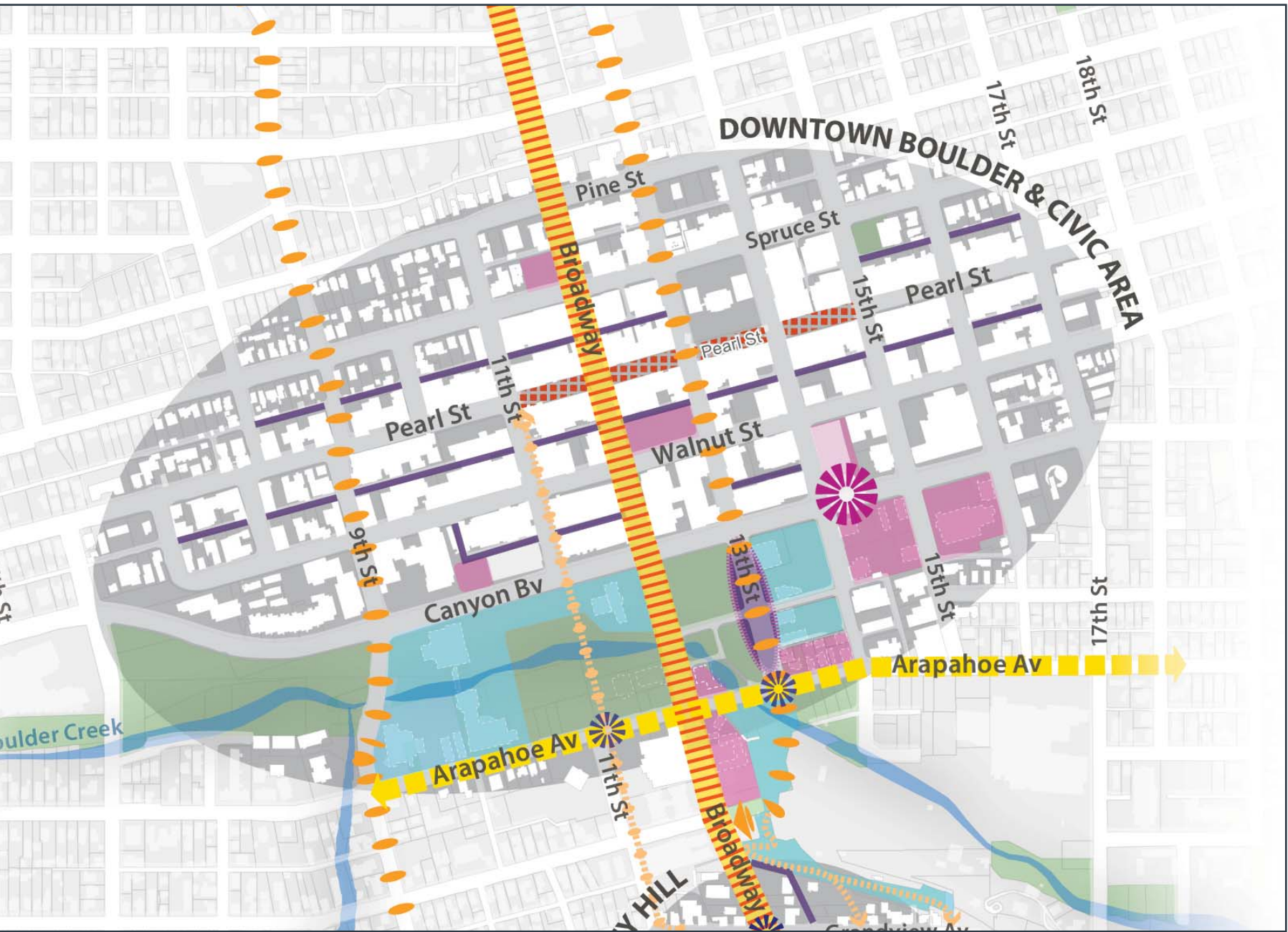
Connections:

- In general, the synergies between University Hill and the Civic Area/Downtown could be strengthened by continuing to improve connections between the areas. Some work has already been undertaken in that regard, such as the recently-completed lighting improvements along 11th Street from the Civic Area to the Hill, but additional opportunities remain.
 - 11th Street - In addition to the lighting improvements, future efforts should continue to improve the streetscape condition and wayfinding along this corridor.
 - Broadway - Notwithstanding any other (existing or future) connections between the Hill and the Civic Area/Downtown, many pedestrians and bicyclists (especially out of town visitors) are likely to continue using the sidewalks and multi-use paths along Broadway itself to move back and forth. The sidewalks from Pleasant Street to Canyon Boulevard could be dramatically improved in terms of width, protection (real and perceived) from automobiles, and measures aimed at reducing the likelihood of pedestrian/bicycle conflicts along the multi-use path on the east side of Broadway.
 - Andrews Arboretum - For some time, there has been an aspiration to create an enhanced connection between the Civic Area and the Hill via Andrews Arboretum -- the city-owned area east of Broadway, west and south of Boulder High School, and north of Grandview. City staff is currently exploring and testing the feasibility of this potential connection.
- Continue to strengthen east-west connections across Broadway, especially at University since this intersection will be the main point of connection between the future CU Hotel/Conference Center and the Hill (and vice versa). The east-west connections will serve not only their immediate surrounds, but also will give pedestrians and bicyclists enhanced access to north-south connections such as 9th and 13th Streets.
- Efforts are underway and will continue to enhance multi-modal access on the Hill and between the Hill and other Boulder destinations. Special consideration should be given to enhancing the connections between the core of the Hill and Chautauqua, one of Boulder's primary attractions.

Opportunities:

- Many of the goals of the 1996 University Hill Area Plan remain valid today. Those goals are (paraphrased):
 - 11th Street - In addition to the lighting improvements, future efforts should continue to improve the streetscape condition and wayfinding along this corridor.
 - Encourage an attractive image and character that strengthens connections with the surrounding community.
 - Promote a diverse mix of uses to provide live/work/play opportunities and appeal to a wide variety of users.
 - Improve pedestrian life.
 - Develop a multi-modal transportation system that connects to the regional system.
 - Improve the quality, mix, and operations of retail establishments.
 - Improve safety in the public realm.
- There are multiple opportunities to improve the public realm and enhance opportunities for public gathering, including:
 - Enhance the alleys as both functional and usable public realm. The city will soon initiate the "University Hill Alley Enhancement Master Plan."
 - The city will soon initiate construction on a new "Event Street" along a short segment of Pennsylvania Avenue near 13th Street.
- Hill rejuvenation and revitalization have been long term goals of Council and the University Hill General Improvement District. The City of Boulder continues working to support both existing businesses and business attraction efforts.

Downtown and Civic Area



Role and Character:

Civic Area

- The Civic Area Master Plan's Vision identifies the following characteristics for the Civic Area:
 - "The heart of Boulder with nature at its core, flanked by bookends of civic, cultural, and commercial buildings that are alive with activity, collaboration, and innovation."
 - "A lively and distinct destination that reflects our community's values, where people of all ages, abilities, backgrounds, and incomes feel welcome to recreate, socialize, deliberate, learn, and access city services."
- The Master Plan also identifies the fundamental character of each of the three primary elements of the Civic Area: Park at the Core, The East End: Food and Innovation, The West End: Arts and Culture.
- The Civic Area lies near the heart of Boulder's historic center, and is thus rich with history.

Downtown

- The Boulder Valley Comprehensive Plan identifies Downtown as one of three "regional centers," providing a wide range of activities and which draws people from the entire city as well as the region. The BVCP describes Downtown as "the heart of Boulder - a hub of civic, social, cultural, entertainment, spiritual, professional and commercial activity."
- Downtown has a distinctly urban character not generally found elsewhere in Boulder.
- The Downtown Urban Design Guidelines (update approved by City Council May 2016) identify some key characteristics of Downtown, including:
 - Eclectic
 - Fine grained and compact
 - Historic
 - Bustling economy and civic life
 - Living, working, shopping, and recreating
 - Nestled against the backdrop of the Rocky Mountains.
- Downtown serves as a mobility hub, with multiple modes of travel converging and connecting there. This includes but is not limited to the RTD transit hub at Walnut and 14th Streets.



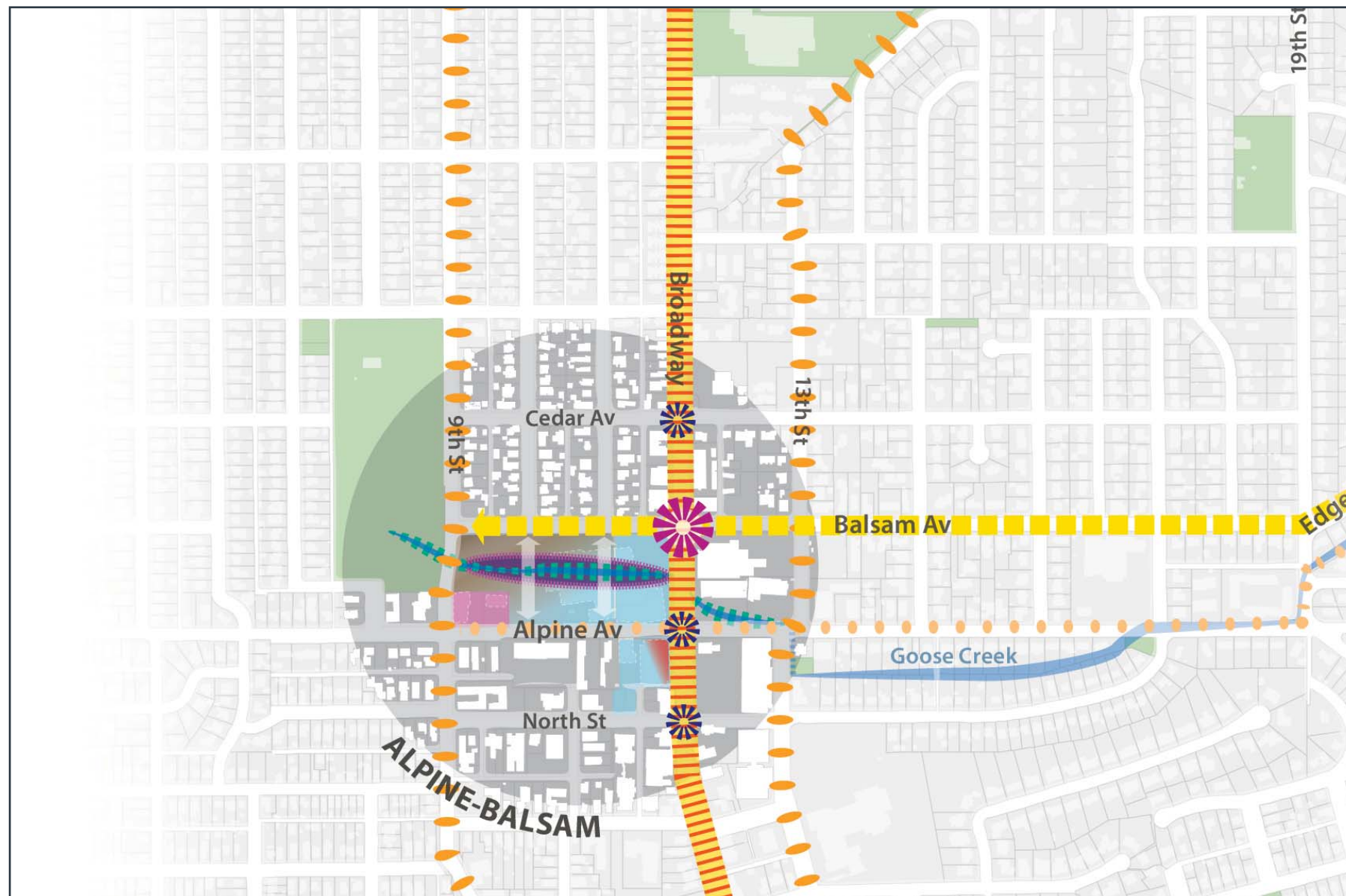
Connections:

- In general, the potential symbiosis between Downtown and the Civic Area could be strengthened by continued work to improve connections between the two areas.
- The Civic Area generally enjoys positive east-west connections, but those could be upgraded with better streetscapes, intersection improvements, and wayfinding systems. The Canyon Complete Street project provides the opportunity to improve multi-modal movement along Canyon Boulevard, enhance Canyon as a destination in itself, and solidify the relationship between Downtown and the Civic Area. Also, east-west mobility along Arapahoe could be made safer and more inviting with improvements along that street.
- The Canyon Complete Streets project, which among other objectives seeks to improve north-south connections between the Civic Area and Downtown, should be fully implemented. Canyon Boulevard should function as a "zipper" that links the two areas, rather than a barrier that separates them. This will be especially important at 13th Street if that street takes on an enhanced role as a connector between all four nodes along Broadway (University Hill, Civic Area/Downtown, Alpine-Balsam, Broadway-Iris).
- The attractiveness and functionality of north-south connections like 11th and 13th Streets could be improved to make pedestrian and bicycle mobility between Downtown/Civic Area and Alpine-Balsam more functional, safe, and appealing.
- Downtown's alleyways provide an untapped circulation and public realm potential, while balancing their function as service corridors.
- Continue to strengthen connections southward to University Hill (see University Hill section) and northward to Alpine-Balsam. Potential routes for improvement include the 11th Street corridor, 15th Street north of Canyon, and 17th Street, which connects to CU.

Opportunities:

- The ongoing and future implementation of the Civic Area Master Plan -- including ongoing and future improvements to the "Park at the Core" and redevelopment of the East and West Bookends -- bring the opportunity for further realization of the shared and synergistic values of Downtown and the Civic Area.
- The streets, sidewalks, paths, and alleys of Downtown present a palette for continued improvements to the public realm.
- Future Downtown development should seek to enhance and respect the natural and historic assets of Downtown, while contributing to the bustling live/work/recreate environment.
- As noted in the Civic Area Master Plan, the Civic Area offers the opportunity to introduce and implement significant Green Infrastructure elements, which would not only provide enhanced environmental protection, but which also could serve to educate the public about "sustainable urbanism." Elements could include creek and drainage enhancements, bioswales, rain gardens, vertical garden walls, pervious paving; etc.

Alpine - Balsam



Role and Character:

- The Alpine-Balsam Vision Plan identifies this vision for the area: A vibrant multi-generational hub for community life and local government services – a welcoming and inclusive new model for equitable, affordable, and sustainable living.
- Mixed use community hub, with local government services, housing, office, and retail.
- A mix of market rate and affordable housing across a spectrum of types and levels of affordability.
- Transit-Oriented Development: development forms and patterns that both take advantage of and support transit resources.
- Complementing and supporting the nearby neighborhoods and businesses.
- An innovative model of redevelopment in Boulder.



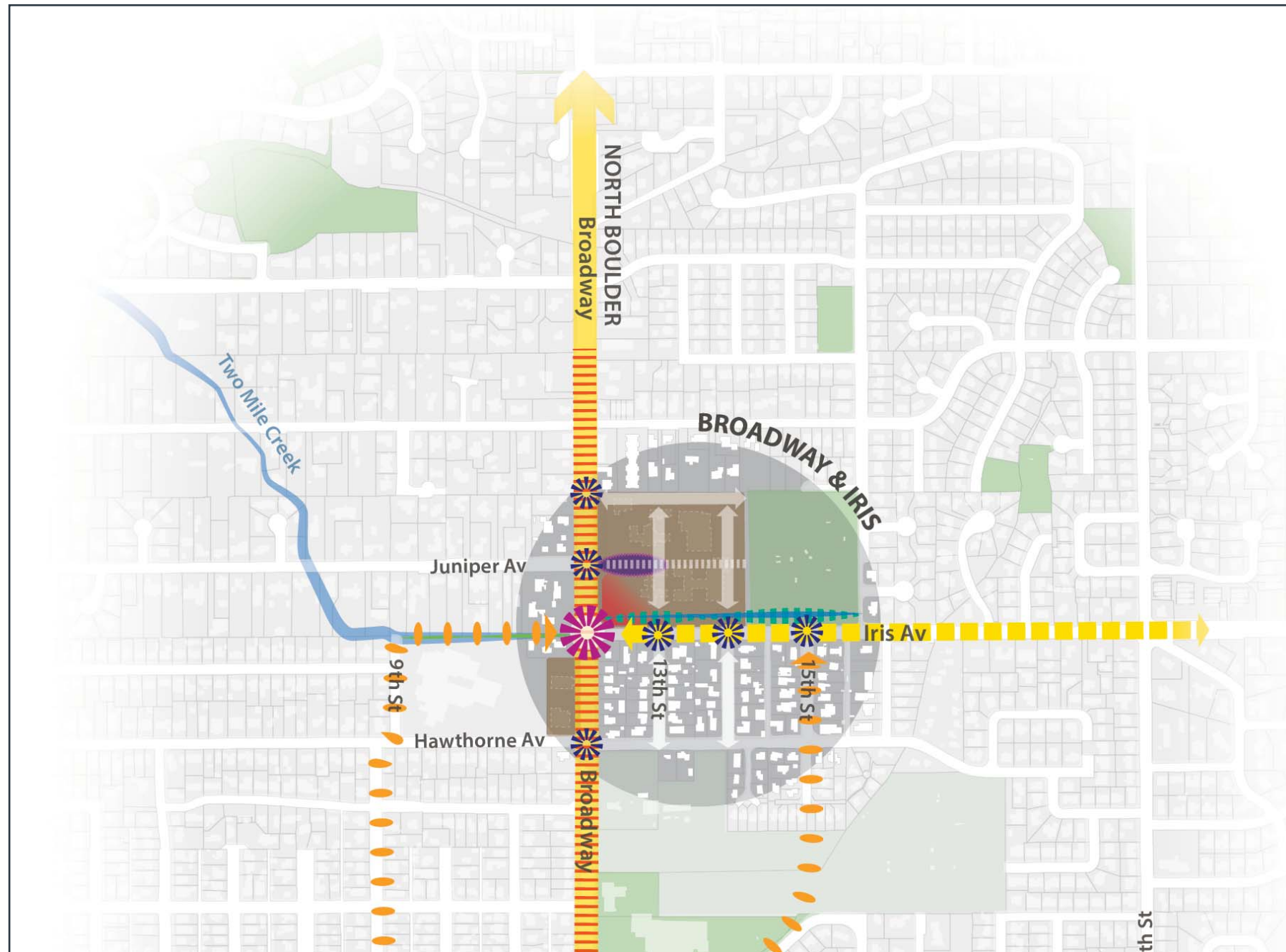
Connections:

- Improve connections within and through the site, integrating new development into the fabric and life of the nearby neighborhoods and businesses.
- The Alpine-Balsam site is 1/2 mile from Downtown, about an 11 minute walk, and of course an even shorter bike ride. In anticipation that there will be relatively high levels of circulation between the two areas, continue enhancing the pedestrian and bicycle amenities along Broadway, 9th Street, and 13th Street, which connect the site to Downtown and the Civic Area.
- Work with RTD to ensure that the scheduling and amenities associated with Broadway transit service support (and are supported by) redevelopment at the site.
- Explore improvements that might leverage the presence of Goose Creek and its accompanying greenway (to the east of the site) as a means of pedestrian and bicycle mobility.
- Improve east-west crossings of Broadway near the site.
- North Boulder Park already serves as a major amenity for the existing Newlands and Mapleton Hill neighborhoods. The design of the Alpine-Balsam site, and its relationship to the Park, should foster an equally-positive relationship between the redeveloped site and the Park.

Opportunities:

- The proposed mixed use redevelopment of the site can help offset the loss of vitality and customers as Boulder Community Health vacates the site and bring even higher levels of vitality and sustainability to the area.
- Alpine-Balsam offers the City the opportunity to introduce and implement significant Green Infrastructure elements, which would not only provide enhanced environmental protection, but which also could serve to educate the public about “sustainable urbanism.” Elements could include creek and drainage enhancements, bioswales, rain gardens, green roofs, vertical garden walls, pervious paving, etc.
- For a city that has both celebrated and taken advantage of its creeks -- for pedestrian and bicycle mobility and for integrating nature into the city -- the “invisibility” of the upper stretches of Goose Creek seem an anomaly. The City’s work at and near the Alpine-Balsam site should, where possible, take advantage of opportunities to remedy that situation.
- The community has the opportunity to demonstrate -- through how it chooses to develop the site -- its values of sustainability, equity, and inclusion.

Broadway and Iris



Role and Character:

- Neighborhood hub with residential flavor.
- Future community engagement and planning will provide the opportunity to consider the density and nature of development (building types, open space, etc.), but preliminary analysis suggests medium-density residential may be appropriate.
- Neighborhood-serving services and businesses.
- Transition from rural heritage to traditional urban. Remnants of the more rural/agrarian past are still present at Long's Gardens and Growing Gardens.



Connections:

- Similar to the relationship between Alpine-Balsam and Downtown, the Broadway-Iris and Alpine-Balsam sites are separated by a walkable distance: in this case 0.7 miles - about a 12 minute walk. An improved Broadway streetscape between the two sites will enhance the utility of this connection.
- Leverage the presence of the high-capacity transit service along Broadway through careful site design and selection of mix of uses.
- Opportunities for improvement:
 - As is true along the full length of the Central Broadway Corridor, there is, in this node, room for improvement of the streetscape along Broadway. The streetscape along some stretches of Broadway in this node consists of no more than a 4-5' wide sidewalk separated from fast-moving traffic by an 18-34" wide unplanted strip.
 - Many streets in the vicinity of the County property lack sidewalks. This will impede the ability to access the property and its assets after it redevelops.
 - It may be possible to extend some of the adjacent streets into a redeveloped Broadway-Iris site, thereby breaking down its "mega-block" character.
 - The three signalized pedestrian crossings of Broadway in this area (at Linden, Iris, and at North Boulder Recreation Center) are spaced about 1500 feet from each other. This wide spacing impedes pedestrian access from east-to-west and vice-versa. This not only discourages pedestrian mobility; it also discourages transit utilization because of the challenges of crossing Broadway to get to (or from) a transit stop.
 - There is opportunity for improved local and regional transit connections along Iris east to the Diagonal/SH119.
 - Bicycling conditions along Iris can be improved.
- Consideration should be given to measures that could "calm" traffic along Broadway, which tends to move at high speeds.

Opportunities:

- Ongoing discussions with Boulder County will determine whether this site offers opportunities for redevelopment. If the city and county decide to move forward with joint development of government facilities at the Alpine-Balsam site -- thereby opening up the possibility of redevelopment at the county's Broadway-Iris site -- then a more detailed planning process will examine redevelopment options.
- Other than the athletic fields, the community garden, the elementary school, the recreation center, and a few small parks, this area is rather "amenity-free" as currently developed. For instance, there are no food services or grocery, no banking opportunities, little retail, and few professional services. Sensitive redevelopment of the Broadway-Iris might begin to create more of a "complete community" by providing neighborhood-serving services and stores.



Inventory

The Corridor Design Framework observations are supported by analysis of current conditions, research of best practices and an understanding of decades’ worth of prior planning efforts in the Central Broadway area.

INTRODUCTION

The observations and recommendations articulated in the Framework are supported by analysis of current conditions, research of best practices and an understanding of decades’ worth of prior planning efforts. The Inventory catalogs this background analysis.

The Inventory focuses heavily on the components of “Sustainable Urban Form” identified by the Boulder Valley Comprehensive Plan: compact; connected; complete; green, attractive and distinct; and inclusive. Some key descriptors of those components include:

- Compact: “A compact density pattern with density in appropriate locations to create and support viable, long term commercial opportunities and high frequency public transit.”

- Connected: “An integrated multi-modal system with abundant, convenient and pleasant ways to get around on foot, by bike, and by local and regional transit service. Opportunities for people to connect to nature and natural systems.” These features will be addressed in the “Connections” section, which follows.
- Complete: “Daily needs within easy access from home, work, or school without driving a car.”
- Green, Attractive and Distinct: “A public realm that is beautiful, well-used and enriched with art, trees, and landscaping”

The Inventory is organized into four categories: Physical and Environmental Features; Accessible and Connected; Built Environment; and Community Character and Assets.

04 CORRIDOR DESIGN FRAMEWORK

The diagrams and text that make up the Framework serve as a tool to strengthen and implement the Boulder Valley Comprehensive Plan (BVCP).

16 INVENTORY

The background information that supports the Framework is cataloged in four sections that form the Inventory.

19



PHYSICAL & ENVIRONMENTAL FEATURES

- 21 TOPOGRAPHY
- 23 STREAMS & FLOODWAYS
- 26 TREE CANOPY
- 27 PARKS & REC FACILITIES

32



ACCESSIBLE & CONNECTED

- 35 PEDESTRIAN CONNECTIONS
- 38 BICYCLE CONNECTIONS
- 40 COMMUNITY TRANSIT NETWORK
- 42 PARKING AND ACCESS

43



BUILT ENVIRONMENT

- 45 BLOCK PATTERN
- 48 PUBLIC REALM
- 49 BUILDING PATTERN
- 52 LAND USE

54



COMMUNITY CHARACTER & ASSETS

- 55 SUBCOMMUNITY & AREA PLANS
- 57 POPULATION & HOUSING
- 60 HISTORIC DISTRICTS
- 62 ART AND CULTURE
- 64 COMMERCIAL CHARACTER
- 65 COMPLETE NEIGHBORHOODS
- 67 CITY FACILITIES

01

Physical and Environmental Features

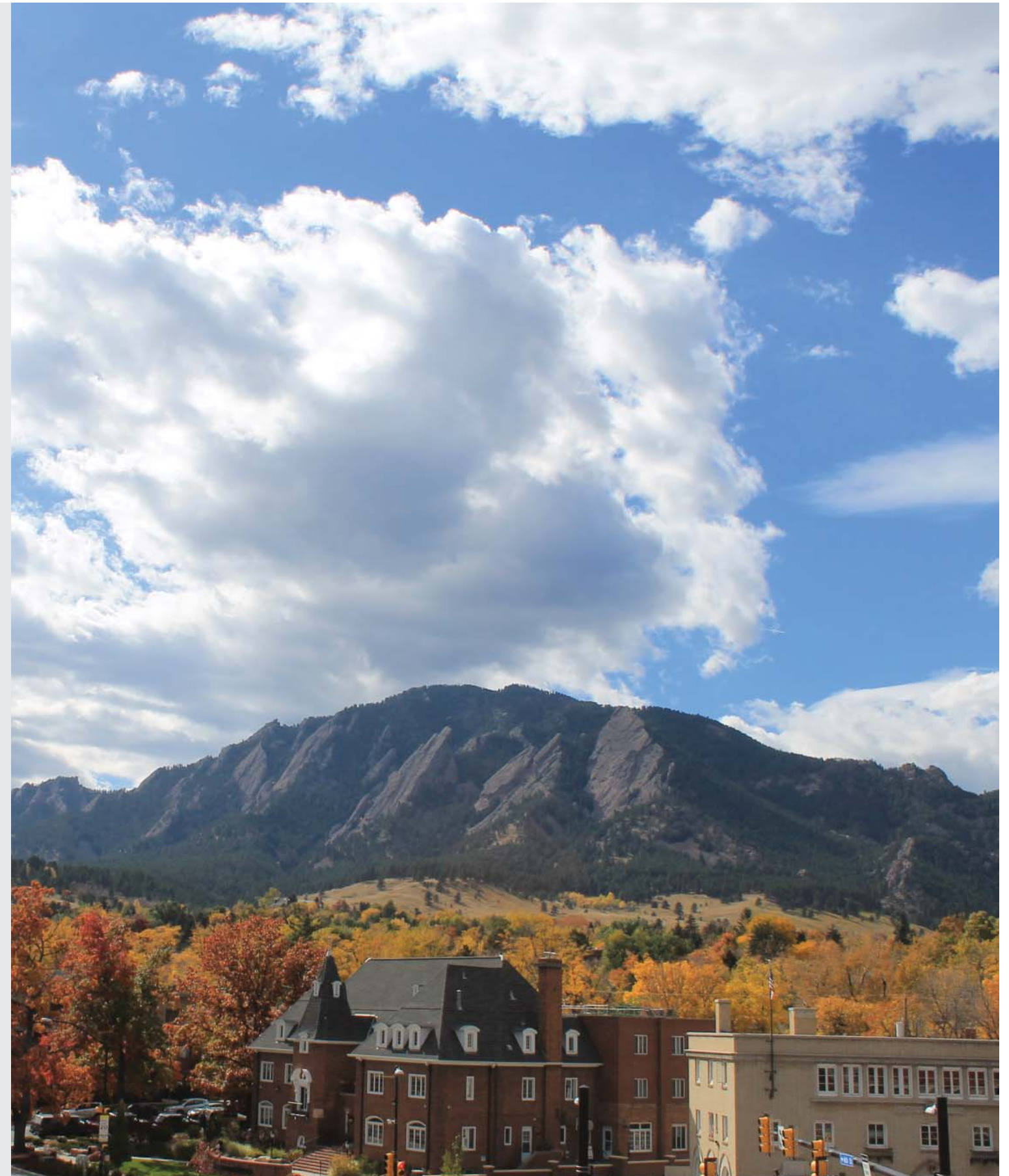
Boulder treasures and celebrates its natural heritage, protecting the natural and agrarian lands that surround it and celebrating “Nature in the City” through its parks, greenways, and sustainable development.

Before the city and its people is -- the land. Boulder treasures and celebrates its natural heritage, protecting the natural and agrarian lands that surround it and celebrating “Nature in the City” through its parks, greenways, and sustainable development. This section examines the existing conditions of physical and environmental features along the Central Broadway Corridor.

The Boulder Valley Comprehensive Plan identifies five elements that “define Boulder’s city structure” and provide its unique sense of place. Number 1 among those is the city’s “Natural Setting.” While the mountain backdrop and the surrounding open space are two major components of that natural setting, that Natural Setting manifests itself and is integrated into the city.

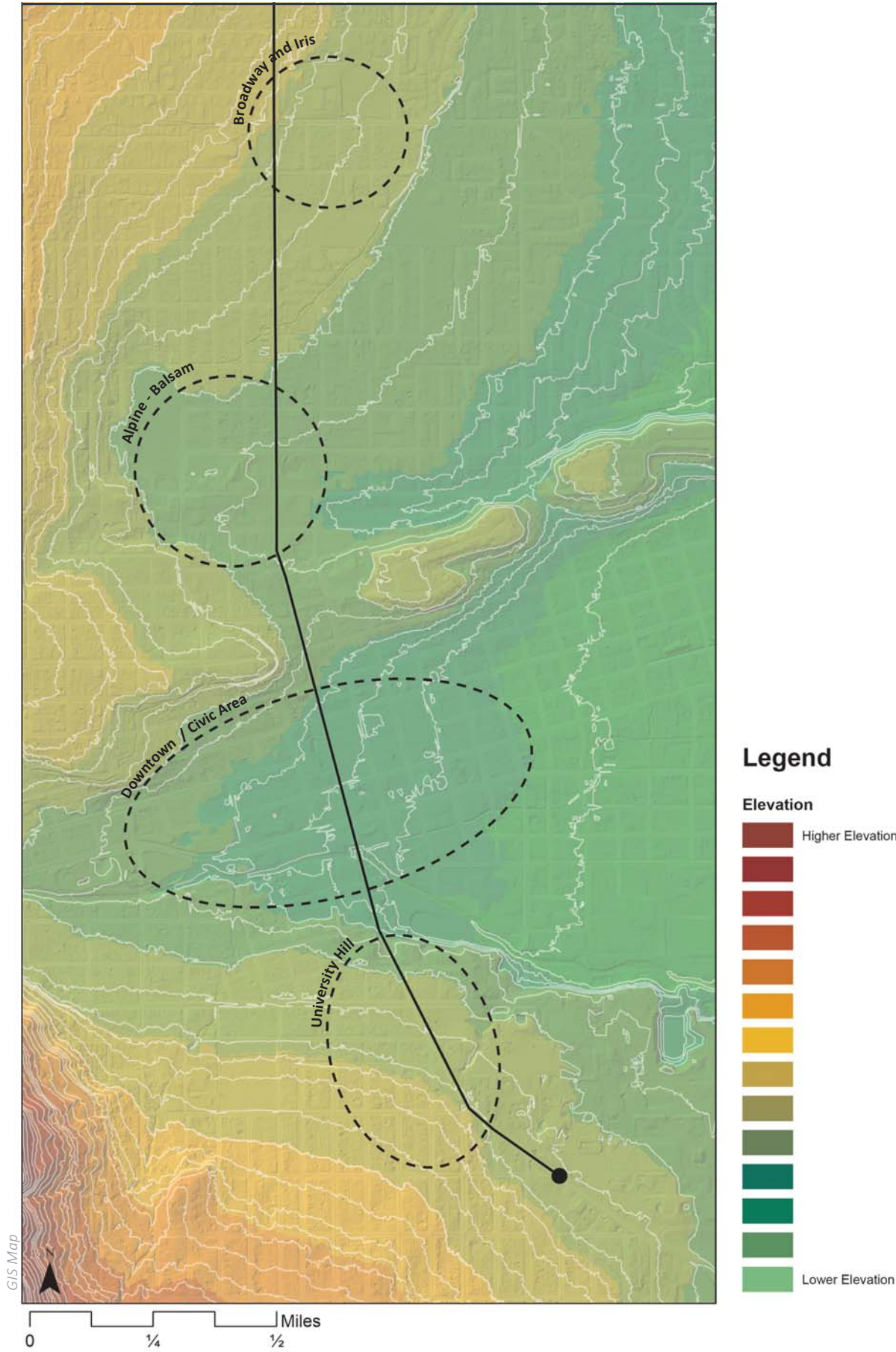
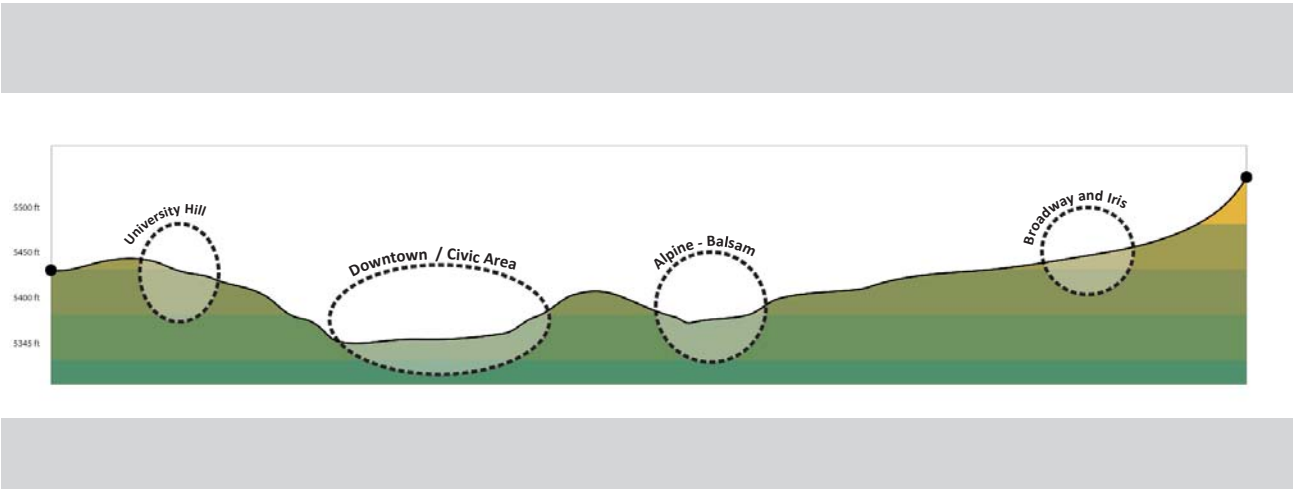
This section includes:

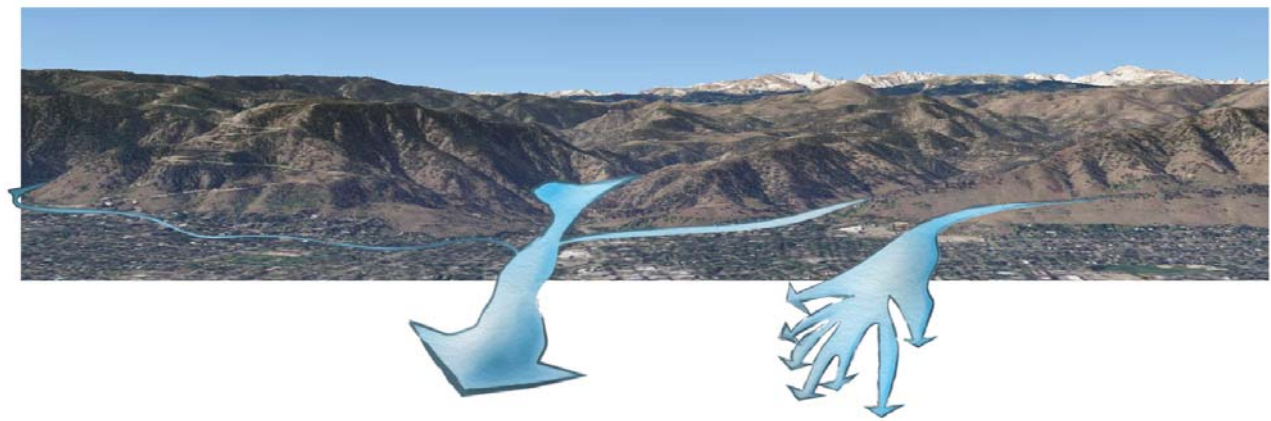
- Topography
- Streams and Floodways
- Tree Canopy
- Park and Recreation Facilities



Topography

This map illustrates the significant topographical changes between the nodes. The most significant change occurs between University Hill and Downtown/ Civic Area, posing somewhat of a pedestrian and bicycling barrier, thus increasing the importance of strong multi-modal connections.

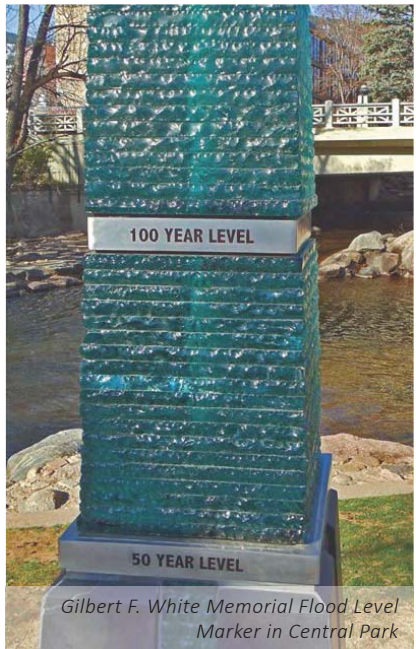




Streams and Floodways

Boulder’s location at the mouth of several canyon watersheds gives it the distinction of the city with the highest flash flood risk in Colorado. The City has developed land use regulations and flood warning and response systems, in addition to the construction of improved drainage ways, diversions, and other structures to help reduce flood risks and prepare the city to deal with flooding more effectively.

This map illustrates the significant impacts of flood risk on three of the four nodes -- all but University Hill. All new development and redevelopment must take that risk into account -- not only through design responses to regulatory elements but also through green infrastructure improvements to mitigate that risk.



Farmers Ditch in Columbia Cemetery



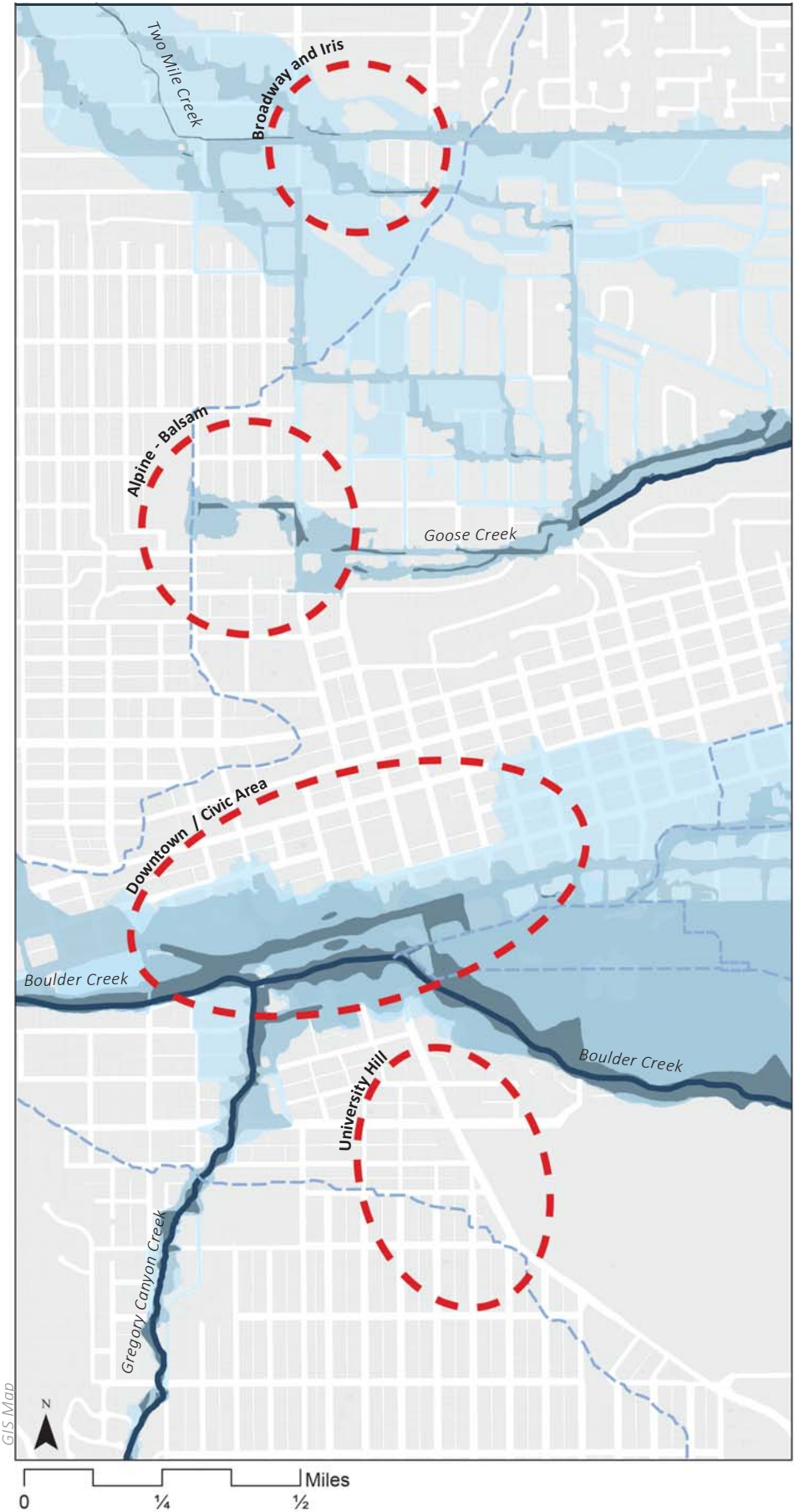
INFRASTRUCTURE

- Natural and man-made features guide floodwaters through 15 major drainageways.
- Drop structures moderate elevation changes to reduce water velocity.

About 150 miles of storm drain pipe and 4,800 catch basins collect surface water and deliver it to creeks.

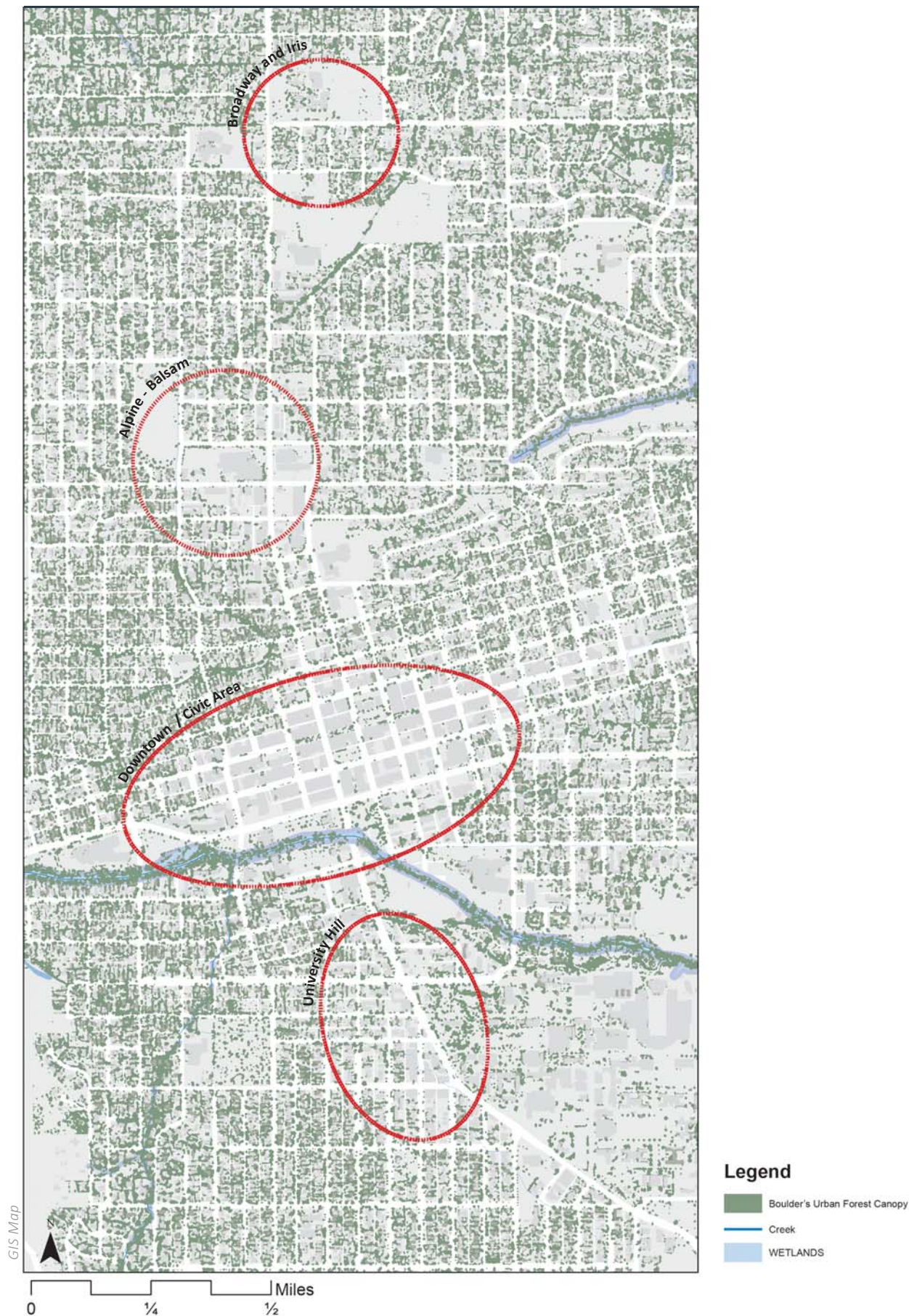
Streets, paths and underpasses convey water flows through Boulder and away from properties and critical facilities.

Boulder Flood Infographic (2014)



Legend

- Creek
- - - Ditch
- High Hazard
- 100 Year Floodplain
- 500 Year Floodplain



Boulder in 1940, with very few trees



Boulder in 2007, with a full urban tree canopy

Tree Canopy

Though Boulder’s native landscape is not necessarily one dominated by trees, as the city has grown it has developed a quite substantial and consistent tree canopy. In addition to the aesthetic and air and water quality benefits of a healthy tree canopy, that canopy also mitigates the urban heat island effect. One can see, even at this large scale, the scarcity of trees at the Alpine-Balsam site. Redevelopment of that site provides the opportunity to extend the canopy into the site.

Boulder’s Parks and Recreation Department is currently working on an Urban Forest Strategic Plan. The plan will capitalize on the recently completed public tree inventory and make recommendations for urban tree management for city parks and street rights-of-way.

City of Boulder’s Urban Tree Canopy

15.89% of Canopy Cover
2,773 Canopy Acres
More than 50,000 public trees



Parks and Recreation Facilities

Urban parks provided by the city include pocket parks, neighborhood parks, community parks and city parks as defined in the Parks and Recreation Master Plan.

The specific characteristics of each park depend on the type of park, size, topography and neighborhood preferences. Other park uses may include recreational facilities such as basketball or tennis courts, community gardens and natural areas.

Pocket Parks

Boulder’s pocket parks typically serve residents living within a 1/4-mile walking distance.

Neighborhood Parks

Neighborhood parks are usually located within walking distances of neighborhoods. Neighborhood parks are often considered the most fundamental park type in a city’s system.

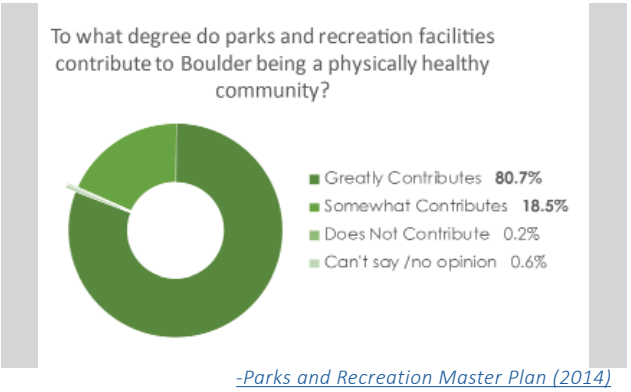
City Spaces

Boulder’s Parks and Recreation Department also manages other land types, such as Pearl Street Mall and the Boulder Creek Bike Path and several community garden sites.

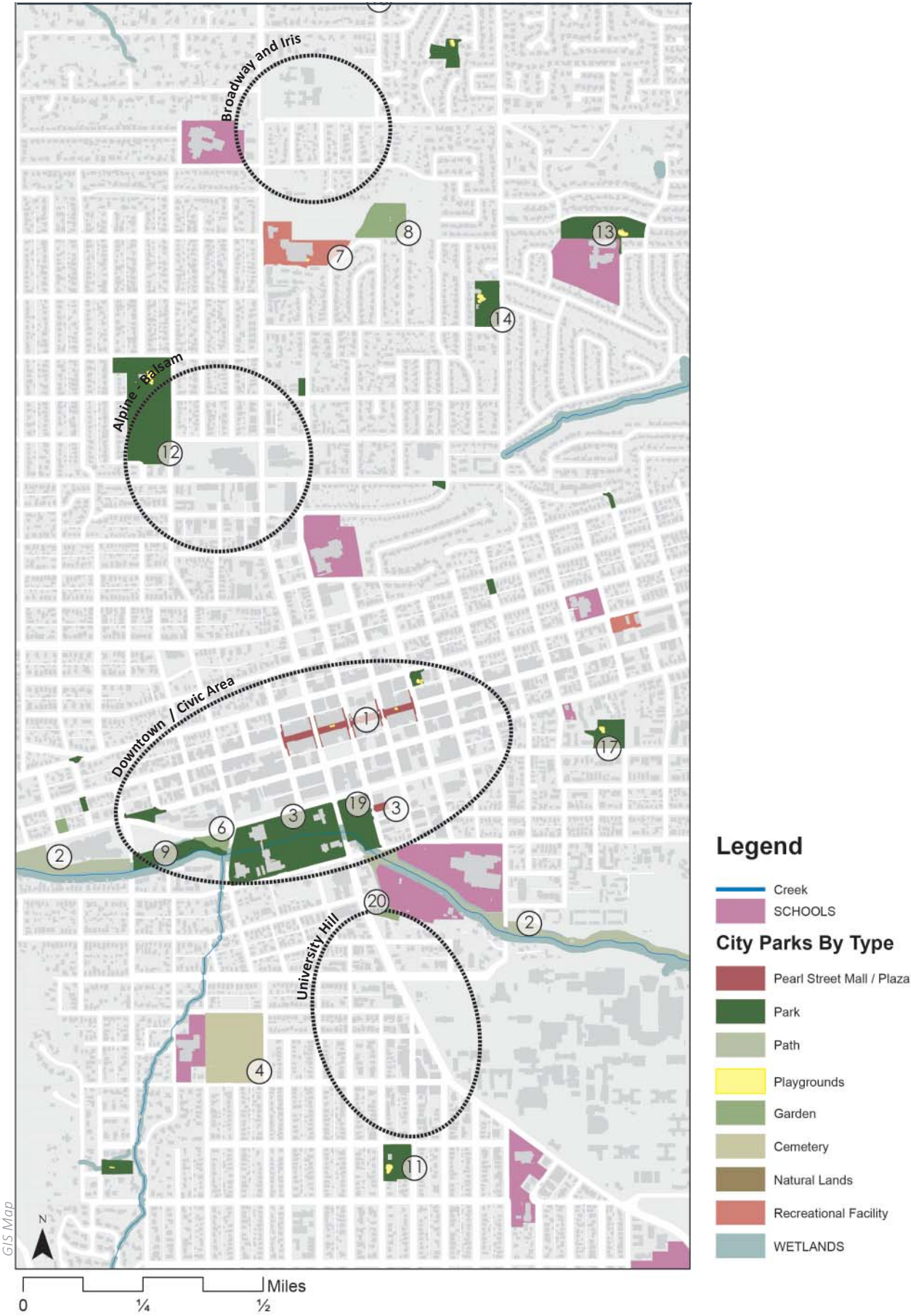
Other Providers of Parkland

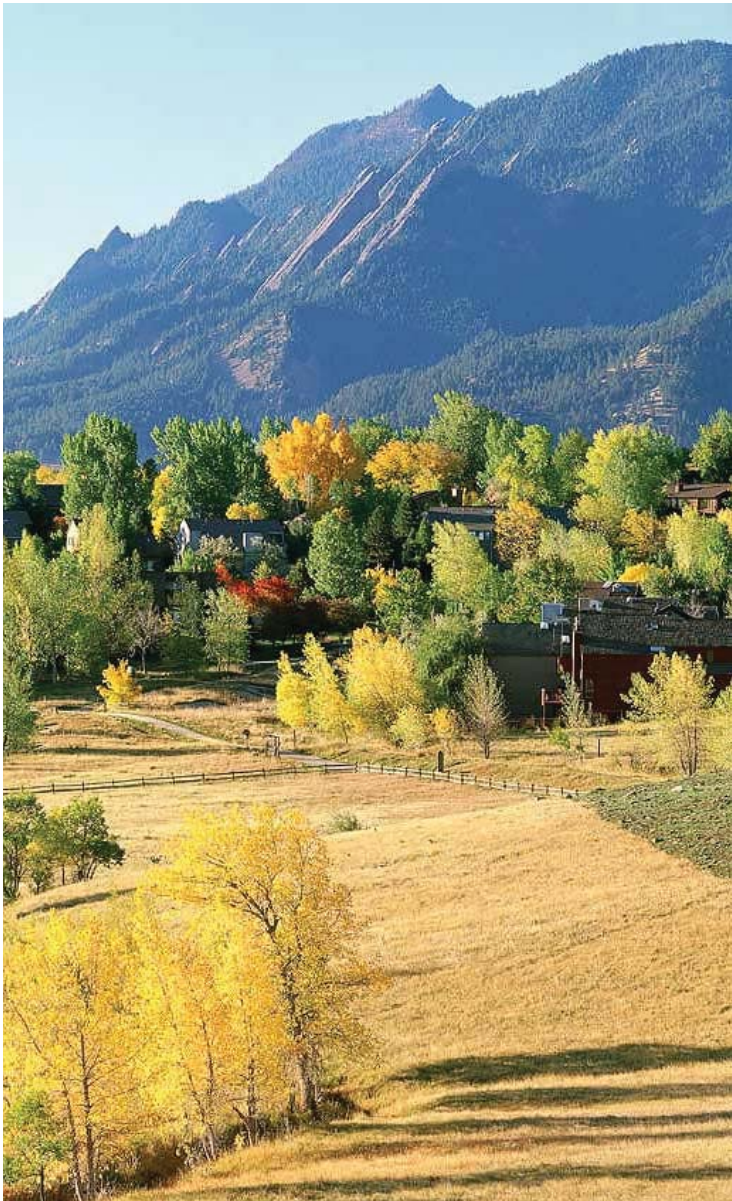
The Boulder Valley School District (BVSD) maintains land around school properties, and these lands are frequently used as de facto parks— especially those with playgrounds, athletic fields, and pathways.

Park Name	Park Classification
1) Pearl St Mall	City
2) Boulder Cr Path	City
3) Civic Park	City
4) Columbia Cemetery	City
5) 13th St Plaza	City
6) Haertling Sculpture Garden	Community
7) FL Olmsted, Jr. Park	Community
8) Hawthorne Gardens	Community
9) E Pierson Kids' Fishing Ponds	Community
10) Maxwell Lake Park	Neighborhood
11) Beach Park	Neighborhood
12) North Boulder Park	Neighborhood
13) Columbine Park	Neighborhood
14) Salberg Park	Neighborhood
15) Melody Park	Neighborhood
16) Centennial Tennis Courts	Neighborhood
17) EG Martinez Park	Neighborhood
18) WonderlandLake Park	Neighborhood
19) Central Park	Neighborhood
Lover's Hill Park	Pocket Park
Fitzpatrick Park	Pocket Park
H Fullen Park	Pocket Park
Barker Park	Pocket Park
20) Andrews Arboretum	Pocket Park
A Armstrong Park	Pocket Park
Canyon Pointe Park	Pocket Park
Catalpa Park	Pocket Park
Pineview Park	Pocket Park
Washington School Park	Pocket Park
C Robertson Park	Pocket Park
Fortune Park	Pocket Park
ES Smith Park	Pocket Park



Today, the city’s system of urban parks, open space, trails, plazas, recreation centers, programs, and special events are major contributors to Boulder’s nationally acclaimed high quality of life. As shown in this map, the Central Broadway Corridor enjoys a wide range of size and types of parks and recreation facilities.







Accessible and Connected

Create and maintain a safe and efficient transportation system meeting the sustainability goals of the community to accommodate increased person trips by providing travel choices

First adopted in 1989, the Transportation Master Plan (TMP) recognized the need to reconcile two seemingly conflicting goals: first to provide mobility and access in the Boulder Valley in a way that is safe and convenient; and second, to preserve what makes Boulder a good place to live by minimizing auto congestion, air pollution, and noise. The TMP policy direction reconciles these goals by increasing travel choices to accommodate increased person trips in non-automotive modes while limiting the increase in single-occupant auto travel, including providing a variety of programs such as RTD's Eco Pass, the potential Community Pass, rideshare options, telework, bikeshare, carshare, and traveler information systems.

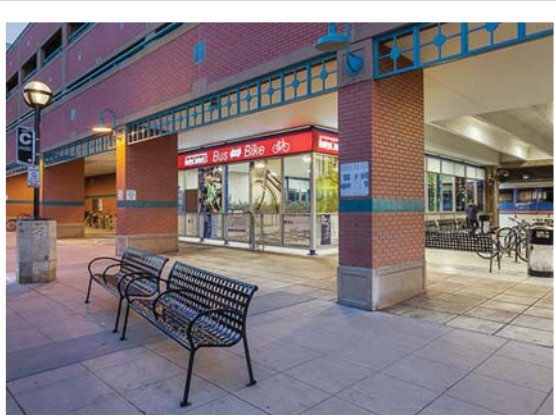
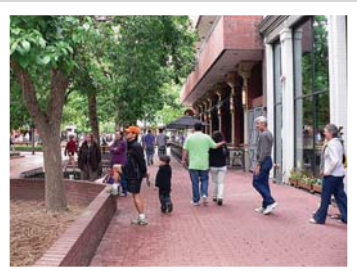
This section includes:

- Pedestrian Connections
- Bicycle Connections
- Community Transit Network
- Parking and Access

The Transportation Master Plan guides future planning along the corridor to think about how we can enhance the experience for people who:

- WALK
- BIKE
- BUS
- DRIVE

Broadway is one of our most complete corridors and these photos illustrate the result of years of investment in making it a complete street.



“Complete Streets - Multi-modal corridors are the major transportation facilities that provide intra-city access and connect to the regional transportation system. The 1996 TMP identified these corridors and called for improving all modes of travel along them, a concept now widely known as Complete Streets. These corridors carry a majority of the trips in the community and link important activity, employment and commercial centers. Maximizing their efficient trip carrying capacity requires improving the relationship between the multi-modal transportation system, land use, and urban design. Complete streets are developed as community assets that bring people together.”

-Transportation Master Plan (2014)

Pedestrian Connections

The 2014 TMP update continues to recognize the pedestrian as the primary mode and takes a “people first” approach to transportation, which is fundamental to achieving complete streets. Walking is the fundamental way to travel and connects travel by all other modes. The city will prioritize and support pedestrian travel as the primary mode throughout the community and ensure adequate connections to public transit.

This diagram shows how Boulder’s street and sidewalk system is largely built out. Future work will focus on improving the experience of these pedestrian connections between nodes of activity.



Underpass near College and Broadway



Improved corner at Alpine and Broadway



Walking along the Boulder Creek Path



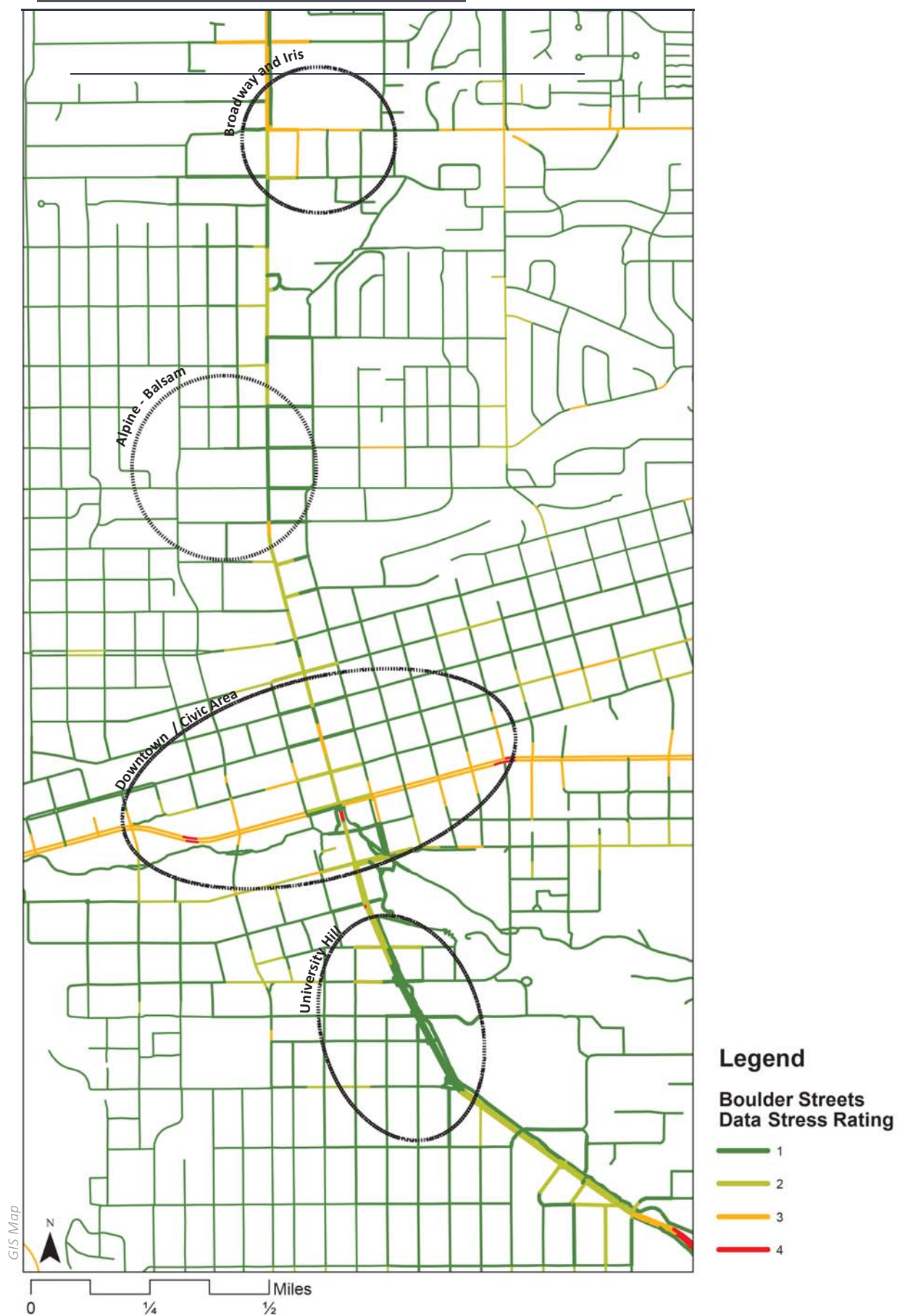
Sidewalk Improvements at Long’s Gardens

Pedestrian Policies

- The city will:
- **Develop a high-quality pedestrian environment** as the foundation for the desired multimodal transportation system
 - **Uphold the standard for pedestrian mobility and accessibility** so that a wheelchair user can move safely and conveniently through the transportation system
 - **Support a high-quality pedestrian environment** including the ability to travel safely and conveniently along the street and to have reasonable crossing opportunities; to travel through a comfortable and interesting environment provided by high-quality urban design; and to have appropriate pedestrian amenities such as benches, shade, and water fountains
 - **Identify alternative means of meeting defined pedestrian needs where applicable** —if the need can be met safely within the traveled way of a rural residential street or access lane, then sidewalks may not need to be developed



- Legend
- Enhanced Ped Crossing
 - Underpass
 - Sidewalk



Bicycle Connections

An identified aim of the TMP is to enhance the on-street bike system and improve comfort and confidence for people who want to bike but don't feel comfortable or confident sharing the roadway with motor vehicle traffic.

The city has used a low-stress bike network analysis tool (left) to identify areas where new treatments may address the concerns of these potential bicyclists. High-stress streets are measured as those with high speed limits, limited or non-existing bike lanes and signage, and large distances to cross at intersections.

Bicycle Policies

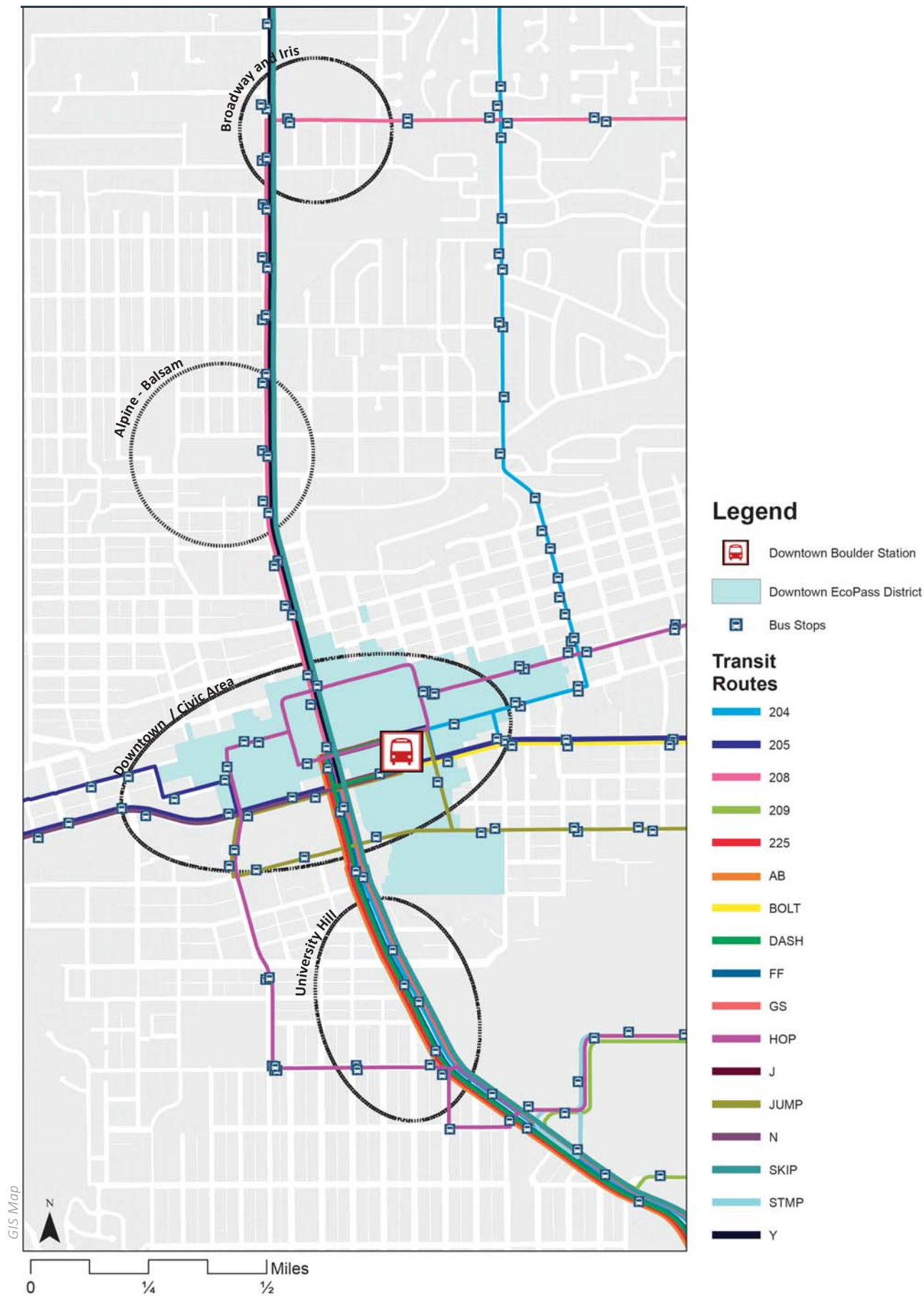
The city will:

- **Complete a grid-based system** of primary and secondary bicycle corridors to provide bicycle access to all major destinations and all parts of the community
- **Coordinate** with Boulder County, CU, the Boulder Urban Renewal Authority, neighborhood plans, the city Parks and Recreation Department, the Open Space and Mountain Parks Department, and other government entities and plans to ensure that all city and county projects connect with and/or help to complete the corridor network
- **Work with property owners, developers, the Boulder Valley School District, the city Parks and Recreation Department, and CU** to ensure that commercial, public, and mixed-use and multi-unit residential sites provide direct, safe, and convenient internal bicycle circulation and parking oriented along the line of sight from external connections to areas near building entrances and other on-site destinations
- **Combine education and enforcement efforts** to help instill safe and courteous use of the shared public roadway, with a focus on better educating students on how to properly share the road with bicyclists, pedestrians, and transit users

Policies from TMP



Boulder residents are more likely to ride a bike than in most other US cities; biking to work at a rate 20 times the national average. New tools created as part of the TMP Update—such as the low-stress bike network GIS mapping tools—are used on an ongoing basis to identify opportunities for infrastructure investment and ways to enhance the mix of available land uses within easy walking and bicycling distances from Boulder neighborhoods.



Community Transit Network

The city plays an active role in ensuring its residents and workers have access to quality public transit. The City and Boulder County have increased funding of RTD transit service to preserve Community Transit Network frequency and increase the regional transit connections available to workers. The city partners with Via Mobility Services, RTD and CU Students to operate the HOP. Collaboration with other regional partners led to both the U.S. 36 Flatiron Flyer bus rapid transit and FLEX service between Fort Collins and Boulder to the regional transit options.

Community Transit Network (CTN)

The Community Transit Network (CTN) includes seven bus routes, which are among the most cost-effective and productive transit routes in Boulder County. Key CTN design principles include:

- Frequent service (every 10 minutes) so that no schedule is needed
- Community-oriented buses with large windows and unique branding
- Perimeter seating to encourage social interaction

Current CTN routes are the HOP, SKIP, JUMP, BOUND, STAMPEDE, DASH, and BOLT.
Image from Nelson\Nygaard

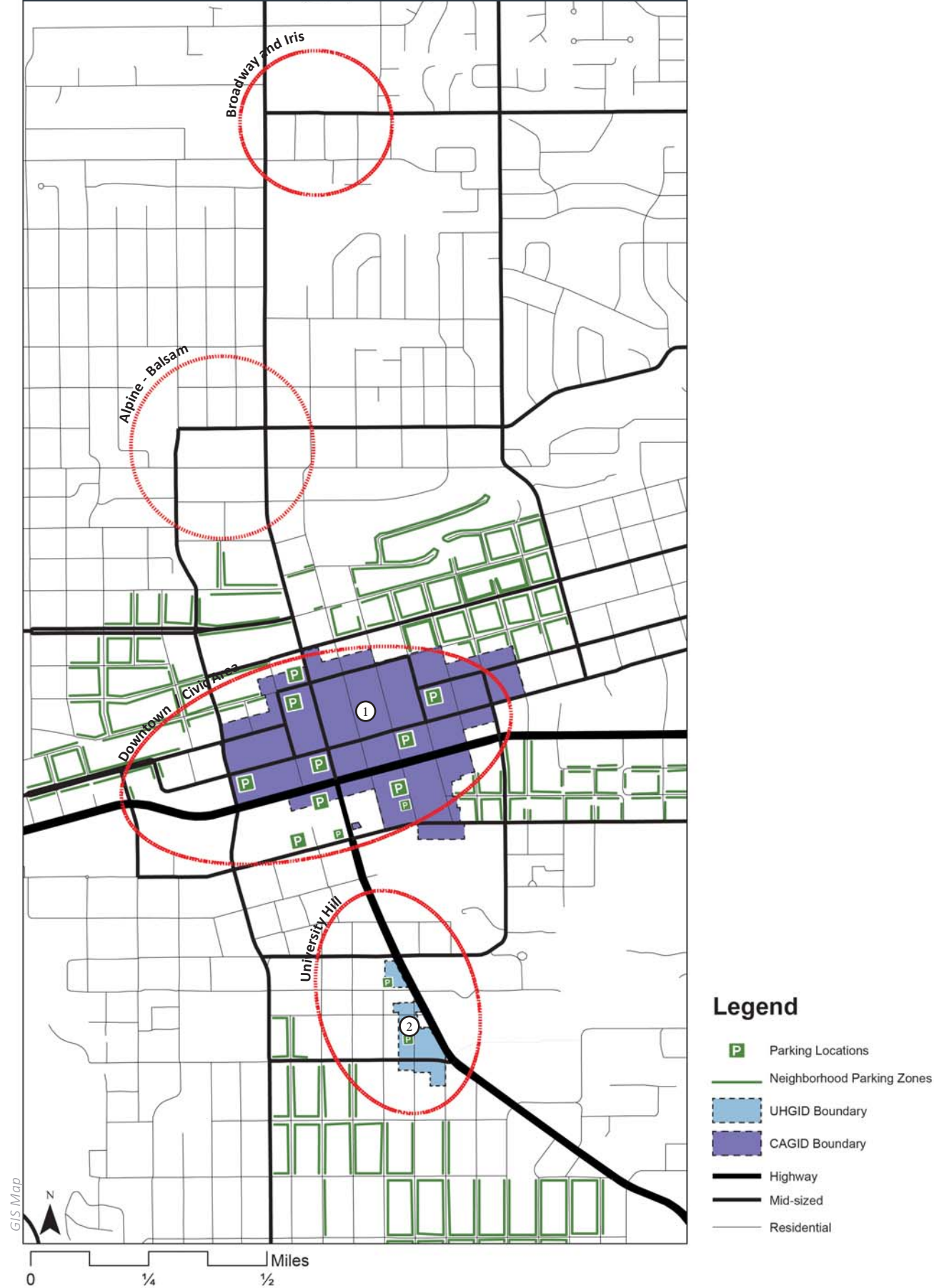


The Skip is the main line that serves the North/South Broadway corridor with stops at the Alpine Balsam Site, Ideal Market, the North Boulder Rec Center, downtown, CU and continuing on to Fairview High School.

The SKIP			
	Start	Stop	Average Frequency
WEEKDAY	5:30 AM	12:30 AM	10 min
SATURDAY	7:00 AM	12:30 AM	15 min
SUNDAY/HOLIDAY	7:00 AM	11:30 PM	20 min

In 2011, the City combined a public art project -- called Broadway In Motion -- with the Broadway Reconstruction Project between Pine Street and Iris Avenue which included pedestrian and transit stop upgrades.





Parking and Access

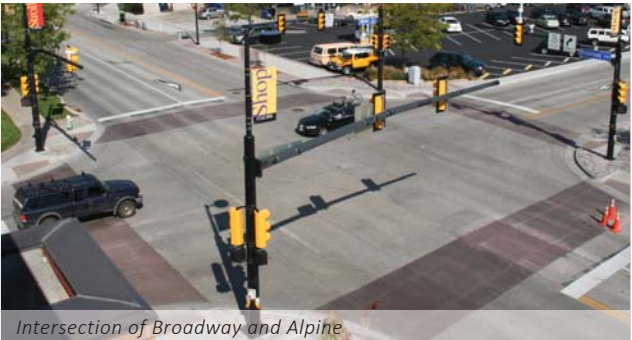
Boulder’s street system is largely built out and constrained by Boulder being a mature community, so the emphasis in the automobile modal element is to operate the system as safely and efficiently as possible. While travel by Boulder residents within the city is broadly multi-modal, regional travel is still highly dependent on single occupant vehicles (SOVs). Transportation Demand Management (TDM) together with parking management is the most cost effective strategy for maintaining the function of the transportation system and includes a variety of programs such as RTD’s Eco Pass, the potential Community Pass, rideshare options, telework, bikeshare, carshare, and traveler information systems.

This diagram show the effective use of General Improvement Districts in the Downtown/Civic Area node and the University Hill Node to manage parking supply and operations. Further study will determine if there are other opportunities for districts along the corridor.

The access districts incorporate an integrated, multi-modal approach providing a variety of travel options: including the employee ecopass program, car and bike share memberships, public bike parking as well as for cars. Automobile parking is managed using the SUMP principles: shared, unbundled, managed and paid, in order to effectively manage a valuable resource and promote a balanced transportation system.



Parking garage in Downtown
Image by Paul Aiken / Staff Photographer / Boulder Daily Camera



Intersection of Broadway and Alpine

Roadway Policies

- The city will:
- **Develop and manage its street network** in a manner that places reliance on improving the efficiency of the existing system before expanding that system
 - **Pursue development of a highly-connected and continuous road system** based on a grid pattern allowing for convenient and efficient travel by all modes

Policies from TMP

- ① The Central Area General Improvement District (CAGID), formed in 1970, provides parking and related improvements and maintenance in a 35-block area encompassing the Downtown. The comprehensive TDM program in CAGID and the resulting mode shares demonstrates the effectiveness of a comprehensive access management program.
- ② The University Hill General Improvement District (UHGID), created in 1970 and expanded in 1985, provides parking, maintenance and aesthetic improvements to the business district and also has played a leadership role in facilitating revitalization and redevelopment on The Hill.

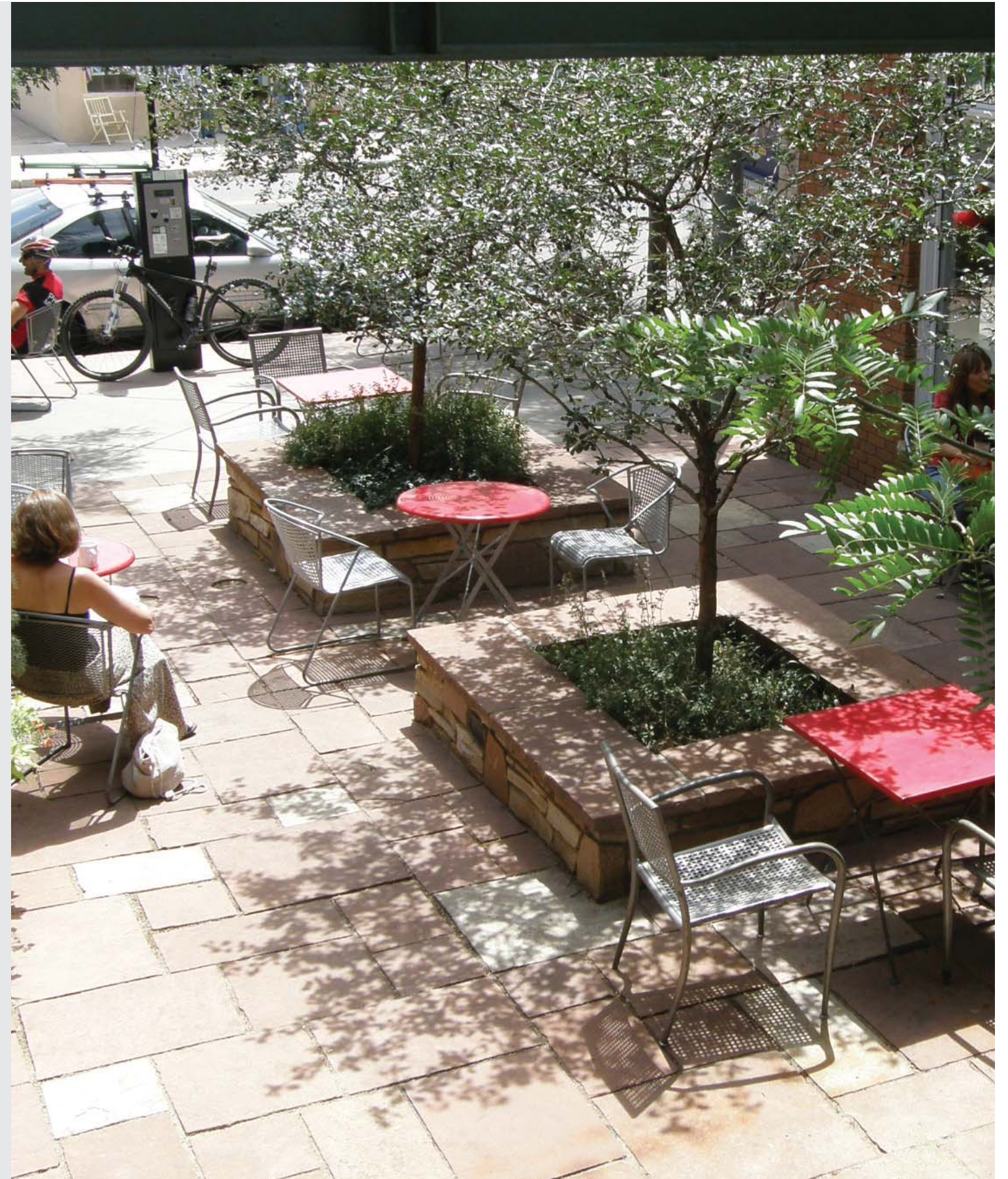
Built Environment

Boulder's compact, interconnected urban form helps ensure the community's environmental health, social equity and economic vitality.

This section of the Inventory examines some elements of urban form that contribute to achieving Sustainable Urban Form. The elements we examine here impact how people perceive, interact with, and go about their lives in a particular place. For example, the array of building uses -- whether that is a monoculture of a single use or a rich diversity of different uses -- fundamentally affects how and where one goes about daily activities. Can I conveniently get to work, meet a friend, and pick up some groceries, or do I have to travel greater distances to do those things? Likewise, the pattern of streets and blocks fundamentally affects how one moves from one location to another. Does that pattern support choice, interest, diversity of experience?

This section includes:

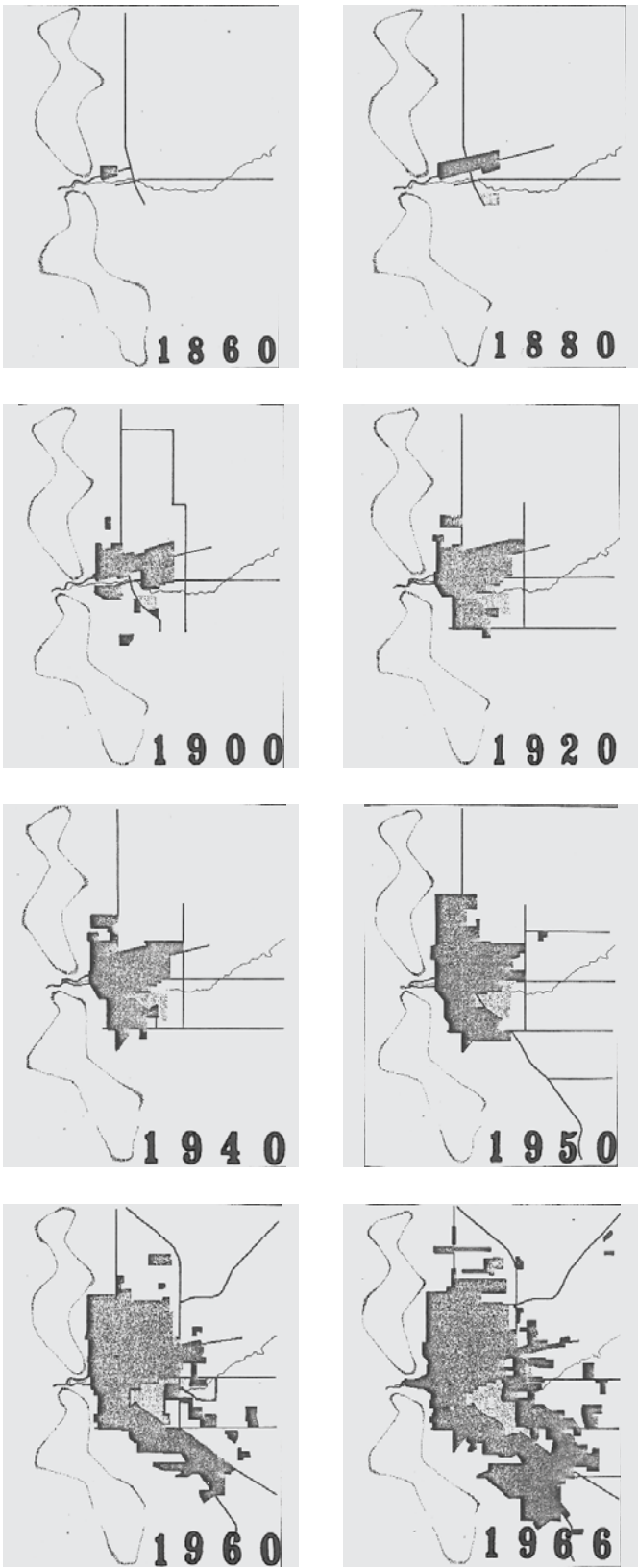
- Block Pattern
- Public Realm
- Building Pattern
- Land Use



Block Pattern

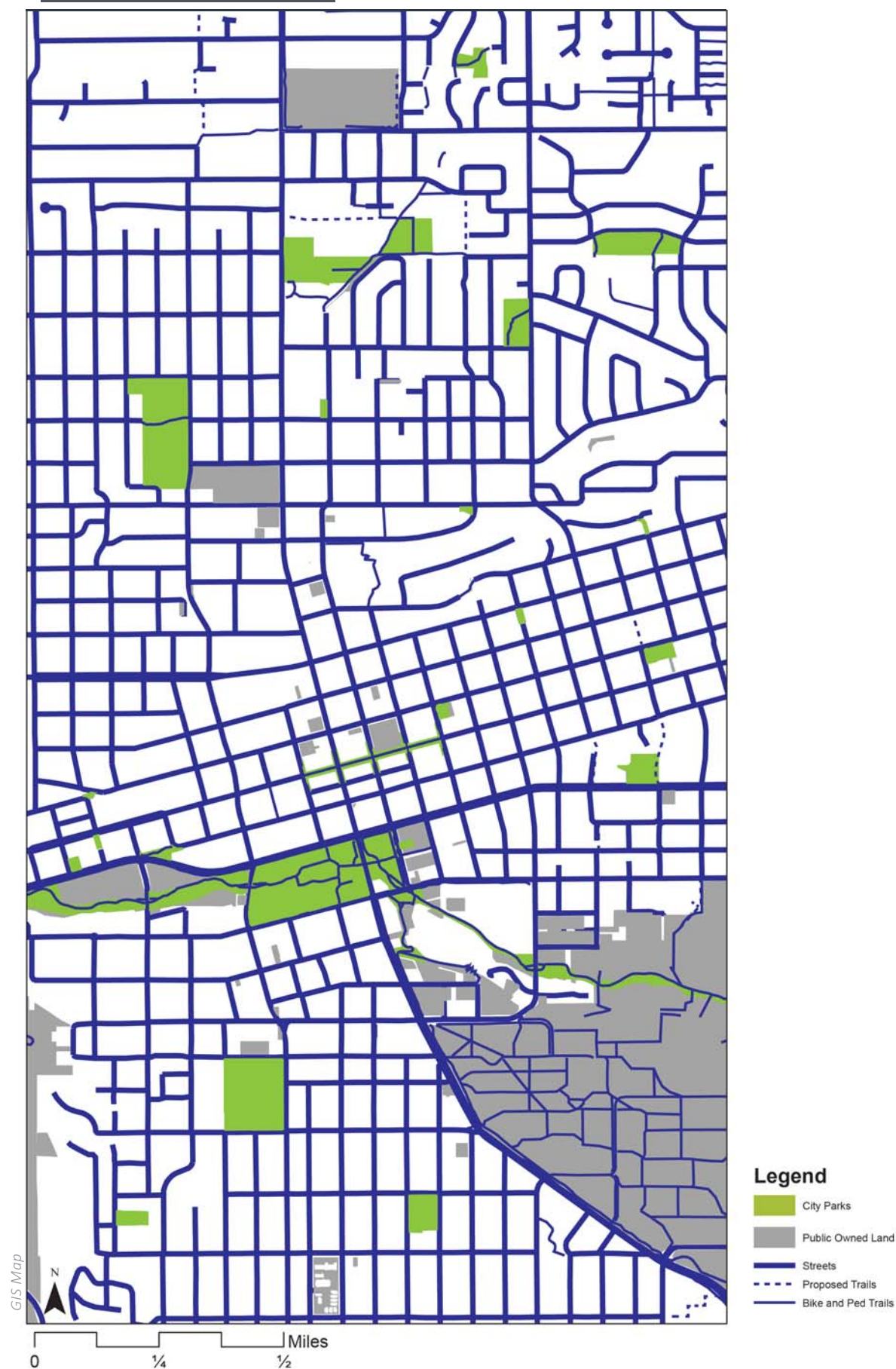
The City of Boulder grew from a small mining settlement in 1858 to an urban area of almost 67,000 people in 1970. The physical elements of Boulder’s site and limited mobility options were significant factors in the first decades of growth. The expanded mobility provided by the automobile and conscious planning have been major factors in more recent years.

The Central Broadway Corridor area shown in this diagram (facing page) generally displays a reasonably continuous pattern of small blocks and uninterrupted streets. The pattern is naturally disrupted by creek corridors (Boulder Creek and Goose Creek) and topography. In some areas, the grid-like pattern is disrupted by large “mega-blocks.” This is true at the Alpine-Balsam site of the Boulder Community Hospital, where 10th and 11th Streets, as well as the mid-block alleys, do not exist at the site. The same is true, to some extent, at the County-owned site at Broadway and Iris. At the north end of the Corridor, the block pattern begins to shift to the bigger-block, loops and cul-de-sac pattern that became prevalent as America shifted from a walking/transit-based mobility system to an automobile-based mobility system.



Sequence from “The Growth of a Community” by Elizabeth F. Goodwin (1996)





Public Realm

Separate and apart from the role of a roadway network with regard to mobility, roadways are typically the single-largest component of a community’s Public Realm. The Washington, DC, Department of Transportation provides a useful description of Public Realm: “The public realm is a vital aspect of the built environment that helps to give a city its identity. It primarily consists of the roadways, sidewalks, parks, plazas, and other open spaces that comprise the arteries and focal points of the urban framework.” The Boulder Valley Comprehensive Plan echoes this emphasis on the importance of the Public Realm, saying: “The public realm provides key functions and strongly influences character and aesthetics.” A drawing such as we provide here serves as a reminder of the vast amount of space available (via our roadway network) - if well designed and functional - to shape the character of our community.



An example of Public Facilities in the Public Realm



An example of Right of Way (ROW) in the Public Realm



An example of Parks in the Public Realm

Building Pattern

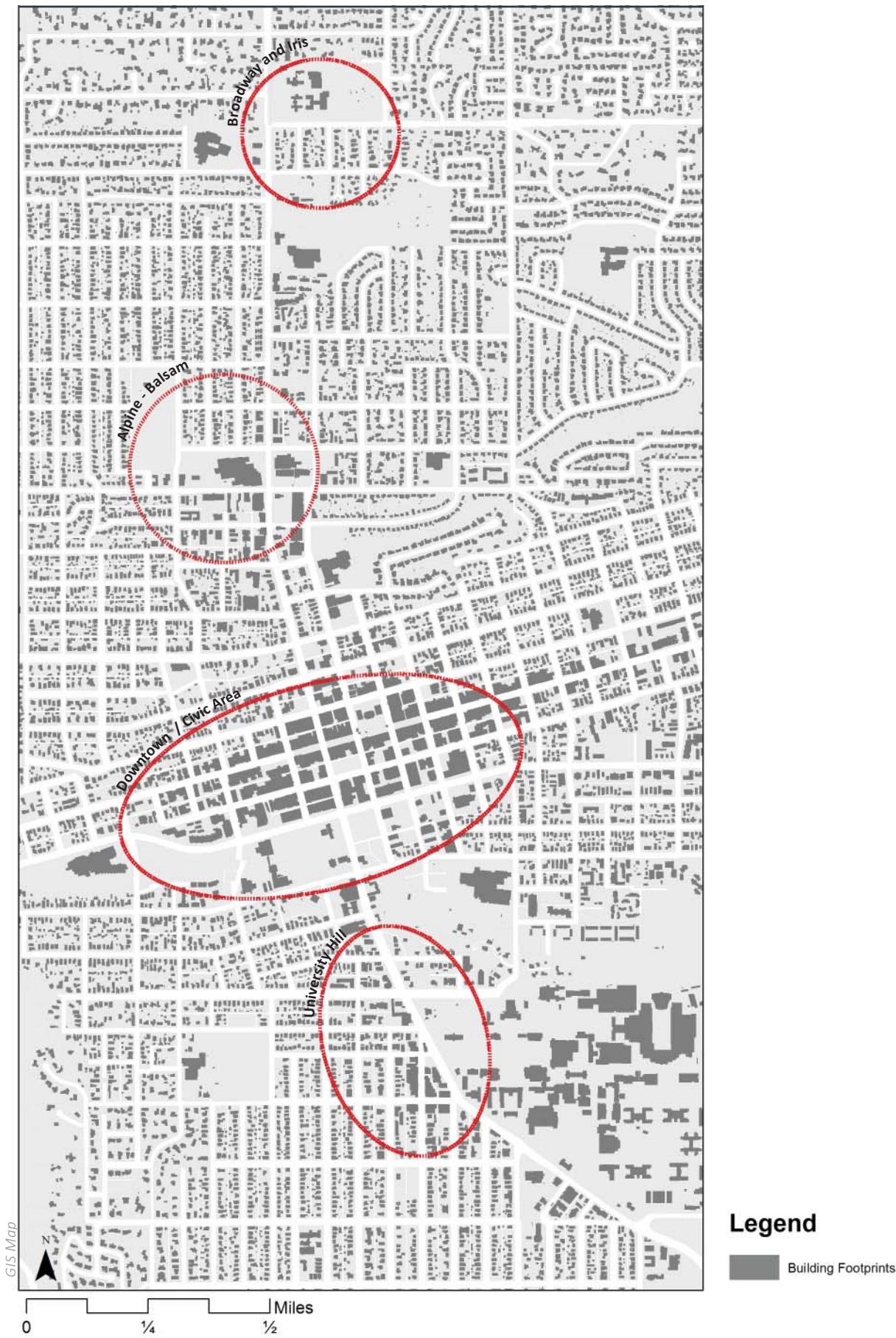
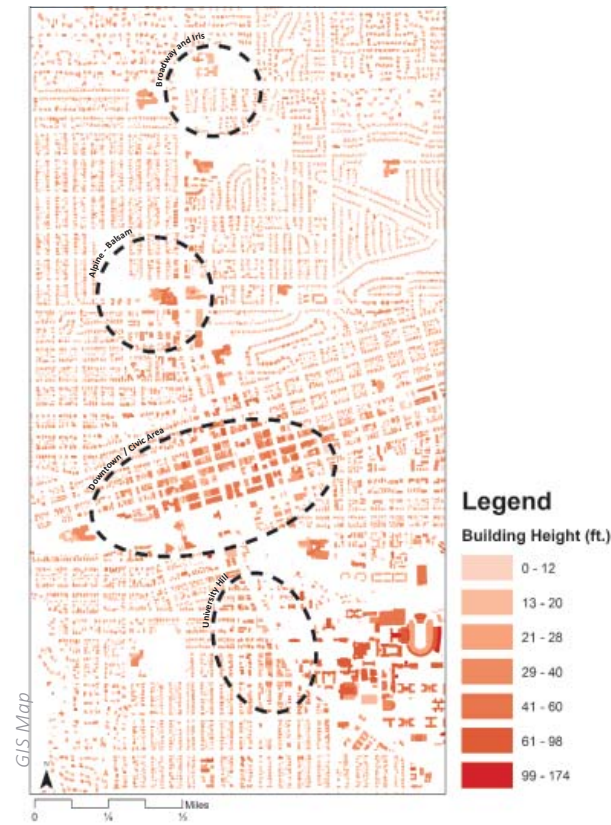
The four nodes along the Corridor (University Hill, Civic Area/Downtown, Alpine-Balsam, Broadway-Iris) are evident simply from the patterns of buildings.

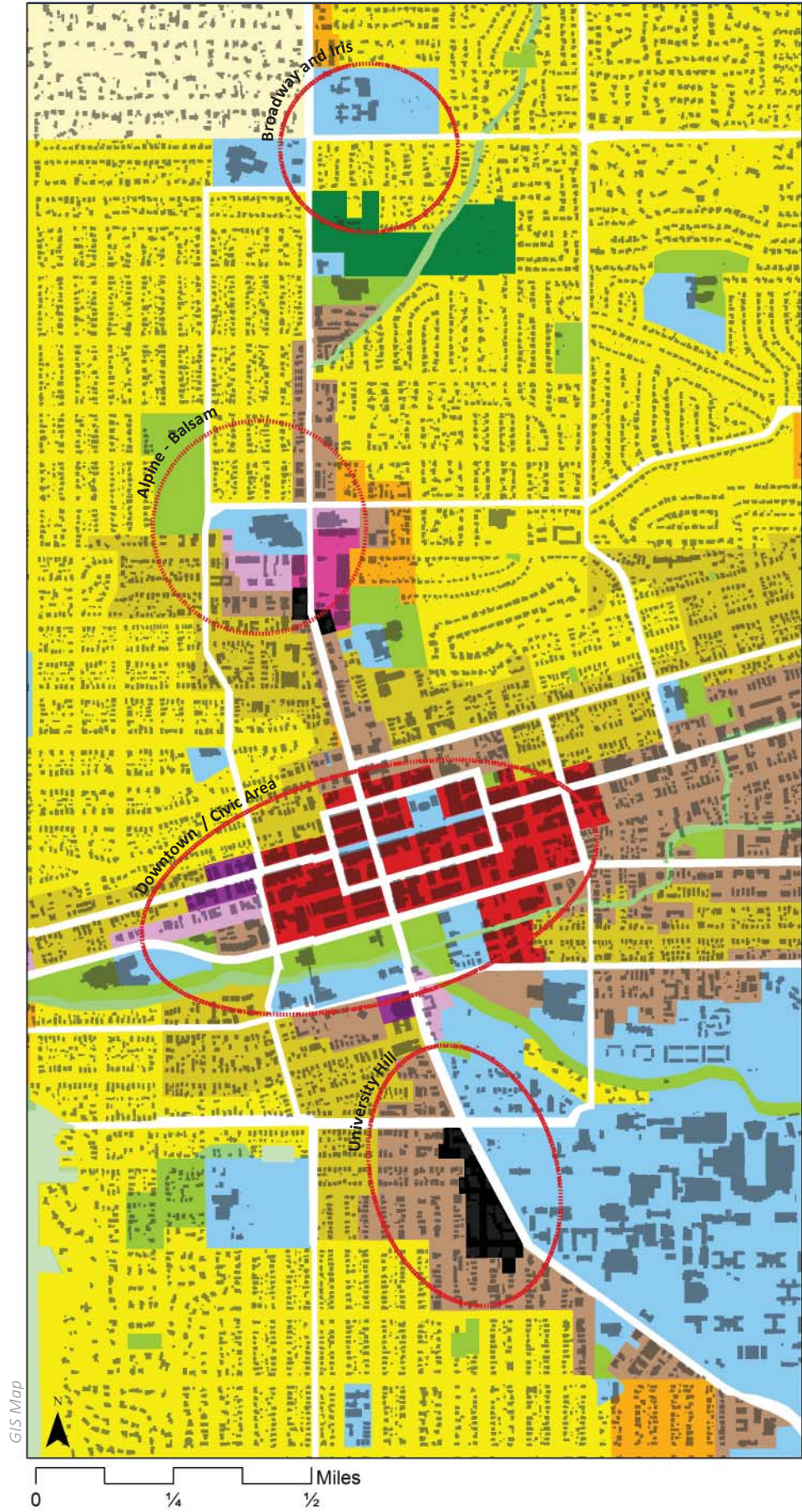
Figure-Ground drawings, as shown on the facing page, are a quick and useful way to get an intuitive sense of a place. Without formal training, we can quickly discern the differences between a campus setting and a neighborhood of closely-spaced, modest-sized homes.

Though Figure-Ground drawings show only the footprint of a building (and not its height or use), they provide a quick sense of whether buildings in an area are closely packed or loosely spaced, and whether buildings are separated by expansive or limited open space.

One must be careful, however, not to be deceived by surface parking, which might look like open space, when of course it's not. For example, the western portion of the Alpine-Balsam site and North Boulder Park look the same in the diagram on the facing page, but in the diagram to the below it is easy to see that one is an asphalt surface parking lot and the other is acres of grassy parkland.

A pattern also starts to emerge when the figure ground drawing is combined with data about the building heights as shown below. In the built environment, the relationship between the street width, building height, and building size contribute to the experience of the different nodes.





Legend

Land Use

- Residential**
- Very Low Density Residential
 - Low Density Residential
 - Manufactured Housing
 - Medium Density Residential
 - Mixed Density Residential
 - High Density Residential
- Business**
- Community Business
 - General Business
 - Service Commercial
 - Transitional Business
 - Regional Business
- Industrial**
- Community Industrial
 - General Industrial
 - Light Industrial
 - Performance Industrial
- Mixed Use**
- Mixed Use Business
 - Mixed Use Industrial
 - Mixed Use Residential
- Open Space and Mountain Parks**
- Open Space, Acquired
 - Open Space, Development Rights
 - Open Space, Other
- Other**
- Agricultural
 - Park, Urban and Other
 - Public
 - Environmental Preservation

Land Use

This diagram illustrates the distribution of different land uses along the Corridor. These land use categories correspond to those in the Comprehensive Plan and its Land Use Map. These designations inform zoning and development decisions. The images below generally represent land use designations shown in this area.

CENTRAL BOULDER
SUBCOMMUNITY
FACT SHEET (2015)
LAND USE MAP DESIGNATIONS

RESIDENTIAL

VLR Very Low Density Residential
(2 dwelling units per ac. or less)

LR Low Density Residential
(2 - 6 dwelling units per ac.)

MR Medium Density Residential
(6 - 14 dwelling units per ac.)

MXR Mixed-Density Residential
(Older areas = 6 - 14 dwelling units per ac.;
For new areas = 6 - 18 dwelling units per ac.)

HR High Density Residential
(More than 18 dwelling units per ac.)

MIXED-USE

MUR Mixed-Use Business

MUR Mixed-Use Residential

BUSINESS

CB Community Business

GB General Business

TB Transitional Business

RB Regional Business

OPEN SPACE AND MOUNTAIN PARKS

OS-A Open Space Acquired

OS-DR Open Space Development Rights

OS-O Open Space Other

OTHER

PUO Park, Urban and Other

PUB Public

AG Agriculture



Community Character and Assets

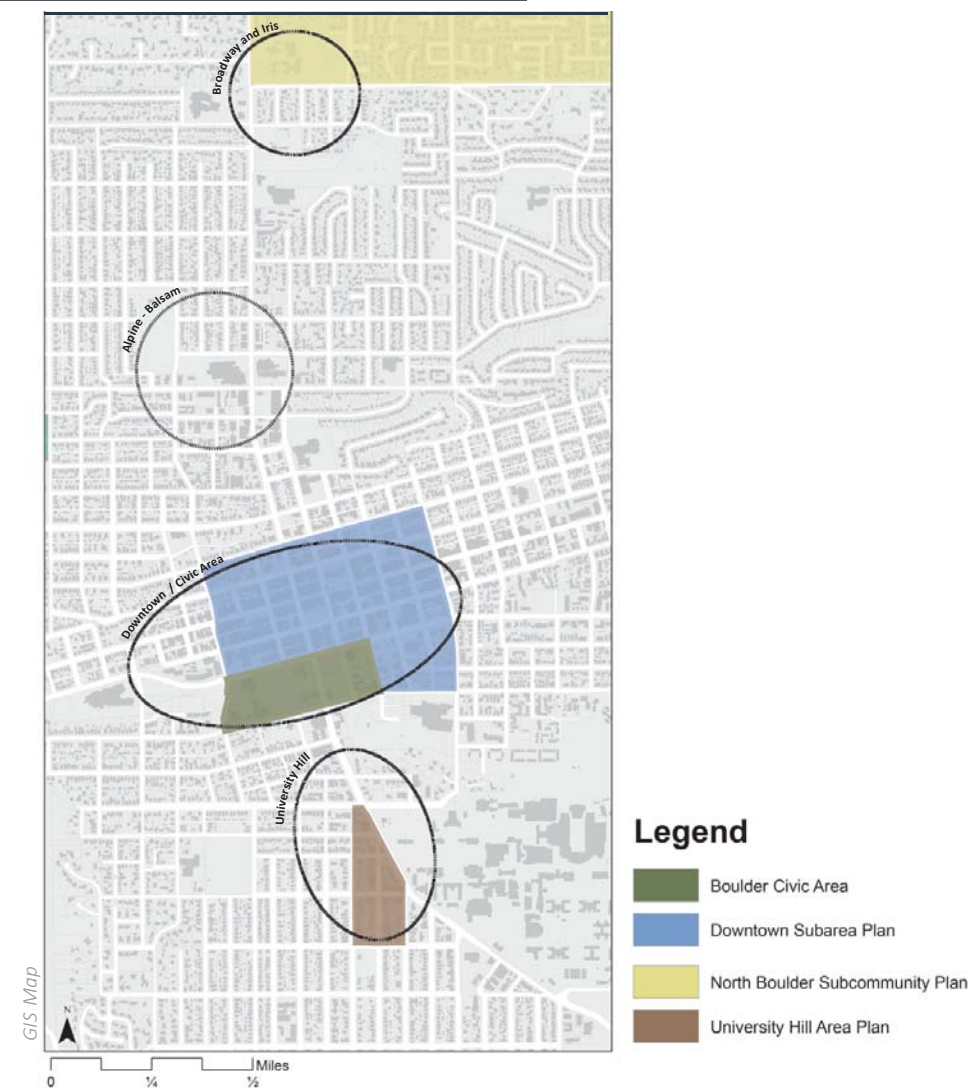
Community character draws on each area's unique history, development pattern, land uses, amenities and other factors.

This section examines some key elements of "Character" along the Central Broadway Corridor.

Community assets and amenities are an important part of the "Complete" community that the Boulder envisions. While the relationship between work, home, and daily needs are pillars of a complete community, other important elements are schools and other centers for learning, recreation facilities, cultural facilities, and community services. While these types of community assets are located up and down the Central Broadway Corridor, clusters have naturally formed for matters of convenience and synergy.

This section includes:

- Subcommunity and Area Plans
- Population and Housing
- Historic Districts
- Art and Culture
- Commercial Character
- Complete Neighborhoods
- City Facilities



Subcommunity and Area Plans

The Boulder Valley Comprehensive Plan policies provide overarching direction for planning, development and programs in the Boulder Valley. Implementation tools that translate the plan into action include: Subcommunity and Area Plans, Master Plans and Trails Maps.

Subcommunity and area plans establish the official future vision of an area as well as create a common understanding among residents, business and land owners, and city departments of expected changes in the area. These plans are map/location-based and shown on this diagram.

City departments prepare master plans to provide a common framework for planning the delivery and funding of city services, facilities and programs. These, in turn, provide the basis for capital improvement programming and operational budgeting. Department master plans are not location based and so are not shown on this map.

These Plans are created with extensive community engagement and usually are adopted by Planning Board and City Council and amended as needed with the same legislative process as originally adopted.

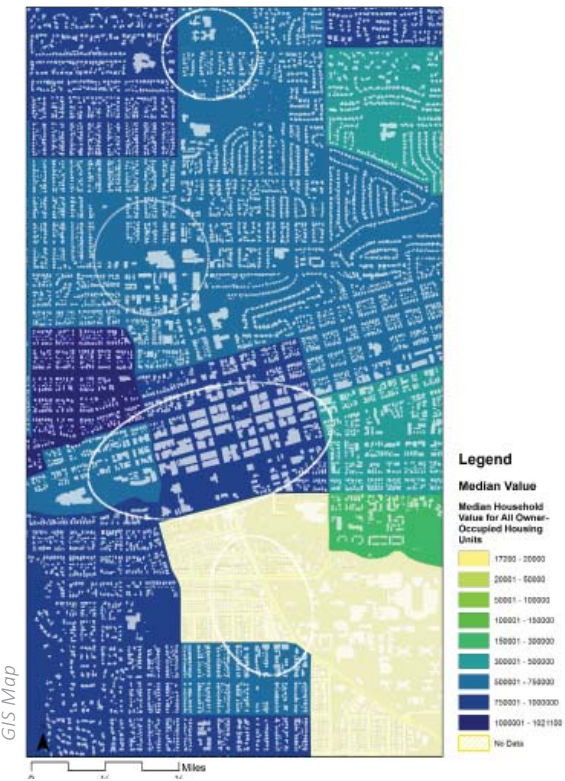
The compilation of this Inventory has been guided by decades’ worth of planning efforts, including (but not limited to):

- [*Draft Alpine-Balsam Vision Plan \(2017\) \(not yet adopted\)*](#)
- [*Civic Area Master Plan \(2015\)*](#)
- [*Downtown Boulder Strategic Plan \(2005\) \(not Council-adopted\)*](#)
- [*Downtown Boulder Alliance report*](#)
- [*University Hill Area Plan*](#)
- [*North Boulder Subcommunity Plan \(1995\)*](#)
- [*Transportation Master Plan \(2014\)*](#)
- [*Community Cultural Plan \(2015\)*](#)
- [*Greenways Master Plan \(2011\)*](#)



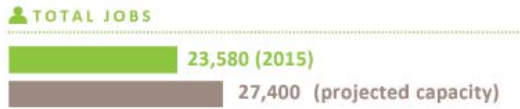
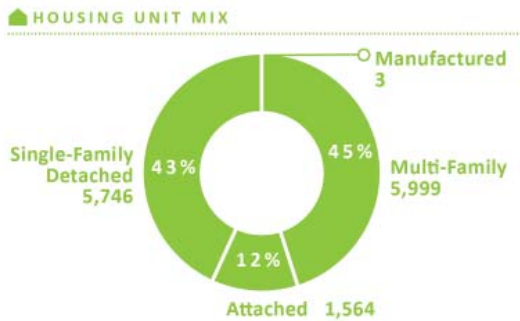
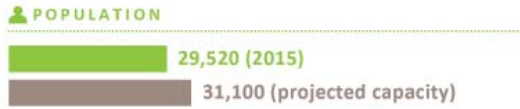
Population and Housing

The Broadway Corridor generally marks a transition from low-density development on the west to higher-density development to the east. This is especially true in the central area.



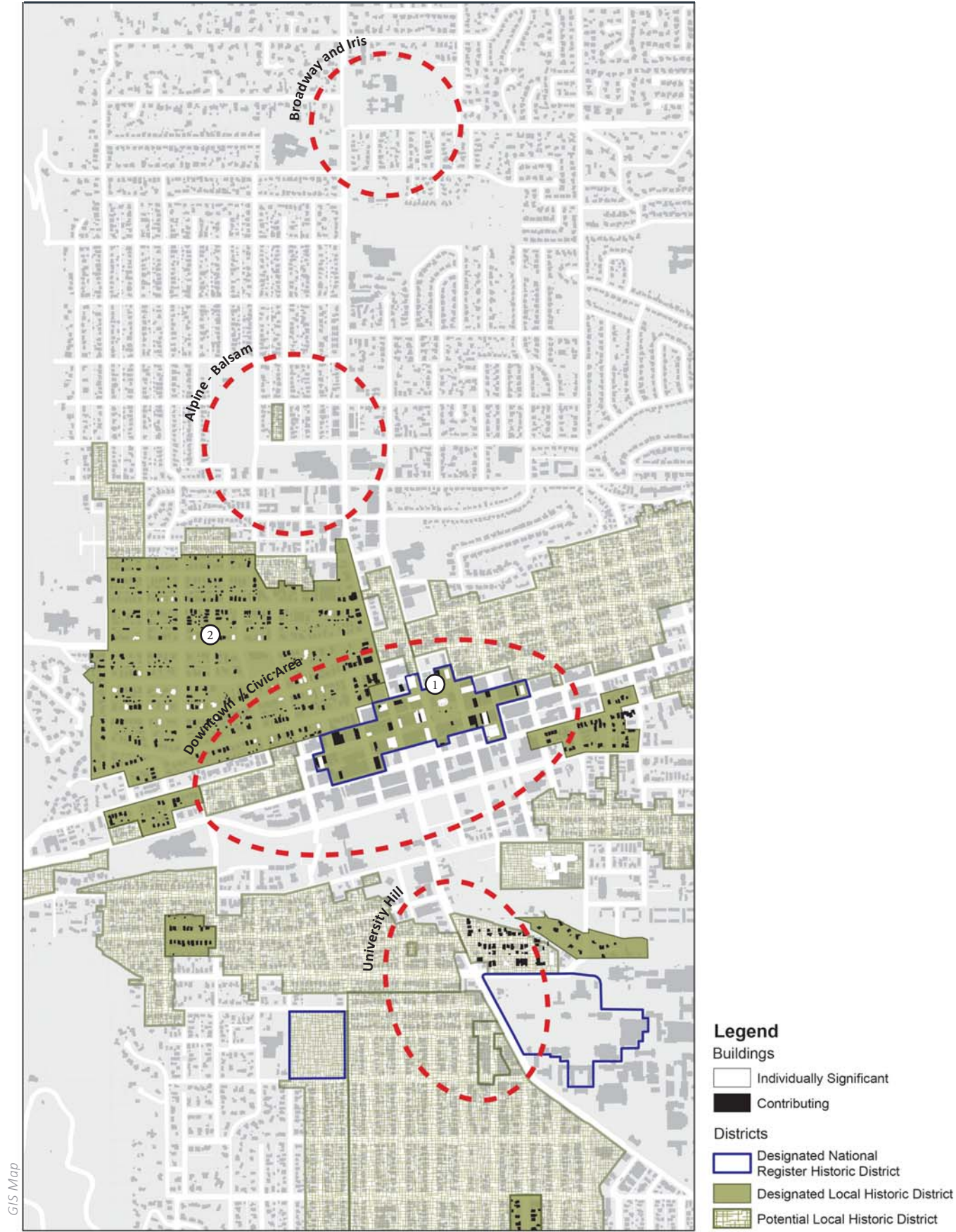
CENTRAL BOULDER
SUBCOMMUNITY
FACT SHEET (2015)

PEOPLE & HOUSING



OUR LEGACY.
OUR FUTURE.
BOULDER VALLEY COMPREHENSIVE PLAN





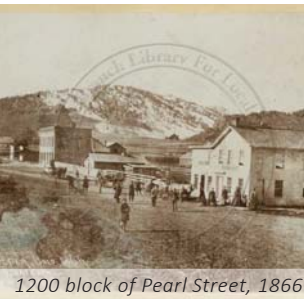
Historic Districts

Landmark designation honors, preserves and protects buildings and areas that have been determined to have special historic, architectural, or environmental interest or value to the city. There are currently 10 historic districts and 185 individual landmarks, totaling over 1,300 designated properties in the City of Boulder.

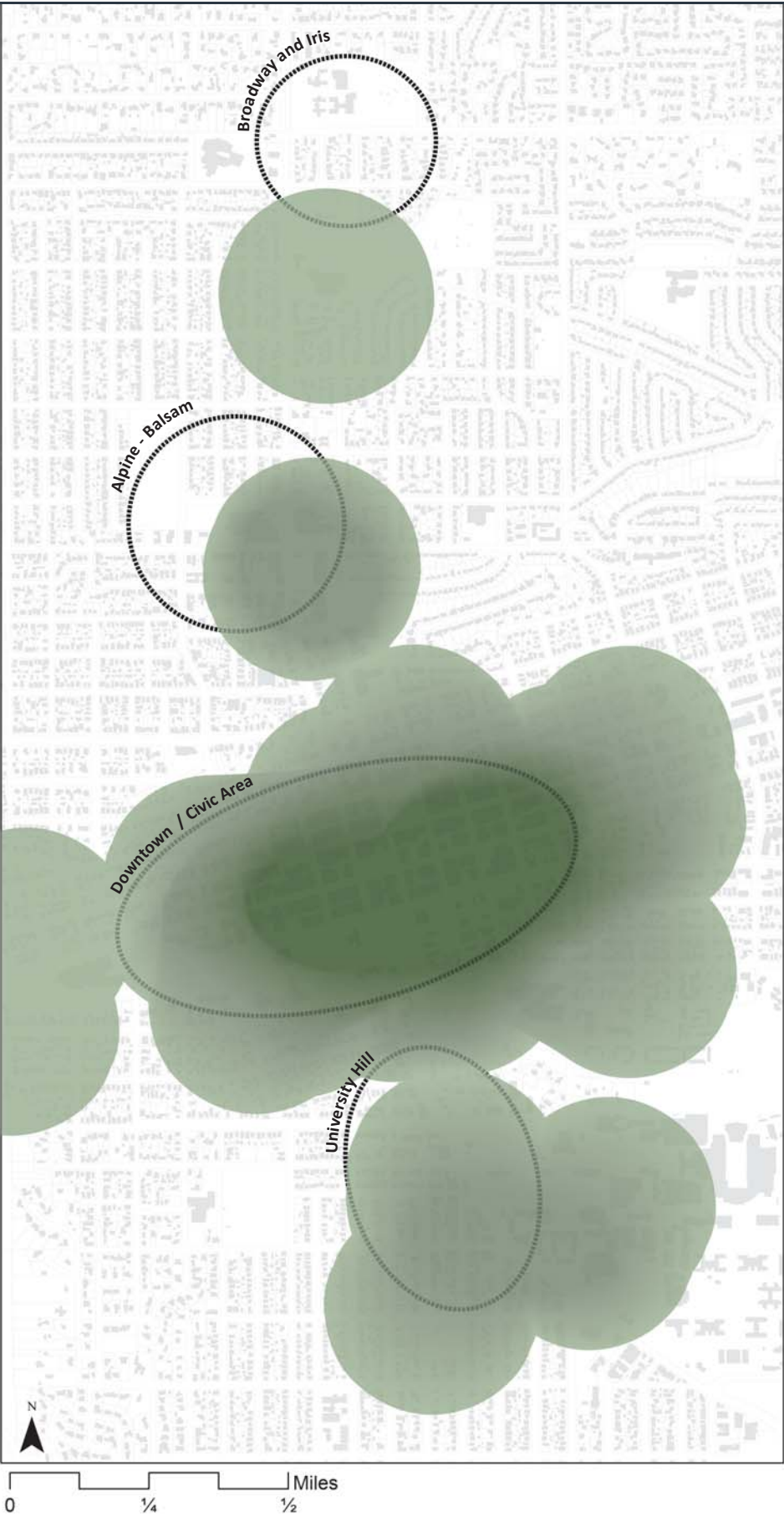
The Central Broadway Corridor crosses three local historic districts, a number of individually landmarked properties and through several areas that have been identified as potential local historic districts .

A full listing of local historic districts can be found on the [City's webpage](#). Within the Central Broadway Corridor, two of the prominent districts are:

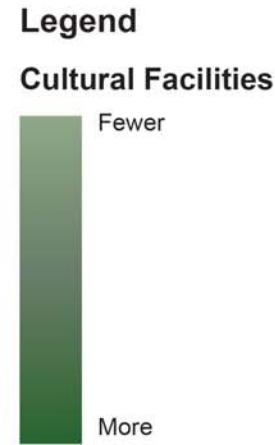
- ① **Downtown** - The Downtown Historic District is situated within the Boulder Original Townsite which was established by the Boulder City Town Company on February 10th, 1859. The Downtown Historic District is the largest and most architecturally significant group of commercial buildings in the city, representing architectural styles from the 1870s through the early twentieth century.
- ② **Mapleton Hill Historic District** - In 1982, Mapleton Hill was designated as Boulder's third and largest historic district. The area is associated with many of early Boulder's most prominent citizens, including one of the community's earliest schools, the city's first public library, and the region's first major hospital facility.



Historic photographs courtesy of the Carnegie Branch Library for Local History



“Together, we will craft Boulder’s social, physical, and cultural environment to include creativity as an essential ingredient for the well being, prosperity, and joy of everyone in the community.”
-Community Cultural Plan (2015)



Art and Culture

The Downtown and Civic Area node currently represents the highest concentration of cultural assets (performing arts venues, visual arts venues, and public art). In addition to the set of festivals, events, and destinations in the downtown core, residents want cultural programs in their neighborhoods: they would like the city to encourage cultural activity and creative expression at the most local level.



Photo courtesy of madelife



Untitled by Anna Charney

Boulder is an outstanding place to be creative. To be here is to be inspired: by the bold steps we have taken as a community, by the great places we have built, and by the inimitably beautiful natural backdrop to our city. This environment of inspiration attracts, and is improved by, the creative people that call this place home.

Among the community priorities for culture, residents asked the city to support cultural organizations, encourage creativity in the public realm, and advance existing or build new cultural destinations.



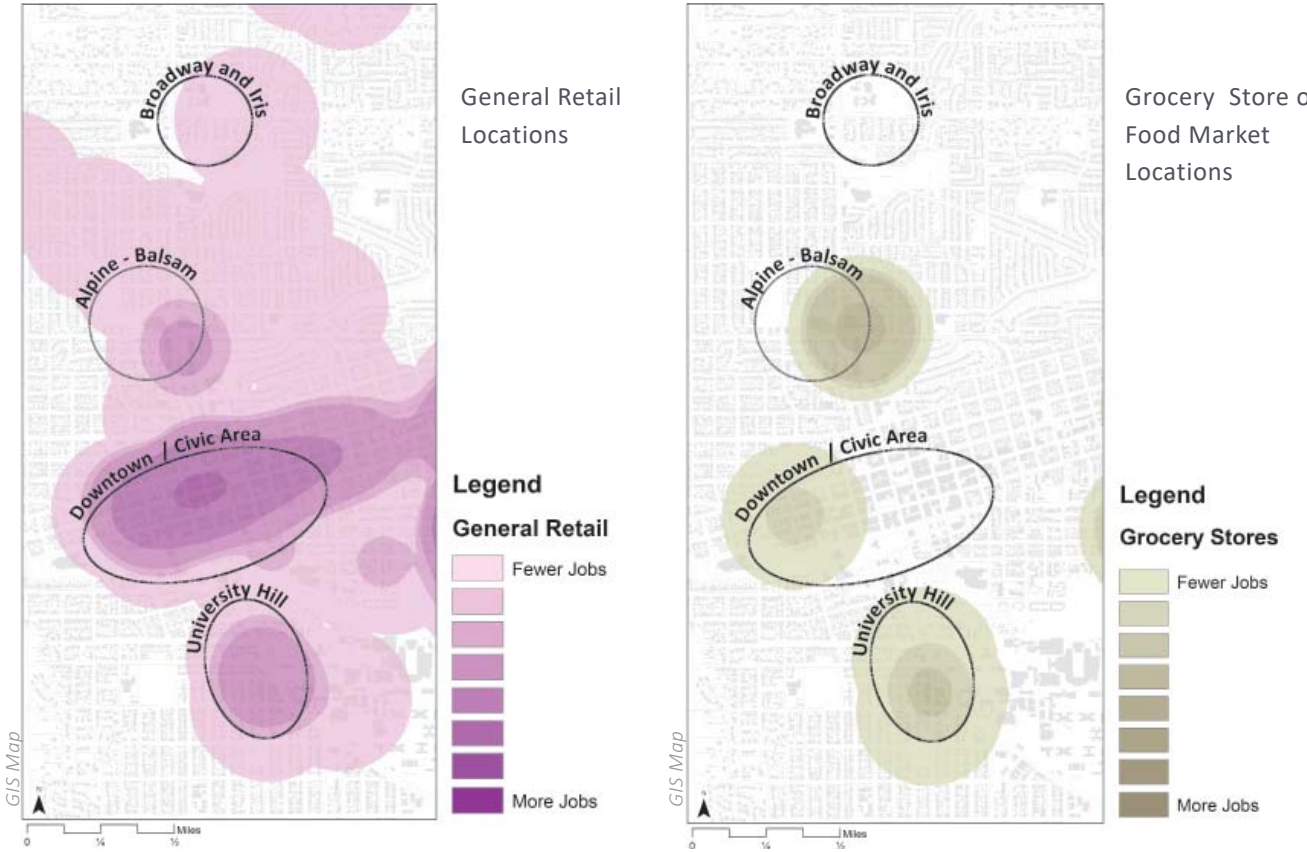
Mapping Stories by Markus Donringer.
Part of the Experiments in Public Art series.



Harm to Table by Matthew Mazzotta.
Part of the Experiments in Public Art series.

Specific policy and work plan recommendations that may affect the areas of this study include:

- a) make strategic investments in public art,
- b) address important gaps in arts venues including theaters and galleries,
- c) support creative businesses and the workforce issues that threaten them,
- d) consider equitable and authentic deployment of cultural resources, and
- e) support culture in the neighborhoods through building more gathering spaces, third places, and serendipitous encounters with the arts.



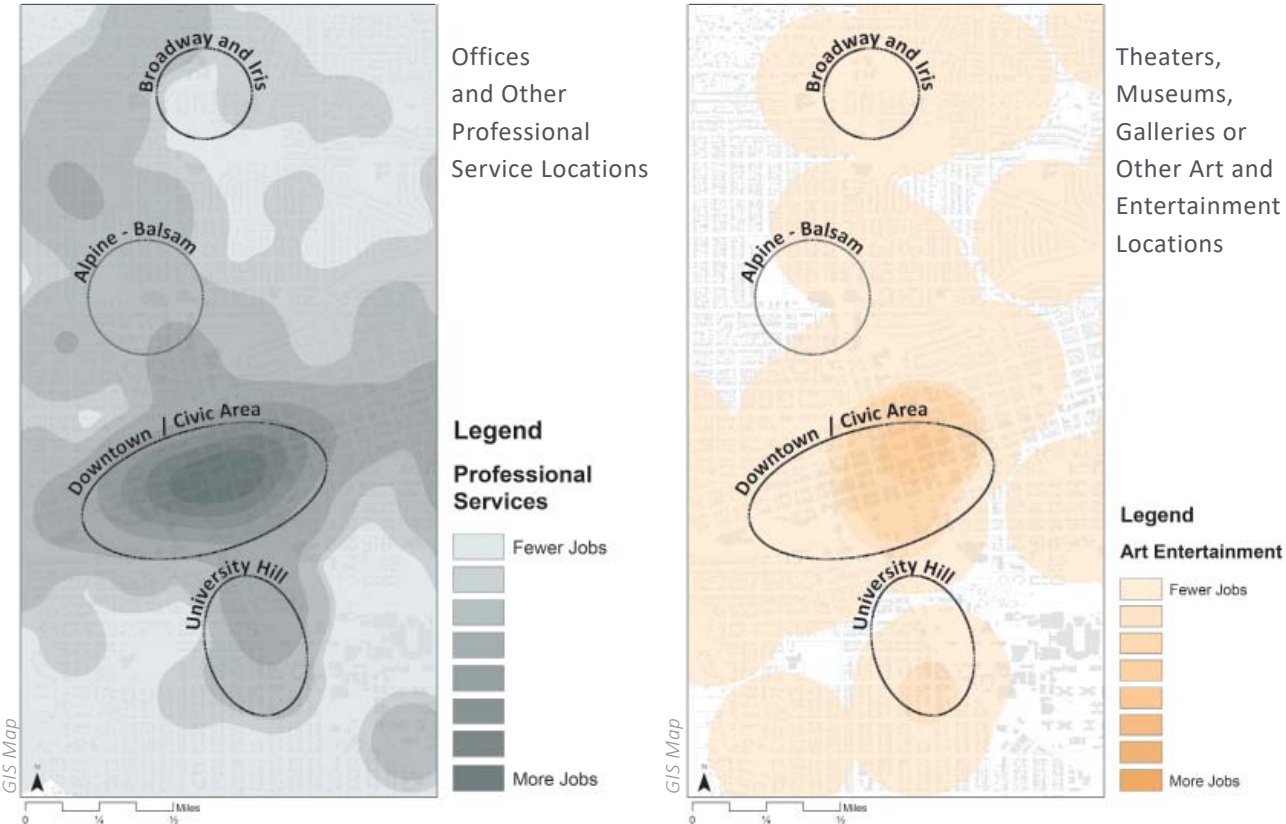
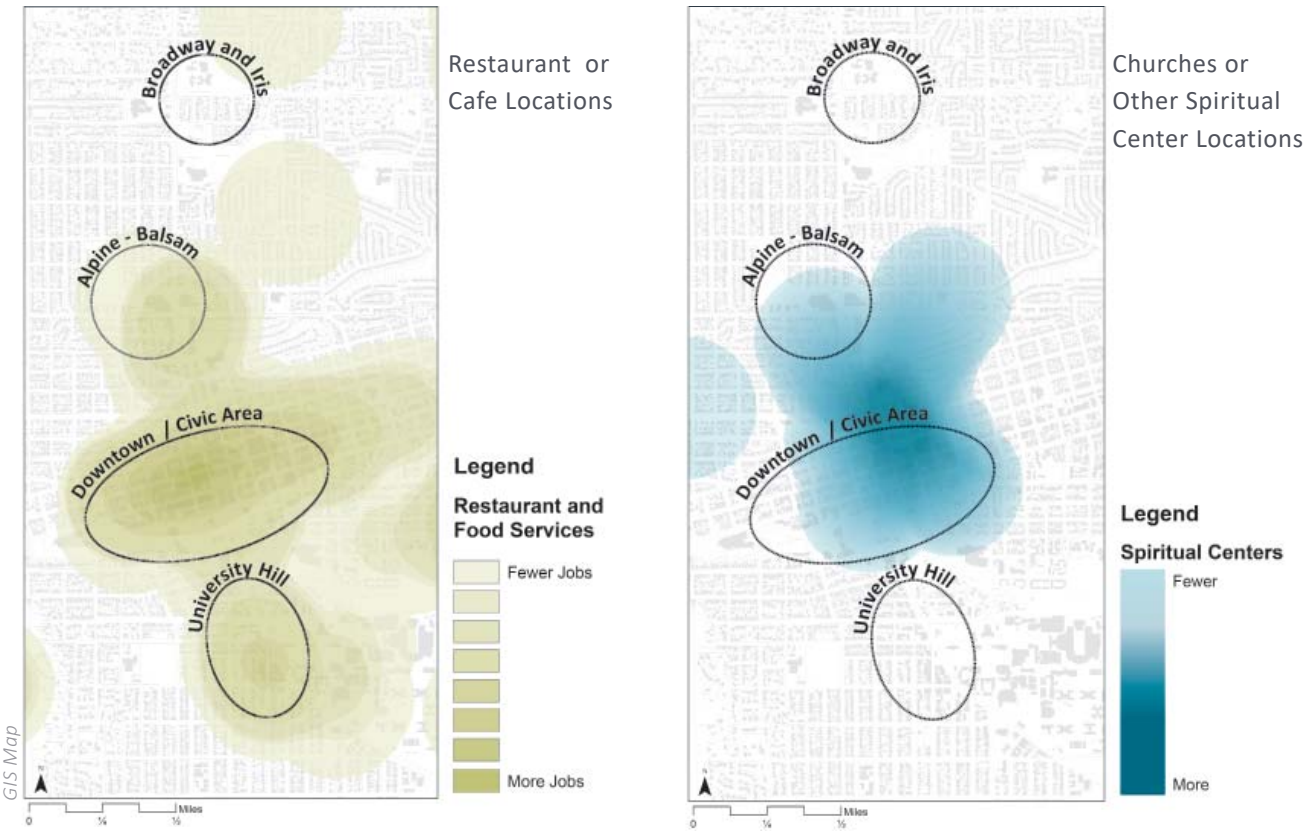
Commercial Character

The data represented in these diagrams are heat maps based primarily on the North American Industry Classification System (NAICS) which is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

Taken together, these diagrams start to form a picture of the commercial character of the nodes. The distinct concentration of general retail, restaurants, and professional services that shows up in the Downtown/ Civic Area node is consistent with the “Business” Land Use described by the BVCP.

Within the Boulder Valley there are five categories of business land use, based on the intensity of development and the particular needs of the residents living in each subcommunity. The Regional Business areas (i.e. the Downtown) contains the major shopping facilities, offices, financial institutions, and government and cultural facilities serving the entire Boulder Valley and neighboring communities. A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations.

The BVCP also describes activity centers which concentrate activities into nodes at a variety of scales and directs that “Boulder’s commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community”.



Complete Neighborhoods

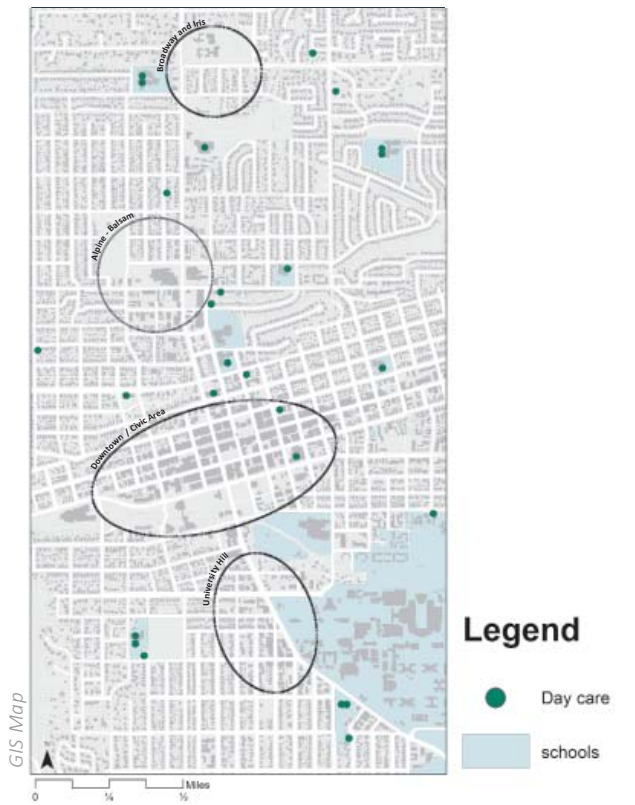
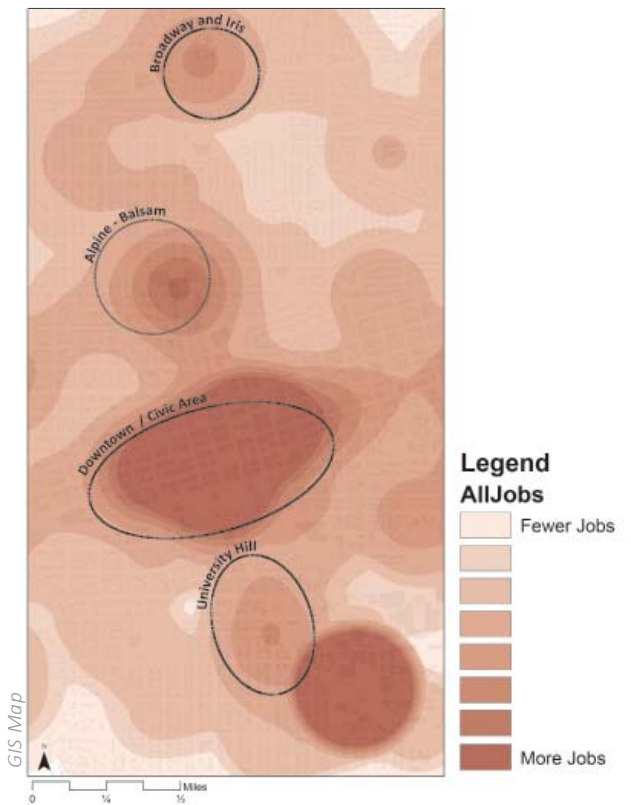
The Boulder Valley Comprehensive Plan defines complete:

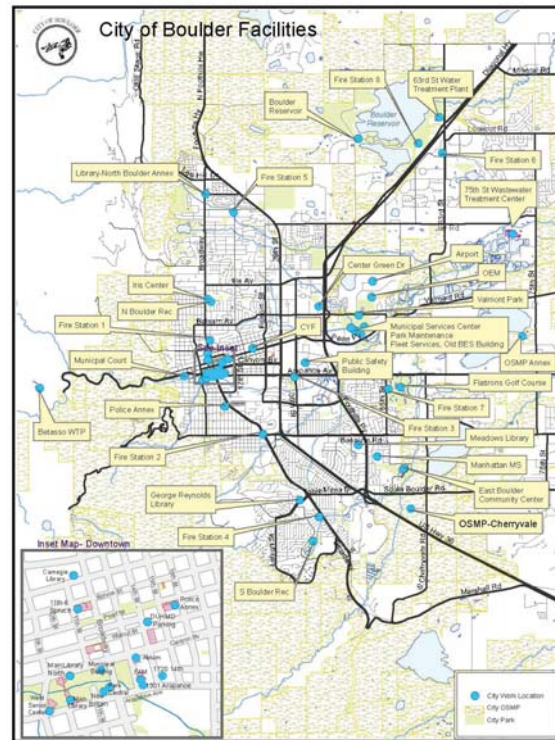
- Daily needs within easy access from home, work or school without driving a car.
- A quality of life that attracts, sustains and retains diverse businesses, creative entrepreneurs and investment in the local economy.

While the relationship between work (e.g. all jobs data below), home, and daily needs are pillars of a complete community, other important elements are schools and other centers for learning (e.g. schools maps below), recreation facilities (“Parks and Recreation Facilities” on page 27), cultural facilities (“Art and Culture” on page 62) , and community services. Increasing the number of complete neighborhoods will help change long trips into short ones, making walking a reasonable option for a greater share of trips. It is the lack of destinations in many areas that generates the current

low Access score.

The GIS-based Neighborhood Access Tool (facing page) characterizes the people’s ability to walk to locations and businesses to meet daily needs. It is a new tool that illustrates aspects of the 15-minute neighborhood by displaying the area that can reach a given attractor in a 15-minute walk (walk shed). These walk sheds are aggregated walk-friendly community. In particular, the relationship between the transportation network, the land use it serves, and the streetscape interface of the two are factors that influence walk-friendliness.





City Facilities

Currently, city services and functions are spread out across 41 city-owned facilities and approximately 54,000 square feet of leased space throughout the community. More than 25,000 customers are served each year in seven city buildings in the Civic Area (excluding the Main Library and West Senior Center), which also regularly host meetings and events. The Civic Area Master Plan identified the removal of city office buildings in the High Hazard Flood Zone (New Britain and Park Central), as well as the possibility of re-purposing the Municipal and/or Atrium Buildings and creating a new “one-stop” city services center, potentially on the 13th/14th Street (East Bookend) block. The purchase of the Alpine-Balsam site has created a unique opportunity to consider the use of the Civic Area and the Alpine-Balsam site to improve service delivery in support of Boulder’s vision and values.

As part of the City Facilities Assessment, the city, with consultant support, is evaluating facility space and program requirements, including what functions should be located in the Civic Area and what functions might be located at the Alpine-Balsam site, as well as incorporating community input about future municipal service delivery. The goal is to group city functions in ways that engage the community, provide excellent and accessible customer service, improve efficiency, create high quality community engagement spaces, make buildings easy to maintain and operate at peak performance all while reflecting the vision and values of the community.



CONTRIBUTORS

The Central Broadway Corridor Design Framework Team would like to thank those community members and board members who contributed their time and ideas as well as all the staff involved in the creation of this document.

STAFF

Jane Brautigam, City Manager

Maureen Rait, Executive Director of Public Works

David Gehr, Interim Executive Director for Planning, Housing and Sustainability

Molly Winter, Director of Community Vitality

Yvette Bowden, Director of Parks and Recreation

Jeff Arthur, Director of Public Works for Utilities

Michael Sweeney, Director of Public Works for Transportation

Edward Stafford, Development Review Manager for Public Works

Charles Ferro, Development Review Manager for Planning, Housing and Sustainability

Lesli Ellis, Comprehensive Planning Manager

Matt Chasansky, Arts and Cultural Services Manager

Michele Crane, Facilities Design and Construction Manager

Kathleen Bracke, GO Boulder Manager

Jeff Haley, Parks Planning Manager

Sarah Wiebenson, Hill Community Development Coordinator

Annie Noble, Flood and Greenways Engineering Coordinator

Katie Knapp, Engineer Project Manager

Randall Rutsch, Senior Transportation Planner

James Hewat, Historic Preservation Senior Planner

Marcy Cameron, Historic Preservation Planner

Joanna Crean, Public Works Senior Project Coordinator

Caitlin Zacharias, Planner I

Elizabeth Judd, Landscape Architect

Sean Metrick, GIS Analyst II

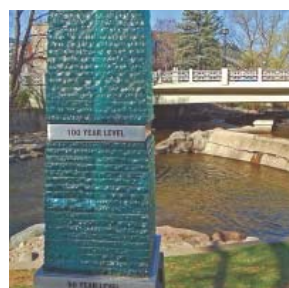
Jennifer Immich, GIS Analyst I

Ben Irwin, Communication Specialist

Jim Robertson, Senior Urban Designer, Project Lead

Kalani Pahoa, Urban Designer, Project Team

Lauren Holm, Associate Planner, Project Team



The City would also like to thank the Board and Commission Members who attended the Joint Board Workshop and the community who attended the Open House on April 5 ,2017

Boulder Arts Commission
Boulder Design Advisory Board
Downtown Management Commission
Landmarks Board
Parks and Recreation Advisory Board
Planning Board
Transportation Advisory Board
Water Resources Advisory Board

Photo Credits

Unless otherwise noted, all photos belong to the City of Boulder and were compiled over many years by many different staff members.

- Photo on page 42 from inside Downtown Parking Garage by Paul Aiken, Staff Photographer of the Boulder Daily Camera
- Historic photographs on page 60, courtesy of the Carnegie Branch Library for Local History.
- Photos of Art installation on page 62, courtesy of madelife

Maps and Graphics

GIS based maps were produced in 2017

\\boulder.local\share\PLAN\Share\Central Boulder Urban Design Framework

