Downtown Urban Design Guidelines

City of Boulder, Colorado

2002

Acknowledgments:

The Downtown Alliance

This second edition of the *Downtown Urban Design Guidelines* is the direct result of work conducted by the Downtown Alliance, a group of city boards and commissions, non-profit organizations and neighborhood groups including the city of Boulder Planning Board; the Landmarks Preservation Advisory Board; the Downtown Design Advisory Board; the Downtown Management Commission; Downtown Boulder, Inc.; Historic Boulder; and representatives from the Whittier, Mapleton Hill, Goss Grove, and Flatirons neighborhoods.

Formed in the fall of 1996, the Downtown Alliance was charged with developing a scenario that would help the city to:

- guide future development in a manner that maintains the downtown's livability and is consistent with the overall "feel" of the downtown,

- protect downtown's historic character that is so closely associated with its image and quality of life, and

- maintain the quality of life of surrounding neighborhoods and their relationship to the downtown.

While this edition of the *Downtown Urban Design Guidelines* replaces the 1986 *Downtown Boulder Urban Design Plan*, it draws much of its content from that document. The city wishes to acknowledge the individuals and organizations who produced that initial work and who implemented the downtown design review process. The city also wishes to acknowledge the work undertaken to implement the "interface blocks" which also contributed greatly to this document.

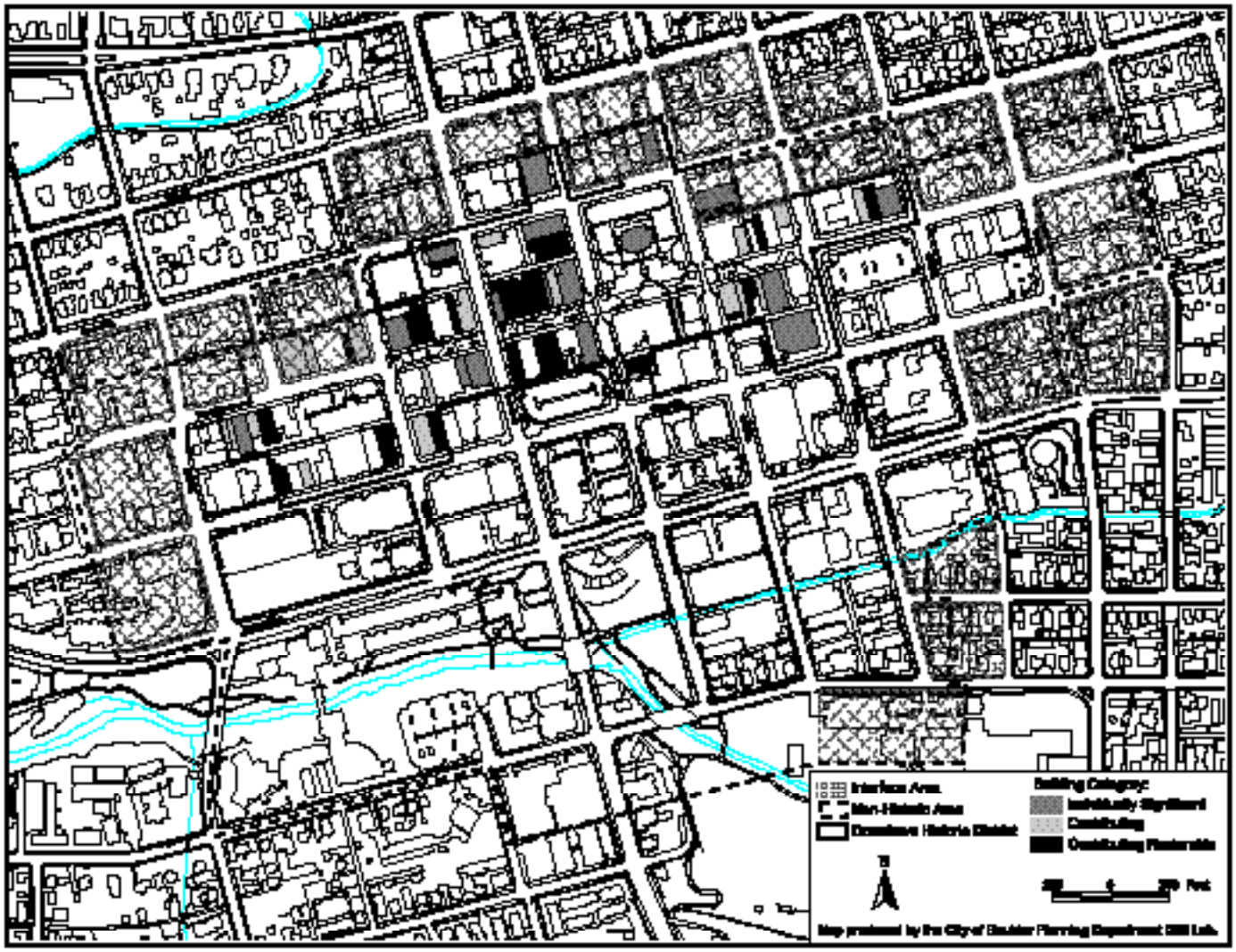
Other studies that contributed to this document include the 1976 *Downtown Boulder Private Development Guidelines for Architecture and Signs*, the *1992 Downtown Illustrative Plan,* and the 1995 draft *Downtown Boulder Pedestrian Streetscape Plan: Design and Standards.*

Table of Contents

Introduction

The purpose of this second edition of the Downtown Urban Design Guidelines is to provide a basis for understanding, discussing, and assessing the design quality of proposed preservation, renovation and new construction projects located within the boundaries of the Downtown Historic District, the Non-historic Area, and the Interface Area.

Through the use of these guidelines it is anticipated that both private and public projects will endeavor to preserve and enhance the form, scale, and visual character that make downtown unique within the city and the region.



Map of the Downtown Historic District, the Non-Historic Area, and the Interface Area

These guidelines are designed to support the ten strategies outlined in the *1992 Downtown Illustrative Plan*:

1. Assure the long term economic vitality of the downtown

Downtown Boulder is the heart of the city, the traditional hub of city life. Its future economic vitality is of great importance to the future health of the city. These guidelines will help the city to balance the need for economic vitality with the need to maintain and enhance downtown's unique "sense of place".

2. Establish a pedestrian district

Downtown Boulder is a walkable place. The ability to walk from one end of downtown to the other in less than 10 minutes, and the pedestrian scale of its sidewalks, buildings, and storefronts, are key factors in what makes the downtown area different.

3. Provide improved links between the Downtown Boulder mall and the Civic Park

The Downtown Boulder mall is one of America's premiere public places, and the Civic Park area is one of this city's most important public gathering places. By visually and functionally linking these two significant open spaces, downtown's north/south pedestrian system will be strengthened and its urban form clarified. Major north/south pedestrian corridors include 9th, 10th, and 11th Streets; Broadway, and 13th and 14th St.

4. Locate and build additional public places in the downtown

Open space is prized as one of Boulder's most valued assets. In addition to the expansive open spaces that ring the city, numerous creek, park, and trail systems weave through the city. Small plazas, parks, and open areas where people gather, rest and recreate are important elements in making central places like downtown livable. They provide access to views, create open areas in higher intensity developments, and add enjoyment for people working or shopping downtown.

5. Design and construct streetscape improvements throughout the downtown

The public image created by the visual quality of downtown's streets, sidewalks, and landscaping is important. People like attractive and well cared for environments within which to work and shop. The care and maintenance of this public realm, adds value to the downtown and improves public safety.

6. Maintain the historic character of the downtown area

Aerial photo of downtown with Downtown Boulder mall and Civic Park

Downtown's historic quality is of paramount importance to its public image and economic vitality. It is an asset to preserve and bank upon. It builds value and creates opportunities for innovative marketing and advertising strategies. Most importantly, downtown's historic quality keeps Boulder in touch with its past and defines its unique character.

7. Expand the role of the arts [and public events] downtown

Successful downtowns depend not only on how they look but on what people can do there. Social and cultural events that attract people are fundamental to downtown's success. The role of the arts and related public events are closely linked to how people think of downtown, its attractiveness, safety, and social well being.

8. Encourage residential uses adjacent to [and in] the downtown

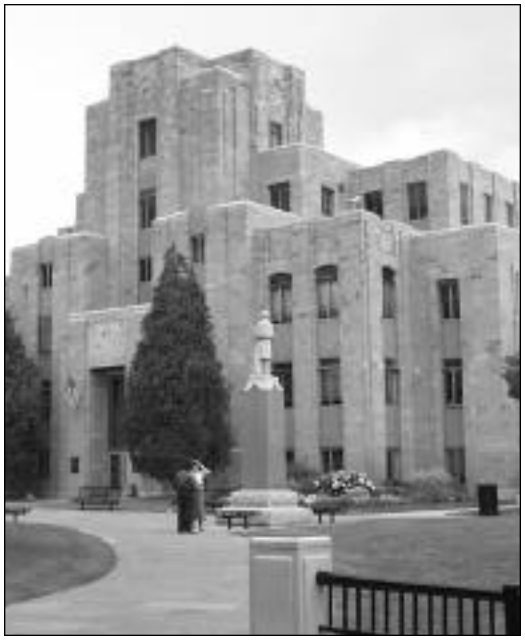
Creating livable central places is a hallmark of many successful cities nationwide. Places where people live as well as work can create an attractive mix of uses that can improve public safety, increase the use of alternative modes of transportation, and build strong community ties. The city's land use regulations encourage housing not only adjacent to downtown but within the downtown itself in well designed mixed-use projects.

9. Provide better access to the downtown for alternative transportation modes

Akey to downtown success is the ability to move people comfortably to and from the area. No one mode of transportation provides all the answers. Rather, a strategy that relies on a balance of alternative modes, including walking, biking, transit, and auto is needed. Good urban design and appropriate land use planning can facilitate alternative transit mode in the downtown.

10. Parking

The *1992 Downtown Illustrative Plan* identified parking as a needed strategy, and in 1996, the Downtown Alliance noted in *A Proposal for the Downtown Central Business District* that the relationship between alternative mode use, development, and parking needs should be monitored and incorporated as part of the downtown's planning process.



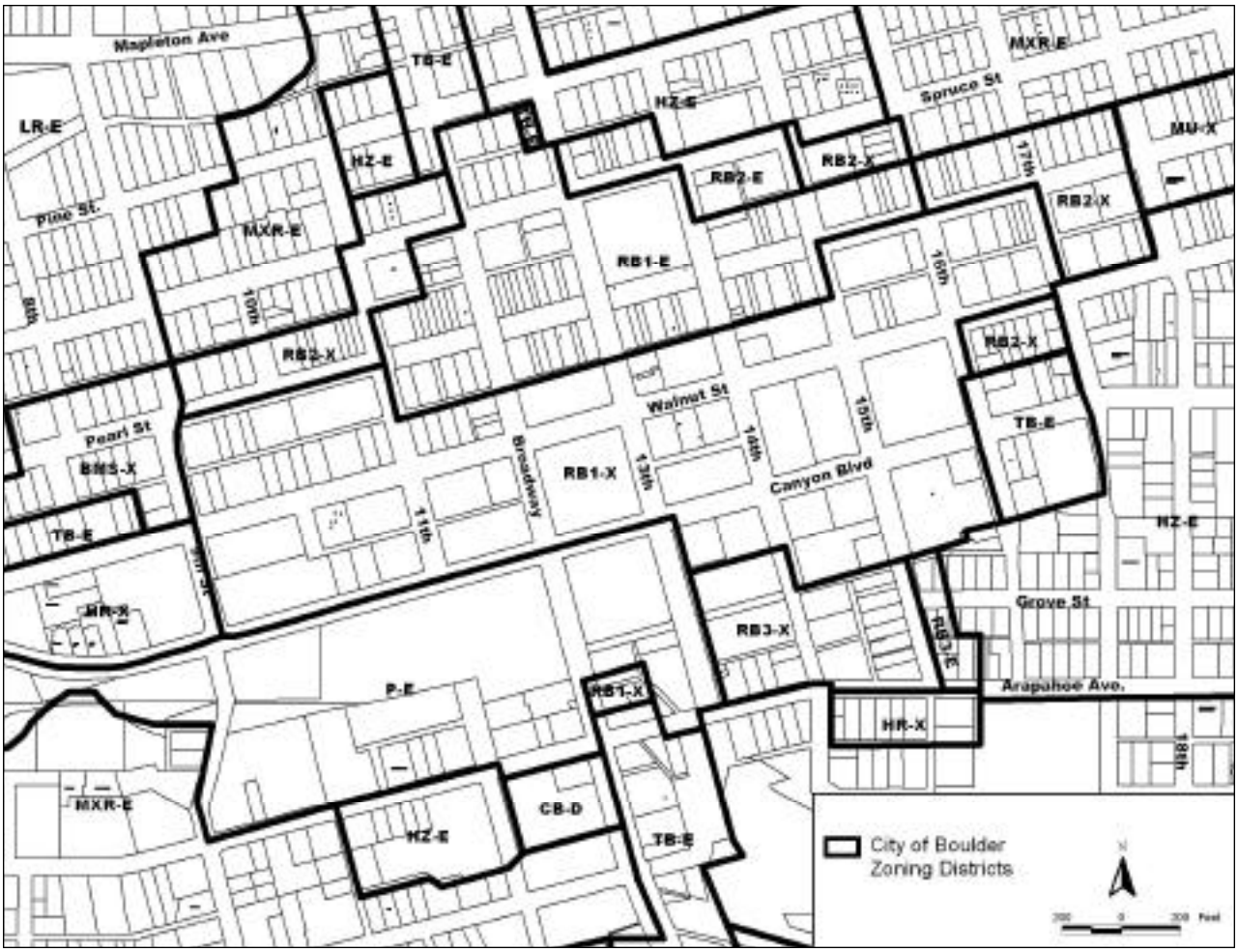
Downtown Land Use Regulations

When proposing a preservation, renovation, or new construction project for the downtown there are a number of working assumptions to consider:

As a result, zoning districts exist within the boundaries of Downtown Urban Design Guidelines and each comprises a unique set of conditions.

The following map identifies the location of the various zoning districts. For example, the RB-1X zone is the area likely to undergo the most significant change while the RB-1E zone, which includes most of the Historic Area, is likely to undergo the least change.

(See Appendix A: Zoning District Definitions which gives a definition of each zone).



Basic Urban Design Considerations

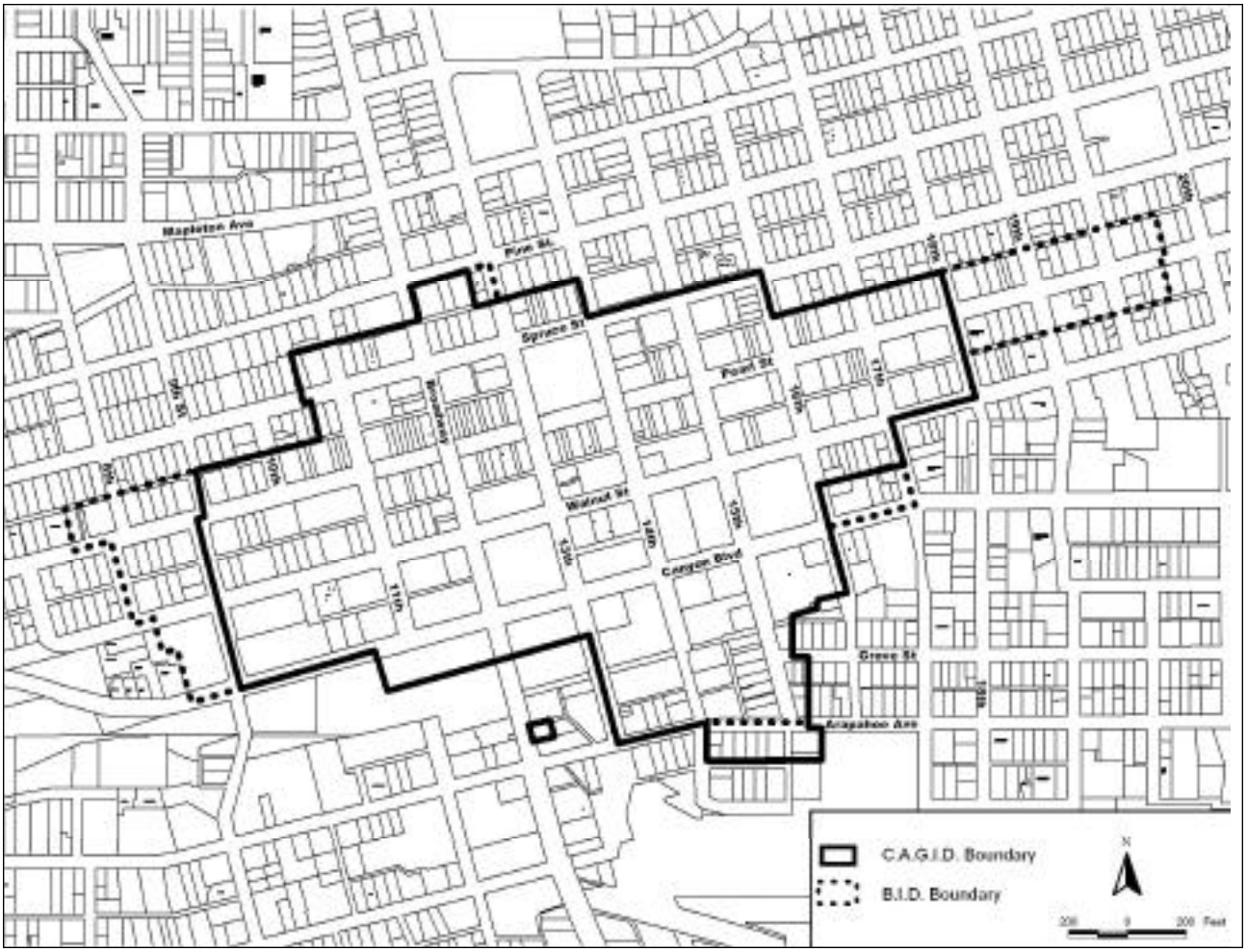
When proposing a preservation, renovation, or new construction project for the downtown there are a number of working assumptions to consider:

- **CAGID:** The Central Area General Improvement District encompasses all of the area covered by these guidelines. While there are no parking requirements for commercial properties in CAGID, there are parking requirements for residential uses.

- **BID:** The Downtown Boulder Improvement District provides services, facilities and improvements for owners of real and personal property in a 34 block area including CAGID plus contiguous blocks to the east and west; Spruce to Arapahoe and 8th to 21st

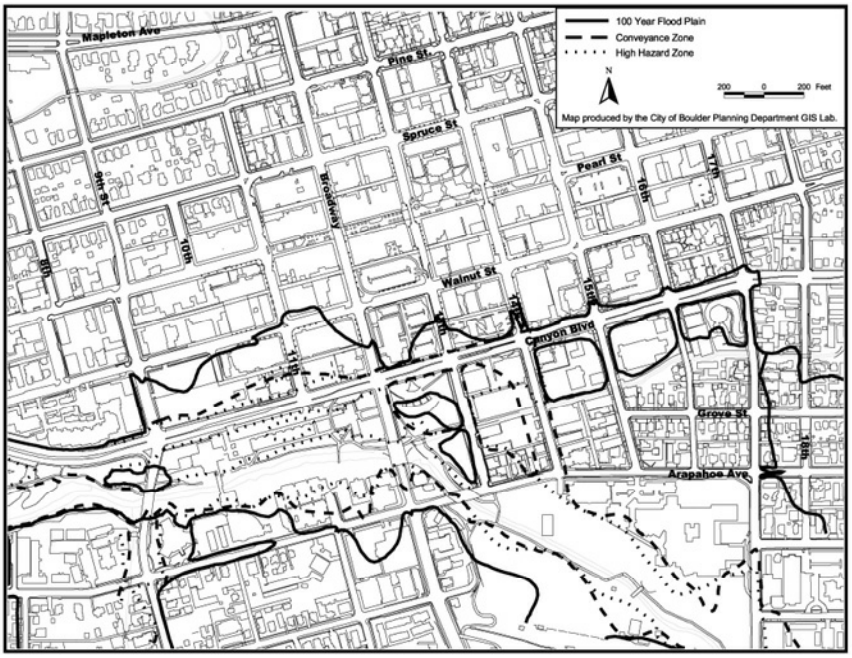
- **Flood zones:** Much of the downtown is affected by the Boulder Creek flood zones. Restrictions of various types apply and will limit what development that can occur.

- **Views:** Downtown Boulder is blessed with exceptional mountain views and projects should be designed to take advantage of this extraordinary asset. The south and west edges of downtown offer the most spectacular views.



- **Sun and Shade:** In Boulder's climate, sun and shade are important factors. Concern for providing natural light in buildings, sunny sidewalks in the winter, and shady areas in the summer is an important consideration in project design.

- **Connections to other areas of town:** Boulder's central area includes three major activity centers: Downtown Boulder, the Boulder Valley Regional Center (BVRC), and the University Hill Area. Connecting these areas through a variety of alternative modes and urban design improvements are important factors in their future success.



How the Guidelines are Organized

The guidelines are organized into six sections. The first three sections address specific geographic areas of the downtown: The Downtown Historic District, the Non-historic Area, and the Neighborhood Interface Area. The last three sections address specific design topics: Parking Facilities, Downtown Signs, and The Streetscape.

Most sections are organized around several principle guidelines and a number of "follow-up" guidelines. (Appendix B offers a "check list" of the principle guidelines that can be used during a design review process).

The term **CODE** in bold letters introduces excerpts from the city's land use code to provide additional regulatory insight that is directly related to these design guidelines.

The Design Review Process

Three review bodies are primarily responsible for administering these guidelines: the Landmarks Preservation Advisory Board (LPAB), the Downtown Design Advisory Board (DDAB), and the Downtown Management Commission (DMC).

Specifically, LPAB reviews all projects located in the Downtown Historic District and landmarked structures located outside the District; DDAB reviews all projects with a construction value over $10,000 in the Non-historic Area. In addition, DMC reviews projects located on the Downtown Boulder mall.

Scheduling a Design Review Early Is Important:
Scheduling a design review with the appropriate review body is the responsibility of the property owner, developer or their representative such as an architect. In general a meeting should be scheduled *before* formal application is made to the city for a building permit or development review. Early project review often results in the resolution of design issues which can save valuable time once the project is submitted to the city.
NOTE: Many architects, developers, and owners find it useful to use the design review process as a sounding board to test ideas. For example, applicants may voluntarily return to discuss changes before making formal application for a building permit or development review to the city. For more information on how to proceed please call the following numbers.
For DDAB or LPAB call (303) 441-1880. For the DMC call (303) 413-7100.

The Landmarks Preservation Advisory Board (LPAB) Process

- LPAB is responsible for reviewing <u>all exterior and site feature changes</u> for preservation, restoration and new construction projects located in the Downtown Historic District.
- Project review and compliance with final LPAB decisions are mandatory for projects in the District.
- In addition, LPAB is responsible for reviewing exterior and site feature changes to landmarked buildings in the Non-historic Area and the Neighborhood Interface.
- LPAB reviews all demolition requests for buildings over 50 years of age.

LPAB Design Review Committee meets weekly
Projects are reviewed by the LPAB Design Review Committee, which consists of two members of the full five member Board, and one Planning Department staff member. The Committee typically meets weekly at the Planning Department offices. The review is relatively informal in its proceedings. An appointment for LPAB review can be made by calling (303) 441-4293.

All exterior changes, alterations, removal or demolition of a building or site features in the Downtown Historic District require a **Landmark Alteration Certificate** prior to the issuance of a demolition permit or a building permit. Routine maintenance and minor repair does not require a Landmark Alteration Certificate. It is possible to schedule a "conceptual review" with the Committee to discuss preliminary design concepts before complete plans are reviewed.

NOTE: Section 10-13-14 of the Boulder Revised Code (B.R.C.), 1981, establishes the time limit for processing a Landmark Alteration Certificate (within fourteen days after a complete application is filed). A Landmark Alteration Certificate cannot be granted unless 1) an application is considered complete with all of the necessary sketches, drawings, photographs or other relevant information and 2) the application is reviewed and officially approved by the Landmarks Design Review Committee. A Landmark Alteration Certificate is granted on the affirmative vote of all three members of the Committee.

If the Landmarks Design Review Committee vote is split or if the project involved new construction or demolition, the application automatically goes forward for review by the full five member LPAB at a public hearing unless the applicant chooses to revise the application or withdraw it for later resubmission. The applicant may also appeal any decision of the Landmarks Design Review Committee to the full LPAB for review.

In the case of projects requiring a Site Review, or other development review, which is administered through the Planning Department, the Landmarks Design Review Committee reviews the proposal and then provides a recommendation to the Planning Department which is incorporated in a Planning staff memorandum. The final decision is made by the Planning staff, Planning Board, or city Council. Following approval by the Planning staff or Planning Board, a Landmark Alteration Certificate must be received prior to the issuance of a building permit.

The full LPAB meets monthly
As described above, a split vote of the Landmarks Design Review Committee automatically goes forward for review by the full five member LPAB at a public hearing unless the applicant chooses to revise the application or withdraw it for later resubmission. The applicant may also appeal any decision of the Landmarks Design Review Committee to the full LPAB for review.

In addition, *all demolition and new construction applications must be reviewed by the full LPAB* at a public hearing. The decision of the full LPAB is subject to call up by city Council. The full LPAB meets the first Wednesday of every month after 6:00 p.m. in city Council Chambers. The Board consists of five volunteer city residents, including design professionals, who are appointed by city Council.

NOTE: On certain occasions, LPAB or the Design Review Committee may invite member of the Downtwon Design Advisory Board (DDAB) to act in an advisory capacity when addressing new construction or remodeling of non-contributing buildings in the Downtown Historic District. In such cases DDAB participates as non-voting, ex-officio members.

The Downtown Design Advisory Board (DDAB) Process

DDAB is a city Council appointed board consisting of five Boulder citizens, several of whom have professional experience in the areas of architecture, landscape architecture, urban design and community development. DDAB is responsible for reviewing all exterior projects and site features with a construction value of $10,000 or more in the Non-historic Area and the Neighborhood Interface Area. Project review is mandatory while compliance with design recommendations that result from the DDAB review is voluntary.

DDAB design review is a one-time review process. However, an applicant may return voluntarily for design critiques as often as necessary. DDAB reviews are generally scheduled for 4 pm, the second Wednesday of every month. Applications must be received no later than the first Wednesday of every month. A design review may be scheduled by the DDAB secretary by calling the Planning Department at (303) 441-3212.

The purpose of the DDAB review is to identify design issues and provide recommendations and advice to the applicant on their design proposal relative to the Downtown Urban Design Guidelines.

NOTE: The only exception to DDAB review of projects in the non-historic or interface areas is for structures that are "locally designated landmarked buildings". These buildings are reviewed by the LPAB. In addition, the LPAB may act in an advisory capacity to DDAB on issues related to projects that are of historic significance but are not officially landmarked.

Upon completion of a DDAB review, staff notifies the Building Department that the applicant has fulfilled the mandatory design review. In the case of projects requiring a site review process, DDAB submits recommendations to the Planning Department that are incorporated in a staff memorandum for further decision and approval or denial by the Planning staff, Planning Board, or city Council depending upon the nature of the application.

The Downtown Management Commission Process

The DMC reviews the design of projects that extend into the public-right-of-way on the downtown Boulder mall such as outdoor eating areas, signs, awnings and other elements.

The DMC should be contacted regarding construction projects that are on or extend into the downtown Boulder mall right-of-way, such as patio extensions, A.D.A. entrances, awnings, and signs. For information on the downtown Boulder mall call the DMC at (303) 413-7300.

Other Boards, Commissions, and City Departments

In addition to the LPAB, DDAB, and DMC, the following city boards, commissions, and city departments may need to be contacted, or may provide helpful information about a project.

• **Planning and Development Services.**
City Planning staff is responsible for receiving recommendations and findings from the appropriate LPAB, DDAB, or DMC design review and incorporating them into the appropriate staff or Planning Board memos that are part of the city's development review process. A "pre-application meeting" to discuss development goals, uses, site design, or other relevant issues should be made with the Planning Department prior to entering into the site review process. It is intended to identify any problems or concerns that Planning staff may have prior to the applicant making a formal application.

The pre-application meeting with the Planning Department is *not a substitute for the design review* required by LPAB, DDAB, or DMC. Since it may help an applicant to identify issues that may need be addressed at the design review meeting, it may be preferable to schedule the pre-application meeting first. Pre-application meetings may be scheduled by calling the Planning Department at (303) 441-1880.

• **Planning Board**
The Planning Board is responsible for decisions related to the city's land use regulations and reviews projects that are subject to the city's site review process. Such projects are forwarded to the Planning Board, either by staff or through a call-up procedure. In either case, Planning Board will review projects for their design quality as well as their conformance to the city code and other relevant regulations. As such, recommendations and findings based on these guidelines play a key role in Planning Board deliberations.

• **Public Works Department: Revocable Right-of-Way Permit**
In addition to review by the DMC, any element or improvement in the public right-of-way, such as a sidewalk cafe, potted plant, handicapped ramp, or bike rack, must first be reviewed by the city of Boulder to determine if a **"revocable right-of-way permit"** is required from the Public Works Department. For information call 441-3200.

• **Board of Zoning Adjustment and Building Appeals (BOZA-BA)**
Reviews specific requests for zoning variences and adjustments.

• **City Forester**
Information on specific details for street tree planting, plant materials, and maintenance can be obtained from the city Forester at 441- 3406.

• **Boulder Transportation Division: Transportation Planning**
Information on transit related issues such transit rider activity and bus shelter design should be directed to the Transportation Planning Department at 441-3266.

NOTE: The city has a fund for specific alley improvements. While certain conditions such as sharing trash storage or utility hook ups may apply to private property owners, the funds can be used for making property improvements. For information on the alley fund call the city of Boulder Transportation Department 441-3266.

• **Public Service Company: Vehicular Street Lighting**
Light poles are provided by the Public Service Company and maintained by the city of Boulder. Contact the city's Transportation Division for further assistance with the selection and provision of street lighting.

• **Arts Commission**
The Arts Commission consists of five members appointed by city Council, each to a five-year term. The Commission promotes and encourages programs in the performing, visual and literary arts. For information call (303) 441-4113.

Application Submission Requirements

Application requirements for will vary depending upon the complexity and scale of the project to be reviewed, and the specific requirements of the reviewing body. In general, the applicant should provide the appropriate architectural drawings, sketches, and photographs of existing buildings and their sites to allow the reviewing body to fully understand the nature and scope of the exterior changes and any significant design issues.

LPAB Submission Requirements
For LPAB Design Review Committee, an applicant is required to fill out a Landmark Alteration Certificate Application and provide the information identified on the application form including an initial scaled sketch plan and elevation, as well as photos of the existing building that will be kept on file.

Call the Planning Department Preservation office at (303) 441-4293 regarding an application. Appointments are necessary for the weekly design review session. Application materials should be submitted in advance of any scheduled meeting.

DDAB Submission Requirements
For DDAB, ten (10) copies of all relevant information listed below must be submitted to the Planning Department no later than close of business on the first Wednesday of the month, one week prior to the DDAB meeting. Applications should be well organized and contain sufficient information to allow reviewers to fully understand the proposed building design or alteration, including relevant urban design information such as how the project fits within its surrounding context, and how it relates to adjacent buildings and properties.

At a minimum, DDAB applications should include the following information:
- A map illustrating the location of the project within the context of the downtown as well as photographs of the project site and the surrounding area.

- A site plan in a clear graphic style should be presented in the context of the city blocks surrounding the project. Site boundaries and dimensions should be clearly marked and special issues such as flood plain, shadows, land restrictions and the existing site conditions need to be highlighted.

- All relevant floor plans, building sections, and exterior elevations should be illustrated at a scale sufficient to fully understand the proposed design.

- Provide exterior wall elevations in color showing material and color selections.

Additional information that may be required for DDAB:
The following additional information may be required if the proposal modifies the permitted "by-right" building height, or if the project is of significant complexity that the two dimensional drawings described above do not fully illustrate the design issues:

- A simple mass model if the project is of significant size and complexity, showing the surrounding context.

- Color perspective sketches illustrating the proposed project and its surroundings, from street level, to present the project from the pedestrian's viewpoint.

- An analysis of the shadow impact of the proposed project is important, especially for projects on the south side of downtown streets.

DMC Submission Requirements
For the DMC, seven (7) copies of the following items are required for review:
- **To-scale elevation drawings** illustrating the requested improvement with exact dimensions along with existing signs, planters, windows, doors, stairs, patios, and awnings on the building and adjacent buildings.

- **To-scale drawings of the proposed enhancement** which identifies specific design elements such as colors, materials, and lettering.

History

The Boulder Valley was first the home of Indians, primarily the Southern Arapaho tribe who maintained a village near Haystack Mountain. Ute, Cheyenne, Comanche, and Sioux were occasional visitors to the area. Gold seekers established the first non-native settlement in Boulder County on October 17, 1858 at Red Rocks near the entrance to Boulder Canyon. Less than a year later, on February 10, 1859, the Boulder city Town Company was organized by A.A. Brookfield, the first president, and 56 shareholders.

Boulder city developed as a supply base for miners going into the mountains in search of gold and silver. Boulder city residents provided these miners with equipment, agricultural products, housing and transport services, and gambling and drinking establishments. The downtown section of Boulder was the nucleus of the fledgling community, and its main thoroughfare, Pearl Street, led into Boulder Canyon and the mining camps. The business generated from the mining camps, together with Boulder's selection as the county seat in 1861 and the site for the state university in 1876, provided the foundation for steady growth and the erection of substantial business blocks in the commercial center of the town. Businesses were established along Pearl and adjoining streets to supply every need of the urban community, local farmers, and mining camps. The downtown experienced steady growth after the 1860s. By 1883, the commercial area included enterprises such as restaurants, groceries, saloons and liquor stores, lumber yards, drug stores, dry goods stores, hardware stores, feed and flour stores, barbers, paint shops, and tailors, in addition to fraternal lodges and the county courthouse.

At the close of the nineteenth century, the establishment of Chautauqua and the creation of the Boulder Sanitarium diversified the local economy and led to further downtown development. In 1900, a multitude of businesses flourished in downtown Boulder. Streetcar service enabled residents in new areas of the city to conveniently shop and conduct business downtown. In addition, the Denver & Interurban Railroad (an intercity connection with Denver) ran along Pearl Street from 1908-1917. During the 1920s, several new commercial buildings were erected, updating the appearance of the downtown with 20th Century influences. Although the economy slowed during the Great Depression, a few new buildings were added to the district, the most significant of which was the new Boulder County Courthouse, having replaced the original courthouse building that burned down in 1932.

Planning for the improvement of Boulder began as early as 1903, when the Boulder city Improvement Association was organized to pursue the "improvement of Boulder in health, growth, cleanliness, prosperity and attractiveness." The Association retained nationally renowned landscape architect Frederick Law Olmsted, Jr. to prepare a master plan in 1910 which has since guided Boulder's development. Saco DeBoer, who served as Denver's Landscape Architect, was hired to prepare a zoning proposal for Boulder. His 1928 plan created Boulder's first height restrictions, which limited downtown buildings to 75 feet and neighborhood shopping districts to 35 feet, as well as recommended seven zoning districts.

Following World War II, the increased population of the automobile led to the creation of new shopping areas further from the city center, including North Broadway, Arapahoe Village, and Basemar shopping centers in the 1950s. This competition led to the modernization of historic storefronts downtown, including the application of metal panels and precast screens to exterior facades. In 1963, Crossroads Shopping Center, a major commercial competitor with downtown was completed. However, with the purchase of thousands of acres of open space beginning in 1967, the adoption of the Boulder Valley Comprehensive Plan in 1970, passage of the building height restriction ordinance in 1972, and the residential growth management ordinance in 1977, Boulder began a period of infill and re-use of its past architectural development which continues to present. Redevelopment plans for the downtown were formulated by property owners and merchants to insure the area's continued viability. During the 1970s, buildings were restored, remodeled and adapted to new uses. The Pearl Street Mall was creat-

ed from 1976-1977, prompting the return of many businesses and the restoration of historic buildings to the downtown.

Boulder's Historic Preservation Code was passed in September, 1974. The ordinance is instrumental in preserving significant portions of our past while encouraging the rehabilitation of historic buildings. Although the Downtown Boulder Historic District was listed in the National Register of Historic Places in 1980, it was not designated as a local historic district until 1999. Today's Downtown Historic District lies within the Boulder Original Townsite established by the Boulder city Town Company on February 10, 1859. Both the federal and local historic designations provide owners of contributing historic buildings the opportunity to apply for federal and state tax incentives for rehabilitation, as well as waivers from certain provisions of the Universal Building Code.

Section 1: The Downtown Historic District

The boundaries of the Downtown Historic District, designated in 1999, generally conform to the boundaries of the *Downtown Boulder National Register Historic District* which was listed on the National Register of Historic Places in 1980.

The district contains the city's greatest concentration of historic commercial buildings, especially along Pearl Street which forms its central spine . These buildings not only serve as a link with our cultural heritage, they also establish a model for design quality. Such buildings are resources for education, recreation and human enjoyment. They provide downtown with a rich character and a human scale that are unique assets for both residents and visitors to Boulder

Development in the Downtown Historic District must be especially sensitive to issues of compatibility. Indeed, the economic success of the downtown is in many ways dependent on maintaining the historic character and quality that sets the downtown apart from other shopping areas. For this reason, the preservation and restoration of older buildings in this district is of great importance.

The Landmarks Preservation Advisory Board, LPAB, is responsible for reviewing *all exterior changes and site features* in preservation, restoration, remodel and new construction projects located in the Downtown Historic District. Any changes to a building or site require a Landmark Alteration Certificate prior to commencement.

The urban design objectives for the Downtown Historic District are to:

- Preserve and restore historic buildings.
- Preserve the integrity of the historic architectural features of individual buildings.
- Ensure that alterations and new construction strengthen and maintain the historic integrity of individual buildings and of the Historic Area at large.
- Encourage new development that will respect and enhance the visual character.
- Enhance the retail focus of the area.
- Preserve the central area as a place for intense pedestrian activity.

All buildings in the district have been evaluated for **historic significance** and are subject to LPAB review of exterior alterations or remodel.

There are five categories of buildings:

• Local Landmark Buildings
These buildings are officially designated as city of Boulder local landmarks. They have a special character, historical, architectural, or aesthetic interest or value in Boulder's local history. The greatest care must be given to preserving, restoring, and designing additions to these buildings.

• Individually Significant Buildings
Individually significant buildings are those buildings that are considered individually eligible for the National Register of Historic Places or for local landmark designation. These buildings are typically fifty years of age or older, unless the building is an exceptional example of a more recent architectural style or period. Care also must be taken in preserving and restoring them, as well as designing additions to these buildings.

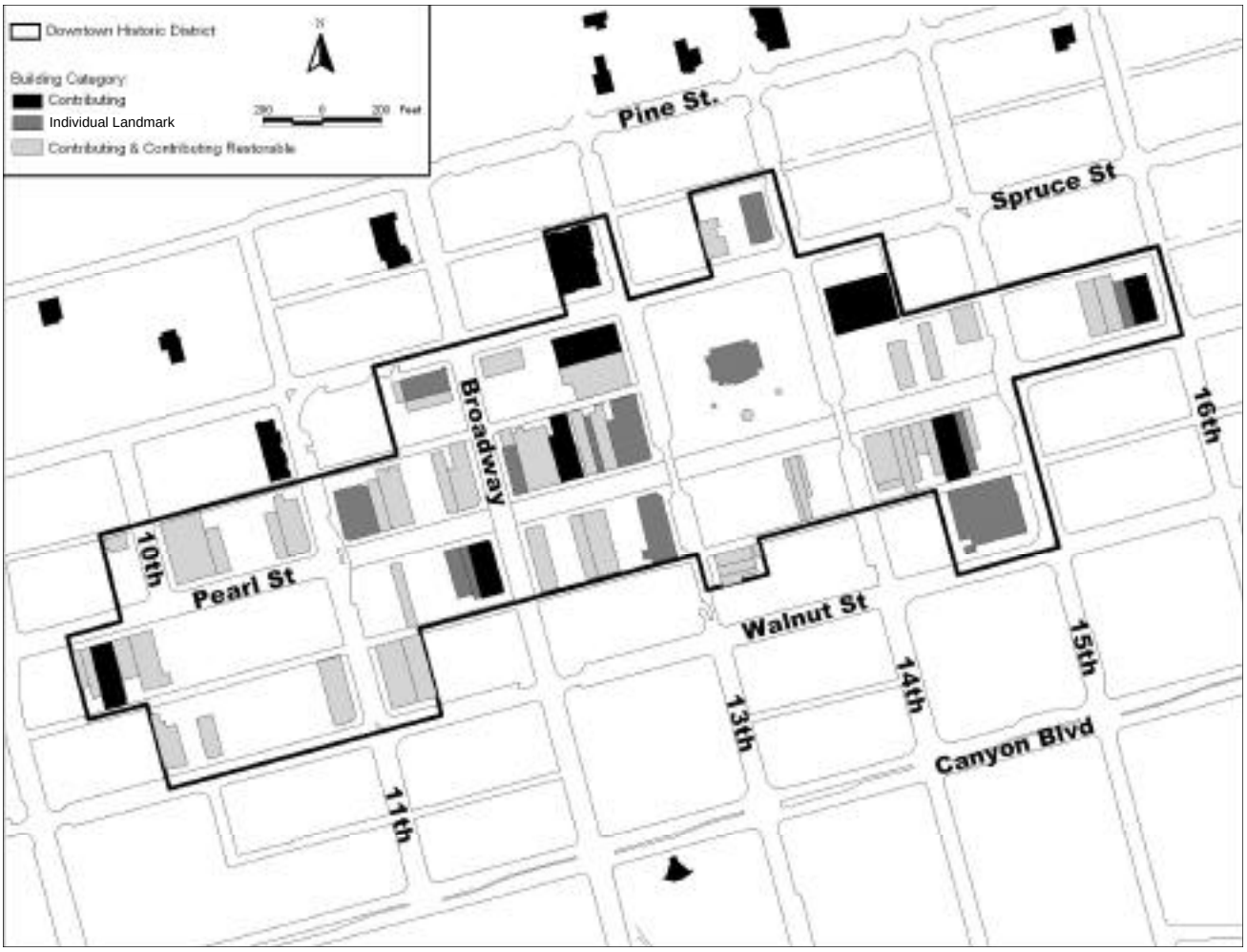
• Contributing Buildings
Contributing buildings are those buildings, built during the district's period of significance (1858 through 1946), that exist in comparatively "original" condition, or that have been appropriately restored, and that clearly contribute to the historic significance or quality of the area. Such buildings may have additions that are compatible with the historic character of the original building. Renovations and additions should be sensitive and appropriate to the original structures.

• Contributing Restorable Buildings
Contributing restorable buildings are those built during the district's period of significance that have original material now covered, or buildings that have experienced some alteration, but still convey some sense of history. Restoration of these buildings would ensure their contribution to the historic quality of the area even though earlier additions may have not been particularly compatible with the original buildings. Renovations and additions should be sensitive and work to recreate the original structures.

• Non-Contributing Buildings
There are two types of non-contributing buildings in the historic area: 1) buildings built during the district's period of significance that have been altered to such an extent that historic information is not interpretable and restoration is not possible. Such buildings should be evaluated on a case by case basis to determine if saving and restoring them is feasible or desirable; and, 2) buildings erected after 1946 which are not individually significant. For renovating these buildings, the guidelines for new

construction and remodel of non-contributing buildings apply, See Section 1.2.

NOTE: The Planning Department maintains a file of each building in the downtown which is more than 50 years old. The official Inventory/Survey forms on file indicate the level of significance of each structure within the Local Downtown Historic District. For more information call the Planning Department at (303) 441-3270.



Section 1.1: Guidelines for the Preservation and Renovation of Local Landmarks, Individually Significant, Contributing, and Contributing Restorable Buildings

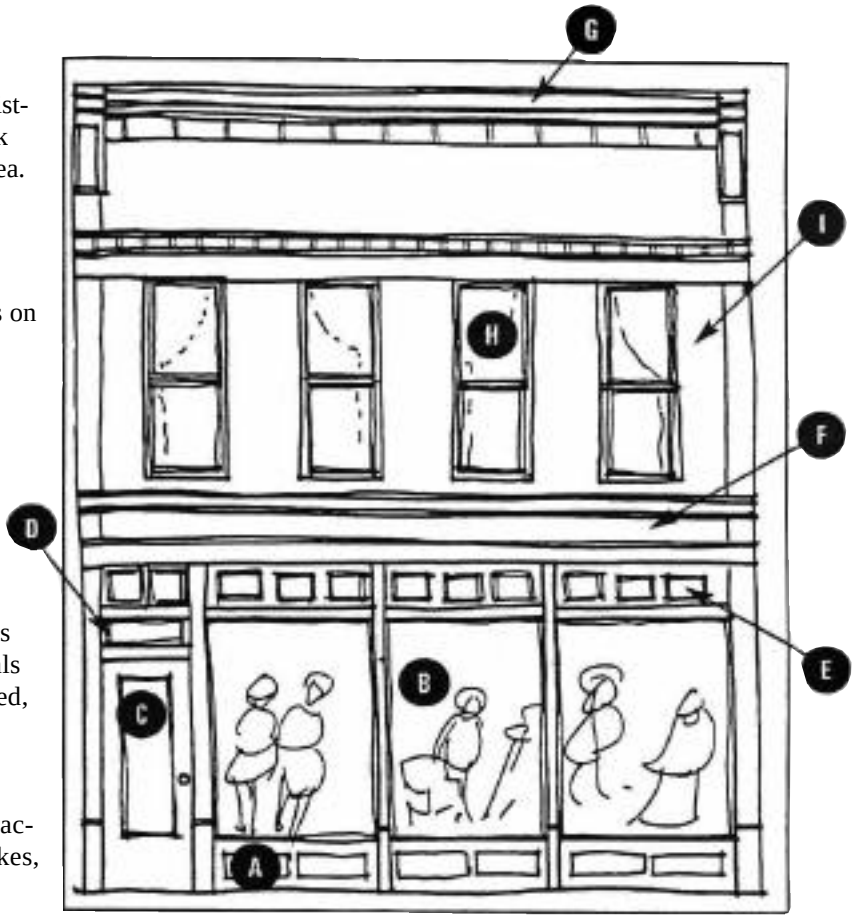
LPAB reviews all <u>exterior changes and site features, not building interiors.</u>

While it is acknowledged that changes to structures in the Local Downtown Historic District will occur over time, it is also a concern that these changes do not damage the historic building fabric and character of downtown. Preservation of the exteriors and storefronts of these buildings will continue their contribution to the unique historic character of the downtown. Any building renovation or alteration, no matter the planned use, must retain the overall design integrity of the historic building by protecting the original features and materials and respecting the traditional design elements.

1.1.1. PRESERVE ORIGINAL FACADES

Preservation of traditional facade elements found on existing buildings creates patterns along the face of the block that contribute to the overall historic character of the area. These elements include:

A. Kick plates as base to building fronts
B. First floor display windows
C. Recessed central entrance areas or angled entrances on corners
D. Transoms above entrance doors
E. Clerestory portions of display windows
F. Sign bands
G. Parapet walls with caps or cornices
H. Vertical window patterns, shapes, window sills on 2nd floor
I. Pilasters and decorative brick or stone



The facade elements define a building's visual qualities and character. Respect the original design and materials of the building. Even when a buildings use has changed, it is still important to retain and/or interpret traditional facade elements

Do not apply theme designs that alter the original character such as coach lanterns, mansard designs, wood shakes, nonoperable shutters, and small-pane windows if they cannot be documented historically.

NOTE: It is not the intention of this guideline to recreate the past if the original building facade does not exist. However, if the original facade does not exist, but documentary evidence such as photographs of the original does exist, then one recommended alternative is to restore the facade. Where exact reconstruction is not practical, new simplified contemporary interpretations of the original details are possible as long as the scale and character of the original detail is retained.

Preservation or restoration of ornamental cornices is particularly encouraged. Other important facade elements to be respected include belt courses, pilasters, window arches and frames. Adding more elaborate ornamentation than was originally found on the building facade is inappropriate.

1.1.2 Preserve Facade Materials

Retain original materials wherever possible through repair and restoration. Avoid concealing original facade materials. If the original material has been covered, uncover it if feasible. If portions of the original material must be replaced, use a material similar to the original. Brick was the predominant building material used in the downtown. Avoid the use of materials that are not visually compatible with the original facade, such as shiny metals, mirror glass, plastic panels, and vinyl windows or doors.

1.1.3 Align Architectural Features and Establish Patterns With Neighboring Buildings

Restore or recreate the historic alignment of architectural features with other buildings on the block. These lines unify the street visually. The alignment of architectural features, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. On commercial buildings they create patterns along the face of the block that contribute to the overall character of the area. Some facade elements that typically align with adjoining buildings include:

- building kickplate
- the top and bottom height of first floor display windows
- transom over the entranceway
- clerestory portion of display windows
- horizontal and vertical proportions of the building
- storefront and restaurant front windows
- window openings and styles, especially upper story windows
- sign band above the street level
- parapet and cornice line
- window sills on upper floors
- roof lines and proportions

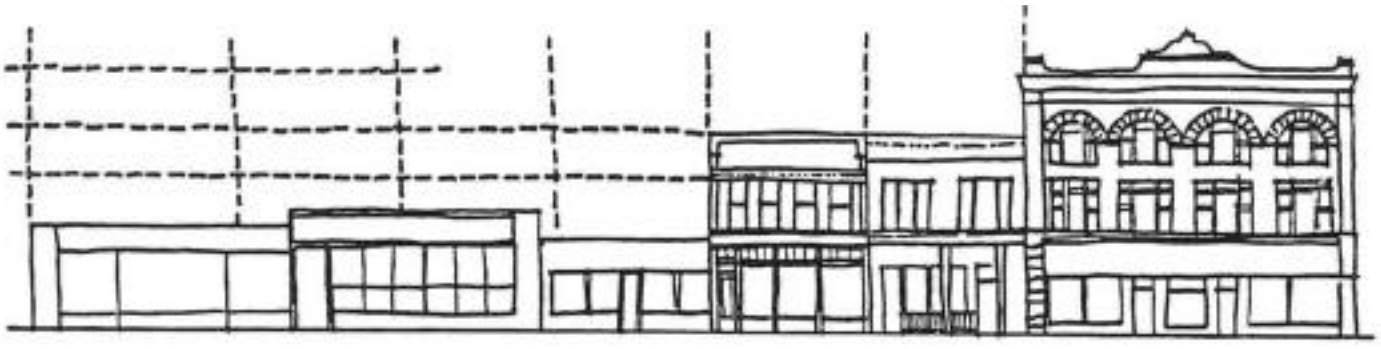


Illustration of Architectural Feature Alignment on the Block Face

1.1.4 Maintain The Original Historic Line of The Building Setback

Preserve storefront display windows at the sidewalk edge. Maintain historic recesses and entryways where they exist. Occasionally, the line at the sidewalk is retained by the use of other elements such as planters, columns or railings, and the storefront is recessed.

A typical recessed entryway

Recessed storefront with columns at sidewalk line

Where buildings are built to the alley edge, consider alley display windows and secondary customer entries if original materials and features are not damaged. For projections into the sidewalk such as outdoor dining areas, follow the guidelines for extensions into the right-of-way, Section 6.5.

1.1.5 Maintain The Original Size, Shape And Proportion of Storefront Facades And Openings to Retain The Historic Scale And Character

For most historic buildings, large panes of glass at the display window level with solid kickplates below are appropriate. Multi-pane designs that divide the storefront window into small components should only be used if they restore proven historic elements and original openings.

1.1.6 Maintain Traditional Recessed Entries Where They Exist

The rhythm of recessed entrances on the street contributes to visual continuity and historic character. Recessed entries identify the entrance and provide shelter, while corner entries on buildings located on the intersections of key streets draw pedestrians in. Use doors with a large area of glass above a solid panel at the base surrounded by a painted frame. Avoid unfinished anodized metal, bright aluminum, or stainless steel frames. Finished frames may be metal with black anodized or painted finish, however, painted or varnished wood is preferable. Residential type doors are not acceptable. If documentation of the entries is available, the recommended alternative is to restore the entry.

Recessed entries in mid-block and at a corner

1.1.7 Maintain The Kick Plate Below The Display Window Element

Preserve the original kickplate whenever possible. For buildings with historic significance (local landmarks, individually significant, contributing, and contributing restorable buildings), restore the original kickplate from documentary evidence. If original information is not available, develop a new simplified design that retains the original character and dimensions of a kickplate that would most likely have been on the building.

For renovations where there is no documentary evidence, appropriate kickplate materials are: brick, painted wood panels, stone, and glazed tile or painted metal in muted tones. Align the kickplate with those of other historic buildings in the block.

1.1.8 Preserve The Transom And Sign Board Features

The use of a clear glass transom over doors, or clerestory feature within the upper part of the display window area, is most historic. This area has been used for a sign or decorative element. Retain the original materials and proportions of the opening. If the framing that defines the transom has been removed, re-establish it in a new design.

If the interior ceiling is lower than the transom or clerestory line due to later renovation, raise the dropped ceiling up from the window to maintain its historical dimensions. Align transom or clerestory window and framing with other adjacent buildings to maintain a clear line along the block face. Retain the original character and materials of the transom and clerestory.

Examples of historic transoms and clerestories

1.1.9 Preserve The Shape, Materials And Spacing of Upper Windows

Re-open/reveal upper story windows if they are presently blocked. If lowered ceilings are necessary, pull the dropped ceiling back from the window. If re-opening the window is not feasible, recreate the original windows from historical documents. If original to the building, shutters may be considered to define the original window proportions.
Maintain the original spacing patterns of the windows.

Preserve the window frame, sash, and surrounds. Repair rather than replace original windows; if repair is not feasible, replace with windows that match the existing windows as closely as possible. Size, frame and trim material, method of operation, size of sash members, window frame elements, and the pattern of divided lights are important features to replicate. A historic material such as wood is most appropriate. If molded plastic, vinyl or aluminum replacements must be used they should replicate original materials, finishes, and dimensions. Anodized, shiny, unfinished metals and altered dimensions are inappropriate.

Examples of typical historic upper story windows

1.1.10 Awnings May Be Used to Provide Visual Depth And Shade

Awnings should be designed to fit the storefront opening to emphasize the building's proportions. Awnings should not obscure or damage important architectural details. An eight foot clearance from the sidewalk to the awning is required. Align awnings with others on the block. This applies particularly to the bottom line of the awning. Mount the top edge to align with the top of the transom or with the framing that separates the clerestory section from the main display window. The valance may be used for a sign.

Operable fabric awnings are encouraged. Metal awnings or canopies that are similar in form to fabric awnings may be appropriate when designed as an integral part of the building facade, not appearing as tacked-on additions. Awning color should be coordinated with the color scheme of the entire building front. Mechanized awnings and awnings on the upper stories are discouraged.

Typical awnings on historic buildings

1.1.11 Distinguish Additions to Historic Buildings

Additions to historic buildings should be subtly distinguishable from the original while maintaining visual continuity through the use of design elements such as proportion and scale, siting, facade set-back, and materials that are of a similar color and texture.

When design elements contrast too strongly with the original structure, the addition will appear visually incompatible. Conversely, when the original design is replicated, the addition is indistinguishable and the historical evolution of the building becomes unrecognizable.

A. For additions to the side of a historic building, retain the original proportions, scale, and character of the main facade.

Position the addition so it is set back from the main facade, and express the difference between the original facade and the addition with a subtle change in color, texture or materials.

A new addition set back from the block face

B. Set back additions to roofs of historic buildings, in order to maintain the height of the primary facade.

New floors should be substantially set back from the primary facade so that the original building height and facade are clearly distinguishable from the new upper floor as seen from the street.

Upper stories set back from the block face

C. Maintain the proportions and the established pattern of upper story windows.

In additions, upper floors should incorporate traditional vertically proportioned window openings within a more solid facade treatment than the lower floors. Use windows similar in size and shape to those used historically to maintain the facade pattern of the block.

D. Maintain the rhythm established by the repetition of the traditional 25 foot facade widths.

In additions, maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.

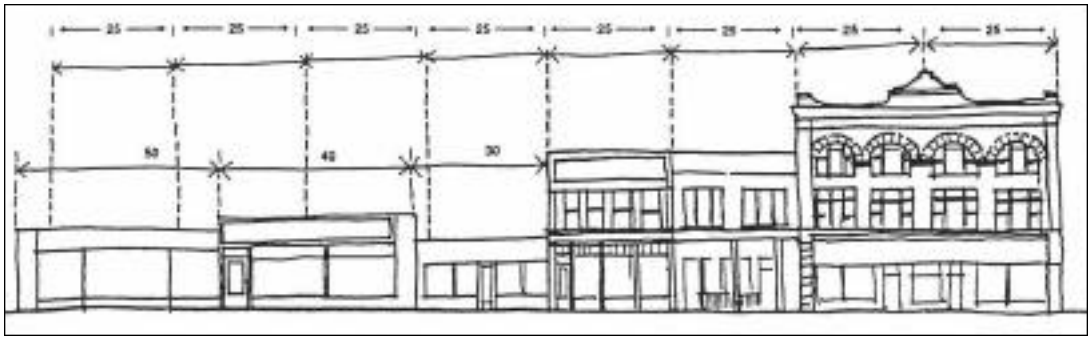


Illustration of rhythm of traditional 25 food facade widths on the Block Face

1.1.12 Select Building Colors Appropriate to The Area's Historic Character

In general, select a color scheme that will visually link the building to its past as well as to others in the area. Consider colors that are compatible with the building's predominant materials such as red brick or stone, or do an analysis of colors pre-existing on the building and use one of the colors found.

A. Develop a comprehensive color scheme.
Consider the building as a whole as well as details that need emphasis. Softer muted colors establish a uniform background. In general, use one color on similar elements such as window frames to show that they are all part of the same facade. Reserve brighter colors for small special accents to emphasize entryways and to highlight special structural ornamentation.

B. It is not appropriate to paint unpainted brick.
If the brick is already painted, paint removal is preferred. Avoid paint removal procedures that damage the original brick finish such as sand blasting or caustic chemicals. Before removing paint conduct a test to determine detrimental effects. If the existing paint on the brick is in poor condition and paint removal will damage the underlying brick, the brick should be repainted.

1.1.13 Minimize the visibility of HVAC units and other mechanical, structural, or electrical appurtenances

Use low-profile mechanical units and elevator shafts on rooftops that are not visible from the street. If this is not possible, setback or screen rooftop equipment from view. Also be sensitive to views from the upper floors of neighboring buildings. Skylights or solar panels should have low profiles and not be visible from public right-of-ways. These features should be installed in a manner which minimizes damage to historic materials.

Section 1.2: Guidelines for New Construction and Remodeling Non-Contributing Buildings in the Downtown Historic District

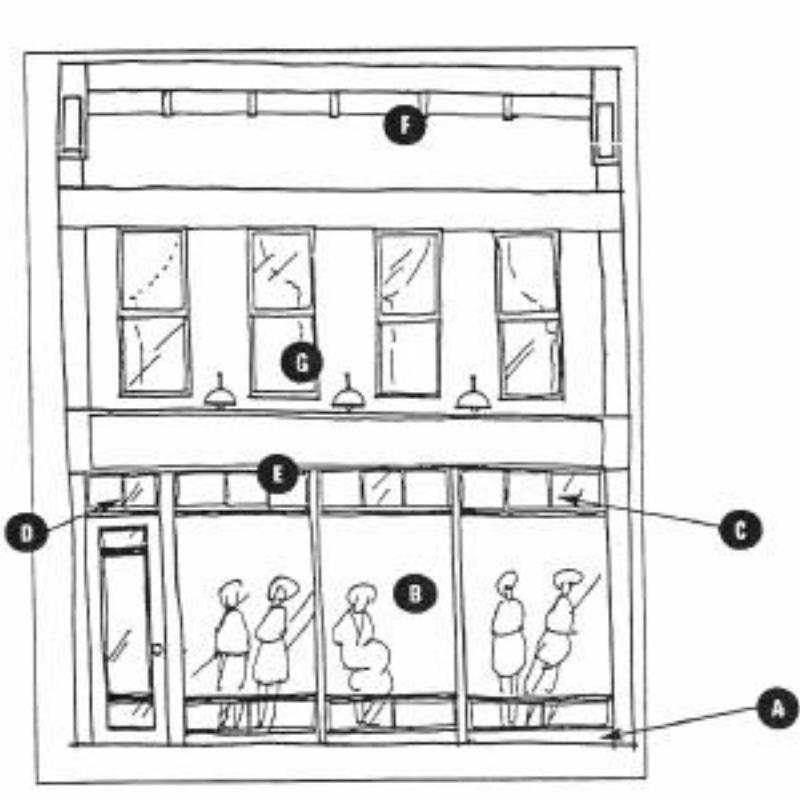
LPAB is responsible for reviewing all <u>exterior changes and site features within the Downtown Historic District, not including building interiors.</u>

The purpose of this section is to provide guidance for the design of new construction and the renovation of non-contributing buildings in the district, in order to retain the historic context of the area while providing new opportunities.
While new building design is expected to reflect the character of its own time, thereby making the downtown a living district, it is important that it also respect the traditional qualities that makes the downtown unique such as massing, scale, uses of storefront detailing and choice of materials. Guidelines from Section 1.1 concerning awnings, paint color, lighting, and appurtances to buildings are also applicable to these buildings. Furthermore, architectural styles that directly copy historic buildings, and theme designs, such as "wild west" are not appropriate.

1.2.1 Incorporate Traditional Design Elements in New Designs

Repetition of traditional facade features creates patterns and visual alignments that contribute to the overall character of the district. While these features may be interpreted in new and contemporary ways, they generally include the following:

A. Kick plate as a base to the store front. Align the height with others in the block.
B. First floor display window. Align with height of others in the block when others are appropriately placed.
C. Incorporate a clerestory form in the display window.
D. Transom, align with others when others are appropriately placed.
E. Sign band.
F. Parapet cap or cornices.
G. Vertical window patterns and shapes, window sills on 2nd floor.
   • Angled entrances on corners.
   • Recessed central entrances



1.2.2 Align Architectural Features With The Established Patterns of Neighboring Buildings

Traditional elements aligned

The alignment of architectural features and elements, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. On commercial buildings they create patterns along the face of the block that contribute to the overall character of the area. Building facades should be designed to reinforce these patterns and support the area's established visual character. Some facade elements that typically align with adjoining buildings include:

- building kickplates
- the top and bottom heights of first floor display windows
- transoms above entrance doors, and clerestory elements in display windows
- horizontal and vertical proportions of the building
- storefront windows, even for restaurant venues
- upper story window openings and styles
- sign band above the street level
- parapet and cornice line
- window sills on upper floors
- roof lines and proportions

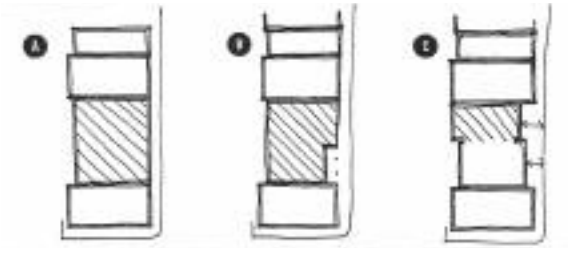
1.2.3 Maintain The Line of Storefronts at Sidewalk Edge And Orient Main Entrances to Open Toward The Street

CODE: Minimum percentage of lot frontage that must contain a building or buildings should not be less than 70% in the RB-1E, RB-2E, RB-1X, RB-2X, and RB-3X. Such standard is not applicable in RB-3E.
CODE: Maximum front yard landscaped setback is 0 feet for buildings in the RB-1E, RB-2E, RB-1X and up to 15 feet in the RB-3E, RB-2X, and RB-3X zones.
CODE: Primary building entrance locations should face the street.

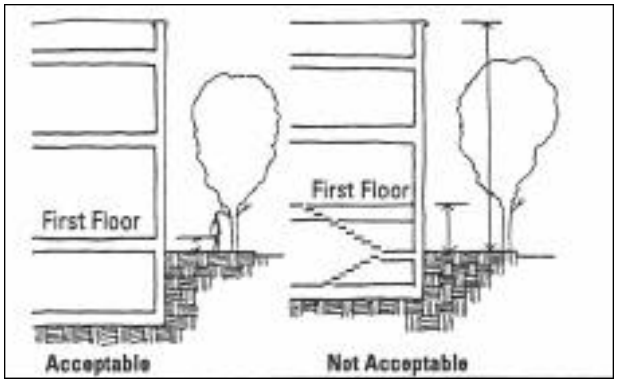
For commercial style buildings, if a portion of the building wall is proposed to be set back from the sidewalk, careful consideration should be given to maintaining the front line of the building at the sidewalk edge through the use of planters, railings, columns or similar features up to an overhanging second floor.

Maintain the original setback of historic buildings. In many cases, the building's placement on the site is an important defining characteristic. For instance, the County Courthouse and the Post Office have an open area between the building and the sidewalk, which is important to retain. For historic buildings that are not located at the zero setback line, place the addition behind the original setback.

A. Plan view of a new building aligned with existing buildings.
B. A portion of a new building set back with the building line of the block maintained with a row of columns to an upper floor.
C. A new building, on the same lot of an historic building, set back to reveal the historic building.



1.24 Do Not Construct Half-level or Split-level First Floors That Extend Both Above And Below Grade



CODE: First floor levels should be no lower than grade level and no higher than 2 feet above grade. (Consideration of flood mitigation design should be taken into account for buildings located in flood plain areas).

1.2.5 Consider The Height And Mass of Buildings

In general, buildings should appear similar in height, mass, and scale to other buildings in the historic area to maintain the area's visual integrity and unique character. At the same time, it is important to maintain a variety of heights to create visual interest. While the actual heights of buildings are of concern, the perceived heights of buildings are equally important. One, two and three story buildings make up the primary architectural fabric of the downtown, with taller buildings located at key intersections.

A. Strive for visual interest in building forms.
With new construction, create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.

B. Relate the height of buildings to neighboring structures at the sidewalk edge.
For new structures that are significantly taller than adjacent buildings, upper floors should be set-back a minimum of 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend forward to the front facade may add visual variety and interest to the set-back area.

C. Consider the effect of building height on shading and views.
Building height can shade sidewalks during winter months leading to icy sidewalks and unappealing pedestrian areas. Wherever possible, new buildings should not shade the northern sidewalk area of east-west running streets at noon on December 21st, and should maintain view corridors.

Examples of setbacks on upper floors that reduce perceived height, mass, and scale of buildings.

CODE: The allowable "by-right" height is up to 35 feet, with a maximum height of 55 feet through height review.
CODE: The maximum "by-right" number of stories allowed in 35 feet is two stories.
CODE: Generally, for commercial and residential buildings in RB-1X, RB-2X, RB-1E, and RB-2E, the floor to floor heights should be up to 14 feet for the ground level, and up to 12 feet for the second floor.
CODE: In the RB1-X and RB1-E zones, principal building heights for a building located on a corner lot that faces two public streets may be increased up to 10 feet in height and up to 3 stories if: the building contains no more than 3 stories above the finished grade; the horizontal dimensions of the third story are no greater than 50 feet along the front yard street frontage by 70 feet along the side yard street frontage, and the vertical planes of the third story are located directly above the vertical planes of the stories below.

1.2.6 Maintain a Human Building Scale Rather Than a Monolithic or Monumental Scale

Smaller scale buildings and the use of traditionally-sized building components help to establish human scale and maintain the character of downtown. Standard size brick, uniform building components, and standard window sizes are most appropriate.

Typical downtown building facade that demonstrate a human scale at the sidewalk level

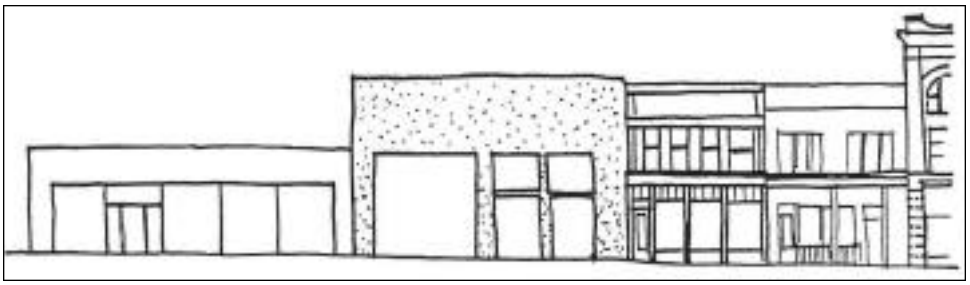


Illustration of buildings that look monolithic next to buildings with more detail and visual interest

1.2.7 Maintain the Proportions of Storefront Windows And Doors and Established Pattern of Upper Story Windows

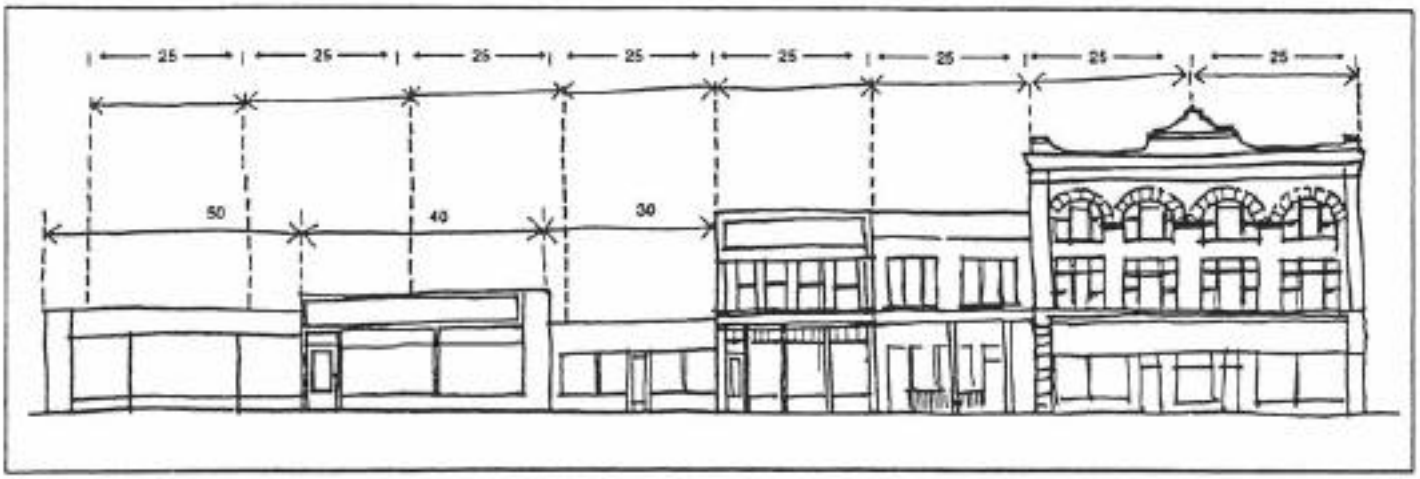
CODE: For buildings located in the RB-1E, RB-2E, RB-3E, RB-1X, RB-2X, and RB-3X zones, a minimum of 60% of a ground floor facade facing a public street shall be made of transparent materials, or otherwise designed to allow pedestrians to view activities inside the buildings. This standard shall not apply to residential uses that may occur along the ground floor facade.

The first floor of downtown commercial buildings should be primarly transparent, with a pedestrian orientation and storefront appearance. Upper floors should incorporate traditional vertically proportioned window openings within a more solid facade treatment, awnings are not typically found on upper story windows. Use windows similar in size and shape to those used historically to maintain the facade pattern of the block. This is especially important for projects facing key pedestrian streets such as Pearl, 13th and 14th Streets.

A typical example of upper and lower floor window patterns

1.2.8 Maintain the Rhythm Established by The Repetition of The Traditional 25 Foot Facade Widths.

Maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.



An illustration of the 25 foot wide pattern of downtown facades

1.2.9 Use Building Materials That Have a Texture, Pattern And Scale Similar to Those in The District

The use of brick as the primary building material is encouraged to reflect historic building patterns in the commercial downtown. Choose accent materials similar in texture and scale to others in the district.

These include:

- Brick and stone masonry
- Wood details such as windows
- Finished lumber, applied to achieve traditional patterns e.g.: horizontal siding rather than diagonal
- Finished painted metal and sheet metal
- Clear or lightly tinted glass
- Ceramic tiles
- Brick, clay and ceramic pavers
- Slate, finished metal, glazed ceramic and tile roofs
- Concrete and stone as lintels and wood or concrete columns
- Embossed metal or corrugated metal

The following materials are generally <u>inappropriate</u> :

- Coarsely finished, "rustic" materials, such as wood shakes, shingles, barn board or stained fir plywood. Poorly crafted or "rustic" woodworking and finishing techniques
- Indoor-outdoor carpeting or astro-turf
- Corrugated metal and fiberglass. (unless used sparingly)
- Moss rock
- "Antique" or old brick with partial paint, mottled light variegated brick, oversized brick and white brick mortar
- Ornate wrought-iron, "New Orleans" style grille and rail work
- Stucco surfaces that are highly textured such as those sometimes associated with a "hacienda" or "Mediterranean" style
- Expanded metal
- Silver or clear anodized aluminum sheets
- Silver or clear aluminum extrusions for windows and doorways
- Residential type sliding glass doors
- Imitation wood siding or stone
- Flat or molded plastic sheeting in quantities exceeding five square feet when used as primary facade materials
- Imitation metal "rock work"
- Plastic molded imitations of any conventional building material
- Mirror or metalized reflective glass
- Glass block

1.2.10 Improve Rear or Side Alley Elevations To Enhance Public Access From Parking Lots And Alleys

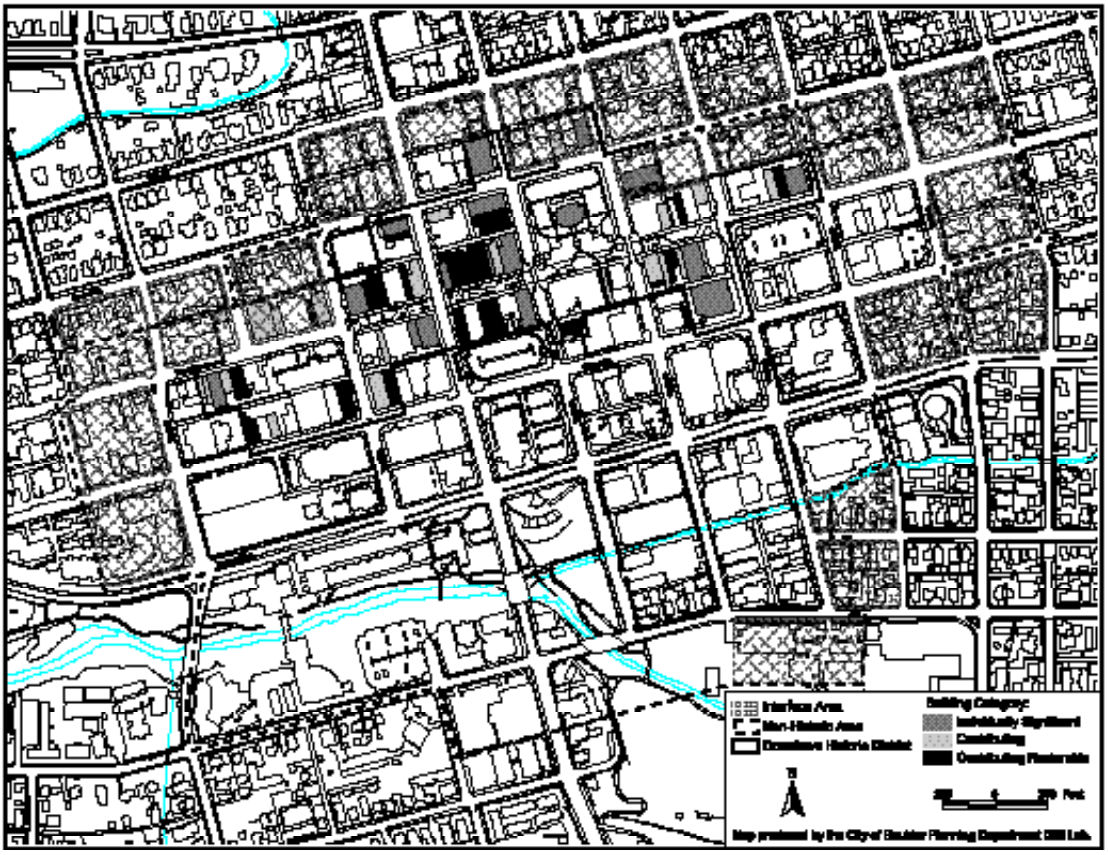
Where buildings are built to the alley edge, consider opportunities for alley display windows and secondary customer or employee entries, if original walls are not damaged.

Screening for service equipment, trash, or any other rear-of-building element that can be visually improved, should be designed as an integral part of the overall design. Where intact, historic alley facades should be preserved along with original features and materials. Alterations should be sensitive to and compatible with the historic scale and character of the building and area.

Section 2: The Non-Historic Area

The Non-Historic Area offers unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.

Other important design elements are 1) the Non-historic Area's relationship to its surroundings, including the Historic Area, the Civic Park area, and the neighborhood interface area, 2) the pedestrian quality of the area including the downtown Boulder mall, east and west Pearl Street, Spruce and Walnut streets, Canyon Blvd. and the north-south streets that connect Civic Park to the mall area, and 3) that new building design can reflect the character of its own time while respecting the integrity, scale, and massing of historic buildings in the area.



Map of the Downtown Historic District, the Non-Historic Area, and the Interface Area

While creative interpretations of traditional design elements, and and designs that reflect the character of their time, are encouraged, they should be compatible with but distinguishable from their historic neighbors. Architectural styles that directly copy historic buildings and theme designs, such as "wild west" or "neo-chalet" are inappropriate to the character of downtown Boulder. These guidelines also discourage projects that create inhospitable pedestrian design, and buildings that are inappropriate in scale and massing to their surroundings.

DDAB is responsible for reviewing *all projects with a construction value of $10,000 or more* in the Non-historic Area and the Interface area.

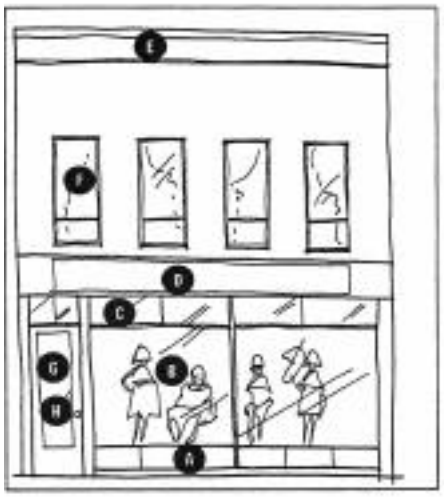
The urban design objectives for the Non-Historic Area are to:

- Reinforce the character of downtown as a pedestrian place by encouraging architectural solutions that are visually interesting, stylistically appropriate to their context, and compatible in scale and character with their street.
- Strengthen the identity of downtown as a place where people feel welcome and comfortable through the careful selection of building materials and human scale design.
- Encourage development that complements pedestrian activity.

2.1 Consider Incorporating Traditional Facade Elements in New Designs

Repetition and use of traditional facade elements creates patterns and visual alignments that contribute to the overall character of the historic commercial area. While these features may be interpreted in new and contemporary ways, they include:

A. Kick plate as a base to the store front or restaurant front. Align the height with others when possible.
B. First floor display window. Align with height of others in the block when others are appropriately placed.
C. Transom. Align with others when others are appropriately placed.
D. Sign band.
E. Parapet cap or cornices.
F. Vertical indow patterns and shapes, window sills.
G. Angled corner entrance.
H. Recessed central entrances



Typical facade elements

2.2 Consider the Alignment of Architectural Features and Established Patterns With Neighboring Buildings

The alignment of architectural features, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. While new building forms are expected, building facades should be designed to reinforce these patterns and support downtown's established visual character. Some horizontal elements that typically align with adjoining buildings include:

- building kickplate
- the top and bottom height of first floor display windows
- transom over the entranceway
- horizontal and vertical proportions of the building
- storefront windows
- window openings and styles, especially upper story windows
- sign band above the street level
- parapet and cornice line
- window sills on upper floors
- roof line and proportion

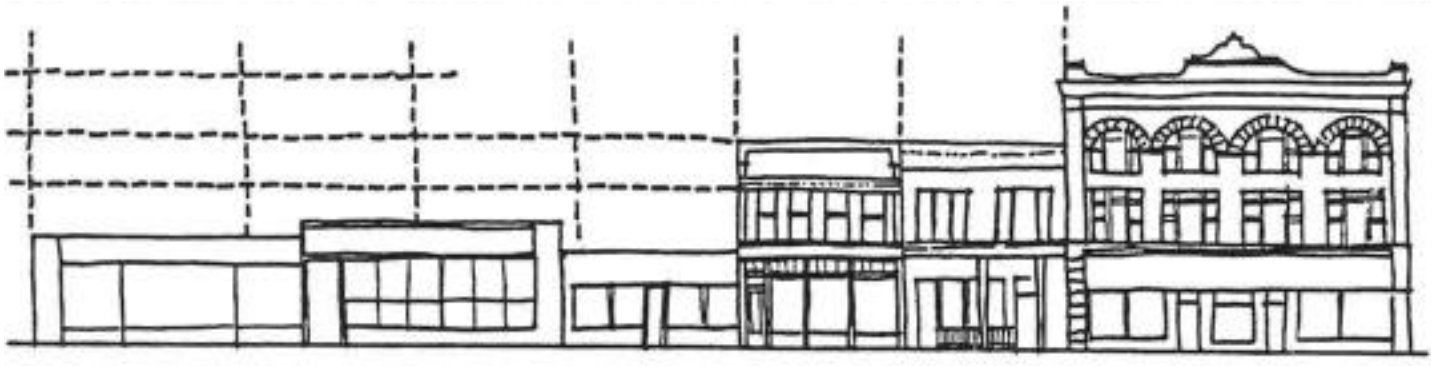
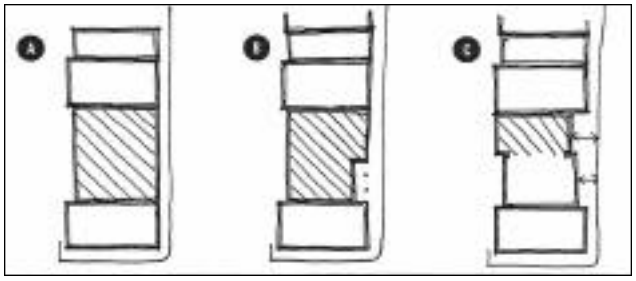


Illustration of Architectural Feature Alignment on the Block Face

2.3 Maintain the Line of Building Facades And Storefronts at Sidewalk Edge in Blocks

Buildings or other design features that are built up to the sidewalk maintain a line of visual continuity and provide visual interest for pedestrians. If a portion of the building facade is set back from the sidewalk, the sidewalk edge should be visually maintained through the use of a line of columns supporting upper floors or other features, such as a change in surface texture, a line of planters, portals, or railings.



A. Plan view of a new building aligned with existing buildings.
B. A portion of a new building set back with the building line of the block maintained with a row of columns to an upper floor.
C. A new building, on the same lot of an historic building, set back to reveal the historic building.

Maintain the original setback of historic buildings. In many cases, the building's placement on the site is an important defining characteristic. For instance, the County Courthouse and the Post Office have an open area between the building and the sidewalk which is important to retain. For historic buildings that are not located at the zero setback line, place the addition behind the original setback.

CODE: Primary building entrance locations should face the street.
CODE: Minimum percentage of lot frontage that must contain a building or buildings should not be less than 70% in the RB-1E, RB-2E, RB-1X, RB-2X, and RB-3X. Such standard is not applicable in RB-3E.
CODE: With the exception of properties fronting onto Canyon Boulevard, all other properties have a maximum front yard landscaped setback that is 0 feet for buildings in the RB-1E, RB-2E, RB1-X and up to 15 feet in the RB-3E, RB-2X, and RB-3X zones. As a major arterial street of four lanes, Canyon Boulevard has a setback of 78 feet from the centerline of the highway or 25 feet from the lot line adjoining the right-of-way, whichever is greater.

2.4 Consider the Height, Mass, and Scale of Buildings

Buildings that appear similar in mass and scale to other buildings in the area help to maintain the coherent visual image of the downtown character. At the same time, it is important to maintain a variety of heights to create visual interest. While the actual heights of buildings are of concern, the perceived heights of buildings are equally important. One, two and three story buildings make up the primary architectural fabric of the downtown, with taller buildings located at key intersections.

Visual interest using varied massing

A. Maintain visual interest in building forms.
Create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.

CODE: Allowable "by-right" height is up to 35 feet, with a maximum of 55 feet through height review.
CODE: The maximum "by-right" number of stories allowed in 35 feet is two stories.
CODE: Generally, for commercial and residential buildings in RB-1X, RB-2X, RB-1E, and RB-2E, the floor to floor heights should be up to 14 feet for the ground level, and up to 12 feet for the second floor.
CODE: In the RB1-X and RB1-E zones, principal buildings height for a building located on a corner lot that faces two public streets may be increased up to 10 feet in height and up to 3 stories if: the building contains no more than 3 stories above the finished grade; the horizontal dimensions of the third story are no greater than 50 feet along the front yard street frontage by 70 feet along the side yard street frontage; and, the vertical planes of the third story are located directly above the vertical planes of the stories below.

CODE: Generally, for commercial and residential buildings in RB-1X, RB-2X, RB-1E, and RB-2E, the floor to floor heights should be up to 14 feet for the ground level, and up to 12 feet for the second floor.

B. Relate the height of buildings to neighboring structures at the sidewalk edge.
For new structures that are significantly taller than adjacent buildings, upper floors should be set-back a minimum of 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend forward to the front facade may add visual variety and interest to the set-back area.

C. Maintain a standard floor to floor height.
Generally, for commercial and residential buildings RB-1X, RB-2X, RB-1E, and RB-2E, the ground level floor to floor heights should be approximately 13 to 15 feet and up to 12 to 14 feet for the second floor. This is particularly important in the RB-1X zone along Walnut Street. It is also important guideline for commercial buildings, but not necessarily for residential buildings in the RB- 3X and RB-3E zones.

D. Consider the effect of building height on shading and views.
Building height can shade sidewalks during winter months leading to icy sidewalks which can discourage pedestrian activity. Wherever possible, new buildings should maintain view corridors and should not shade the northern sidewalk of east-west running streets at noon on December 21.

Anew building with visual interest, standard floor to floor height, and traditional facade elements

2.5 Maintain a Human Building Scale, Rather than Monolithic or Monumental Scale

Avoid large featureless facade surfaces. Facade elements that are familiar to the pedestrian help establish a sense of scale and create visual patterns that link buildings within a block, while allowing individual identity of each building. Smaller scale buildings and the use of traditionally-sized building components help to establish human scale and maintain the character of downtown. Standard size brick, uniform building components, and standard window sizes are most appropriate.

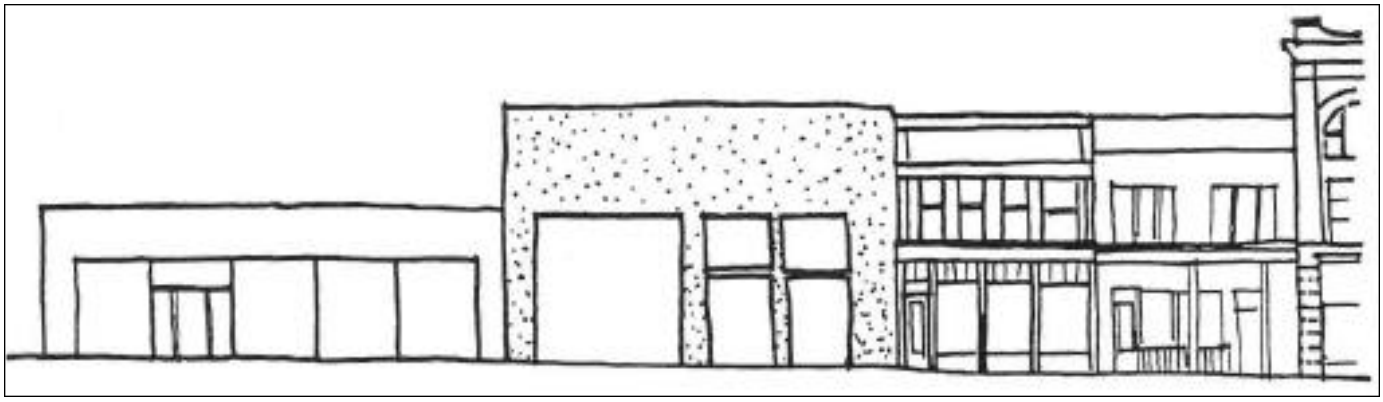


Illustration of buildings that lock monolithic next to buildings with more details and visual interest.

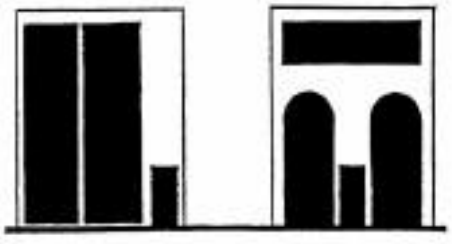
2.6 Create Pedestrian Interest at the Street Level

A. Develop the first level of buildings to provide visual interest to pedestrians.
For a non-residential building, the first floor street walls should contain architectural elements that create visual interest and a pedestrian street environment such as display windows facing the sidewalk, outdoor dining areas, display cases, public art integrated with the building design, and architectural elements and details that create visual interest.

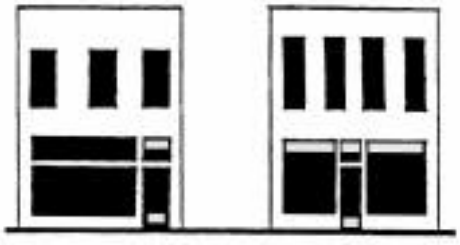
B. Consider how the Texture and Pattern of Building Materials Will Be Perceived
Use building materials that are familiar in their dimensions and that can be repeated. To help establish a sense of human scale use familiar building components in traditional sizes. For example, standard size brick, uniform building components, and typical window sizes, help to establish human scale. Combining building materials that can be visually contrasted also helps to achieve a sense of human scale .

CODE: For buildings located in the RB-1E, RB-2E, RB-3E, RB-1X, RB-2X, and RB-3X zones, a minimum of 60% of a ground floor facade facing a public street shall be made of transparent materials, or otherwise designed to allow pedestrians to view activities inside the buildings. This standard shall not apply to residential uses that occur along the ground floor facade.

C. Maintain The Design Distinction Between UpperAnd Lower Floors
Develop the first floor facade as primarly transparent, making it inviting to the public. Consider using windows and other architectural features to create a pattern that will reinforce the traditional facade rhythm found on commercial buildings in the downtown area. Upper floors generally are differentiated through the use of more solid areas than voids and with smaller, vertically oriented windows in a regular pattern.



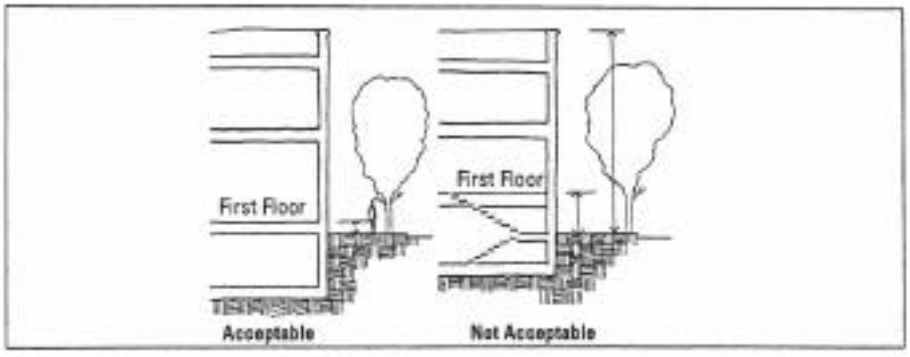
Unacceptable: does not distinguish between upper and lower floors



Acceptable: distinguishes between upper and lower floors

2.7 Avoid Half Level, or Partial Level Basements That Extend More Than 2 Feet Above Grade

CODE: First floor levels should be no lower than grade level and no higher than 2 feet above grade. (Note: except in flood zones.)



2.8 Shade Storefront Glass by Appropriate Means

To permit good visibility into storefront windows, and to create pedestrian interest, use awnings or, for buildings with recessed first floors, consider arcades. Note: See Section 6: Extensions into the public right-of-way discussion on revocable lease and allowable dimensions.

First floor awnings provide shade and visual interest

2.9 Maintain The Rhythm Established by The Repetition of The Traditional 25 Foot Facade Widths

Maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.

A single facade should not exceed a maximum of 75 linear feet (equivalent to three traditional lots). Traditional, established breaks between buildings, such as alley ways, should be maintained.

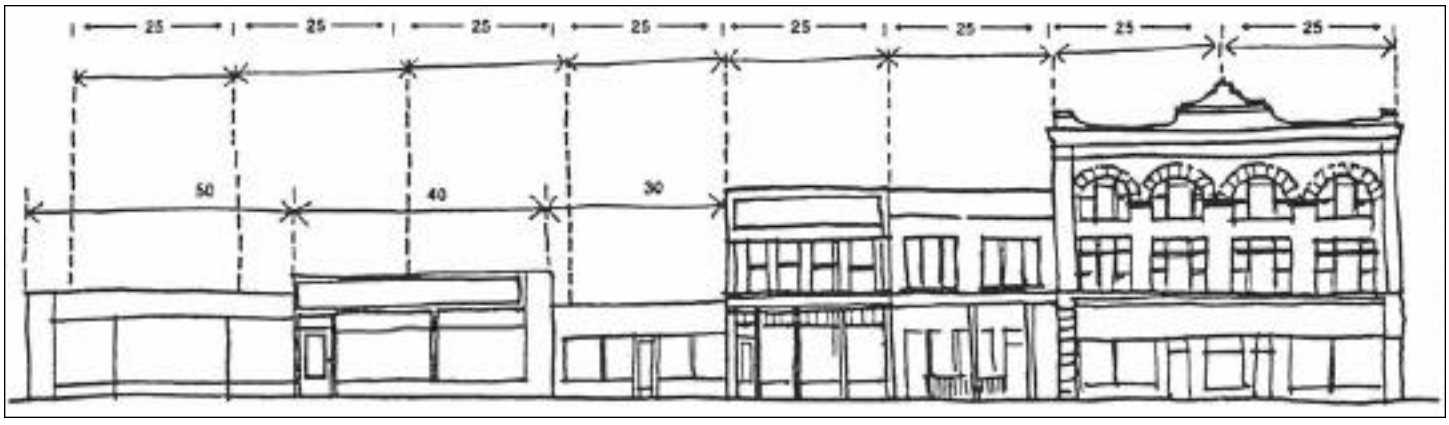


Illustration of the 25 foot wide pattern of downtown facades

2.10 Consider the Scale, Texture, and Pattern of Building Materials

Use building materials that are familiar in their dimensions and that can be repeated. To help establish a sense of human scale, use familiar building components in traditional sizes. For example, standard size brick, uniform building components, and typical window sizes, help to establish human scale. Combining building materials that can be visually contrasted also helps to achieve a sense of human scale.

2.11 Consider The Quality of Open Space Incorporated in New And Renovated Buildings

A. Create comfortable, safe, accessible, and appropriately located open spaces to provide pedestrian interest and convenience.

Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces feel like outdoor rooms. Provide seating that is useable year-round. Plazas, courtyards, pocket parks, and terraces should be designed to be easily accessible and comfortable for a substantial part of the year. See Section 6.7.

B. Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.

Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes such as sidewalks and green areas. Connect shops or office entrances directly to places where people gather or walk. Where appropriate and allowable, the use of well designed and shielded rooftop decks for restaurants and access to views is encouraged.

Attractive open spaces encourage people to gather downtown

2.12 Recognize The Special Character of The Area South of Canyon Boulevard

CODE: Canyon Boulevard, through the downtown, is a "major arterial street of 4 lanes" which requires that buildings be set-back 78 feet from the centerline of the highway or 25 feet from the lot line adjoining the right-of-way, whichever is greater.

A. Emphasize the "boulevard" character of Canyon by maintaining consistent building setbacks. (See section 6.10 for Canyon Boulevard landscaping)

Canyon Boulevard is one of the city's most prominent avenues with its center planting strip and wide building set backs. It has a unique character that divides the Civic Park area from the more urban Walnut, Pearl Street, and downtown Boulder mall areas.

Depending on the block, Canyon Boulevard has an urban character on the north side and a park-like character on the south side. North side buildings, especially between 9th and 16th streets, should line up at the same set-back line and feature a deeper setback from Canyon Blvd. Features such as outdoor restaurants, pocket parks, pedestrian seating areas, and roof terraces and balconies on upper floors are encouraged along the south facing facade.

B. Ensure that new development or renovation is in compliance with the city's, and if required, national flood control standards.

The architecture and use of buildings in the area south of Canyon Boulevard differ from the urban character of buildings along Pearl and Walnut streets. This area is directly affected by the Boulder Creek floodway which can affect the location, siting, and building design of construction projects.

C. Building forms compatible with the scale and character of the area are strongly encouraged.

A variety of building heights and forms is encouraged with primary entrances to shops and offices facing the main street.

D. Parking should be located to minimize visibility from the street, preferably at the rear of buildings not to the building side or front.

In this special area, focused on pedestrian ways, parks, and a unique mix of uses, keeping a downtown image of buildings facing onto the street is important.

E. Pedestrian and bicycle connections through the area that integrate park, creek, and sidewalk systems are strongly encouraged.

Bike and pedestrian pathways that connect the area internally and to surrounding areas, and that take advantage of the park and creek system that runs through the area, are desirable in maintaining the area's unique character. When feasible, encourage right-of-way access routes through properties that can link bike and pedestrian pathways.

F. When adapting residential structures to commercial use, respect the residential character of the building front.

Avoid altering facade elements such as porches, original windows, building forms, and materials on the facade when adapting residential structures to commercial uses. New additions should be set back from the primary facade or placed to the rear or the side of the property.

Section 3: The Interface Area

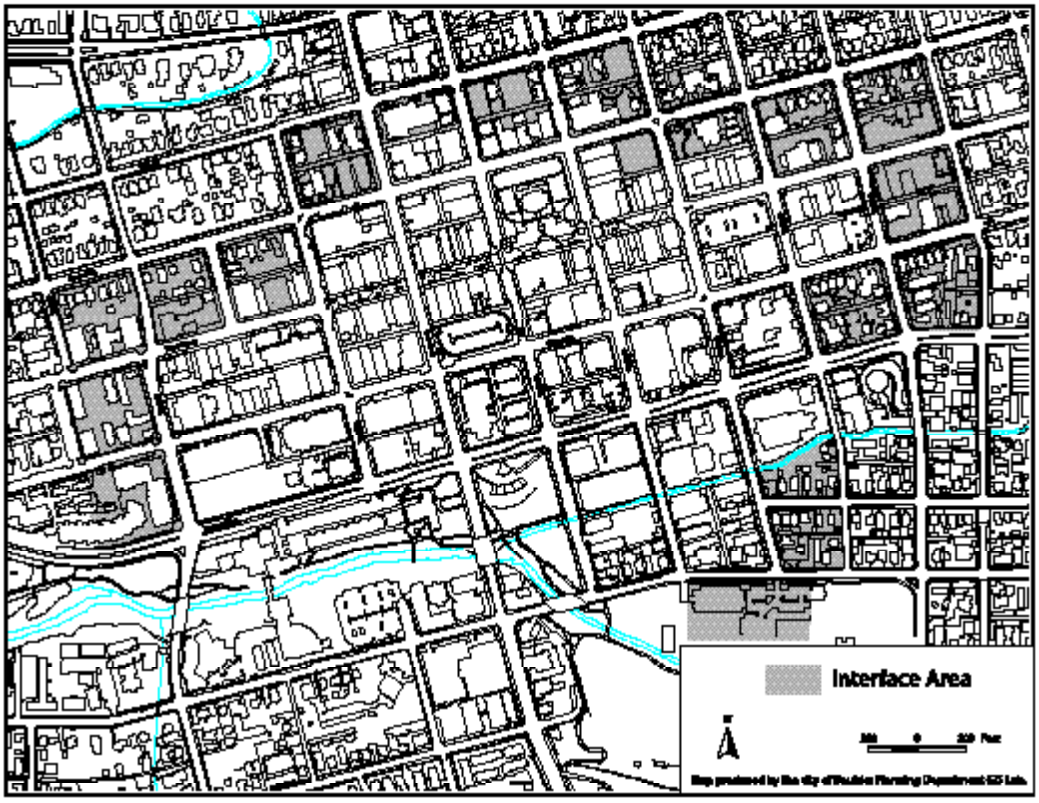
The Interface Area is composed of the blocks that link the core of the downtown to the surrounding residential neighborhoods. This area requires special design sensitivities that must be addressed when commercial buildings are located adjacent to residential areas.

From the neighborhood perspective, as well as for the health and appearance of the downtown commercial area, it is important that the residential blocks adjacent to the commercial area remain stable, quiet, secure, and orderly. For the most part, it is the impacts of the commercial area which can be most detrimental to the residential neighborhood, not the reverse. These impacts can be minimized through careful design that emphasizes the transition between commercial and residential areas, and respects the scale and quality of adjacent residential uses. It is expected that through the use of these guidelines, as well as appropriate land use and zoning restrictions, general neighborhood "livability" will be supported and enhanced.

Good Neighbor Policy

Agood neighborhood policy has been implemented by downtown property and business owners and residents living in adjacent residential neighborhoods as a positive way to communicate about issues of "livability" in the interface area. Its purpose is to establish a standard of cooperation and a code of conduct not generally addressed by existing law. While compliance is voluntary, the policy asks that a "Good Neighbor Agreement" between commercial property or business owners and surrounding neighborhood residents be agreed to and signed. The policy asks owners to take action on a number of issues including: trash; litter; graffiti removal; the use of alternate transportation modes by employees; employee parking; noise, animal, pest, and weed control; deliveries; and employee/tenant education. For information on how businesses in the interface area can participate in the Good Neighbor Policy call the DMC at (303) 441-4000.

NOTE: DDAB is responsible for reviewing commercial projects within that portion of the Interface Area located in the Non-historic area. LPAB is responsible for that portion of the Interface Area that falls within the Historic Area.



The urban design objectives for the Neighborhood Interface Areas are to:

- Encourage sensitive design along the edge where the downtown commercial area abuts residential neighborhoods.
- Encourage sensitive site, building, and streetscape design that emphasizes a clear distinction between both commercial and residential areas.
- Maintain the diversity in building type and size and respect the adjoining residential character that is important to the area.
- Discourage adverse impacts from noise, night lighting, poor building design, and commercial service areas on adjacent residential neighborhoods.

3.1 Maintain the Diverse Residential Architectural Character of the Interface Area

The residential character of this historic home is maintained even though used commercially

A. Maintain historic residential buildings.

Although the rehabilitation of residential buildings for office use is possible to maintain the neighborhood's character and scale, conversion of historic residential buildings to commercial or mixed uses is appropriate *only* when the residential use is no longer feasible. Careful consideration must be given to the visual impacts a non-residential conversion may have on the surrounding residential area.

B. In general, construct buildings of three stories or less.

Create a height transition by locating taller portions of buildings toward the downtown, or Pearl Street, and lower portions located toward surrounding residential areas.

C. Commercial construction on a primarily residential block should be designed to reflect a residential character.

For example, a front yard setback for a commercial building in a residential block may be desirable. Careful consideration must be given to adjacent properties, the overall urban design quality of the block and the character of the surrounding area.

3.2 Create Attractive Rear Alley Facades on Buildings Facing Toward Residential Areas

The design quality of the rear facades of commercial and mixed use buildings that face residential zones is of great concern to the residential property owners. Consideration must be given to creating a pleasant building design at the rear of the building. Include such features well designed building entrances, windows, balconies, the use of high quality materials, plaza areas and planting areas.

3.3 Design alleys to serve as attractive alternative routes for pedestrians, as well as efficient service access for vehicles.

Consider what residents of adjacent residential neighborhoods will look at from their rear yards and porches. Well designed rear building entrances, windows, balconies plaza areas and planting areas are encouraged.

A. Elements such as trash collection areas should be screened, designed as an integral part of the overall building design, and present an attractive feature when viewed from adjacent residential areas.

These trash receptacles are screened.

B. Provide adequate lighting for pedestrians in all interface area alley ways for security and convenience.

C. Shield security lighting from adjacent residential uses so that it does not shine in adjacent residential windows. (Refer to the city Light Code).

D. Where parking in alleys places cars next to a public sidewalk, provide a minimum eight foot landscaped strip between the parking area and the sidewalk.

E. Corner buildings located at the corner of alleyways and public streets may provide a visual buffer to hide alley parking and trash storage from pedestrian view.

CODE: requires a 15 foot sight triangle where alleys intersect with streets.

3.4 Where The Zoning Line Runs Along a Street or Lot Line, Commercial Development Should Respect The Existing Building Scale And Character of The Adjacent Residential Area.

Commercial construction on a primarily residential block should be designed to reflect a residential character. A front yard setback for commercial uses at some interface locations is desirable. Create a height transition by locating taller portions toward the downtown and lower portions toward residential areas.

3.5 Design Streets in The Neighborhood Interface Area to Reflect Adjacent Residential Land Uses.

Consider the scale and character of the public right-of -way between residential areas and commercial areas.

A. Create a strong residential quality in the design of street improvements at the interface of commercial and residential areas.

Traffic circles, landscaped medians, neck-downs and pocket parks are appropriate right-of-way treatments.

B. Maintain the traditional curb zone between the curb and the sidewalk of no less than four feet.

Street trees, planted at 20 to 30 feet apart, average 25 foot on center, are recommended. (See Section 6, Streetscape Improvements). Plant flowers, grass or other live ground cover in the curb zone for the half block that extends between residential areas and the commercial alley ways. Rocks, gravel, or other rock-like material *are not allowed* in the curb zone area.

A traditional curb zone with street trees and grass

Section 4: Parking Facilities

The most critical elements to consider in evaluating the design of parking facilities are traffic impacts on adjacent streets, building massing, urban design relationships to adjacent buildings, the location of the facility within the downtown, its security, landscaping, and lighting.

The urban design objectives for the design of parking facilities are to:

- Produce attractive parking facilities that are compatible additions to downtown which add to, rather than detract from, the area's historic character and function.
- Enhance pedestrian activity at the sidewalk level through the use of retail wrap on structured parking and landscape areas around surface parking.
- Ensure that the design of the facility is of the highest quality.

4.1 Locate Surface Parking on Appropriate Sites

A. Locate parking facilities on blocks and streets in which they best serve their function without jeopardizing the pedestrian quality of the downtown.

Locations such as the area around Canyon Boulevard or adjacent to the "mall loop" are preferred. These will promote continuity of the pedestrian environment and a compact retail core. The mall loop is defined by 11th St, Walnut St, 15th St and Spruce .

B. Locate surface parking lots at the interior of the block not at corner locations.

In a downtown setting corner locations are important as building sites for prominent buildings. Parking lots on corners in the downtown area give the suburban appearance of cars parked in front of buildings.

C. Surface parking lots that share a site with a building and that are to be located under a building but at grade should be placed at the building rear.

Parking lots under buildings should not extend to the street front. Rather, they should be shielded from the street by the front of the building. In this way the architectural continuity of the street can be preserved. Parking behind a building accessed from an alley is preferred in order to minimize the number of curb cuts, reduce turns, and minimize pedestrian conflicts.

4.2 Reduce Visual Impact of Surface Parking Lots

CODE: The city code requires landscaping on the interior and the perimeter of parking lots. Section 9-3.3-4 describes standards for screening parking lots from the street, screening parking lots at property edges, and interior parking lot landscaping. For example, lots with fewer than 15 spaces (300 gross square feet per space) require no interior landscaping. Lots with 16 to 160 spaces require that at least five percent of the interior parking lot contain landscaping. Lots with more than 160 spaces and more than one double loaded row of parking require that at least ten percent of the interior parking lot contain landscaping.

A. Subdivide surface parking lots into smaller areas though the use of landscaping or other visual elements.

Planting islands for flowers, ground cover, or shrubs should be used at entrances, exits, internal turns, and to separate double rows of cars. Planting islands should be large enough to sustain proposed plant materials. Such islands should be designed to break up the expanse of pavement and help establish the desired direction of circulation. Planting should be attractive, low maintenance, and hardy — able to survive soot and gas fumes. Landscaped areas should be protected with appropriate curbs, edging, bollards, railings, low walls, or similar elements.

Trees are the most essential form of greenery since they screen cars, provide shade, and frame views. Avoid trees with low-growing branches or that excrete resin or moisture. Use parking lot signs compatible with those in general use in the downtown area.

Planting islands help direct pedestrian traffic.

B. Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

There are several ways in which this may be accomplished:

- The buffer may be a landscaped berm and/or planting strip, a minimum of 6 feet in width between the sidewalk and the parking lot, or the width equal to the setback of an adjacent building if wider than 6 feet.
- The buffer area may be designed in conjunction with a low wall of a material similar to adjacent buildings. Ideal materials for downtown fences and walls include brick, stone, or metal. Do not use unfinished wood fences.

The buffer area should be planted with appropriate ground covers and small trees. Decorative plantings and bermed areas are encouraged to highlight entrance ways. Care should be given to protecting sight lines for both pedestrians and vehicles.

Materials and architectural detailing selected for buffers should be complementary to the character and materials of adjacent buildings. Low walls should be no larger than 48".

These plantings help to hide a surface parking lot

CODE: The city code requires landscaping on the interior and the perimeter of parking lots. Section 9-3.3-4 describes standards for screening parking lots from the street, screening parking lots at property edges, and interior parking lot landscaping. For example, with regard to the issue minimum height and opacity: Parking lot screening may include landscape features such as planter boxes, walls, or hedges in combination with trees and plantings, but must provide a screen a minimum of 42 inches in height along the full length of the parking lot adjacent to the street. Planted materials must provide a significant screen when fully grown that is at least 42 inches in height as measured from the base of the sidewalk adjacent to the street, unless the parking lot is higher than the sidewalk, in which case it should be measured from the base of the parking lot adjacent to the street. Fences shall be no taller than 48 inches in height.

In the RB1-E, RB2-E, RB3-E, RB1-X, RB2-X, RB3-X, BMS-X, IMS-X, and MU-X zones, the parking lot screening requirement can be met by any one of the following:

- Aplanting area with a minimum of a six foot width between the sidewalk and the parking lot, planted with shrubs having a mature height no lower than 42 inches;
- Afence, hedge, or wall meeting the requirements of Section 9-3.3-6, "Fences, Hedges, and Walls," B.R.C. 1981, and of a height no lower than 42 inches and fences and wall shall be no taller than 48 inches as measured from the base of the parking lot adjacent to the street.
- Another method, if approved by the city manager, that forms a significant screen between 42 and 48 inches for the length of the parking lot adjacent to the street.

4.3 Reduce The Visual Impact of Structured Parking

A. Design parking structures so that they create a visually attractive and active pedestrian environment through the use of a retail/commercial wrap.

All above grade parking structures, in which parking is the principle use, should be wrapped with a two story retail/commercial use to shield the facility from the street and to make the entire building visually pleasing.

B. For a parking garage created as a principal use on a lot that is over 20,000 square feet in an RB-2E, RB-1X, RB-2X, or RB-3X zone, the following criteria apply:

C. The garage wrap should be compatible with surrounding buildings.

In general, the retail/commercial wrap should conform to the guidelines in Section 2: Non-Historic Area. Facade design should be considerate of both vertical and horizontal architectural proportions, window patterns, and architectural elements of buildings in the area.

Design with traditional commercial features, this parking facility has retail/commercials spaces along the street

CODE: The building shall be set back fifteen feet from any property line adjacent to a public street, but not an alley, for any portions of the building between 35 feet and 45 feet in height. The facade of the building shall be set back 35 feet from any property line adjacent to a public street, but not an alley, for any portions of the building between 45 feet and 55 feet in height. All portions of a building above the permitted height shall also be required to meet the requirements set forth in Section 9-4-11, "Site Review."
CODE: The requirements for the maximum number of stories set forth in Section 9-3.2-1, "Schedule of Bulk Requirements," B.R.C., 1981, shall not be applied to parking areas within auto parking garages.
CODE: Afirst floor retail wrap is required (floor area that is used for non-parking purposes). The depth of the wrap is a minimum of 25 feet and a maximum of 35 feet; The wrap faces on all streets, except alleys, for the entire length of the building except for those places necessary to provide ingress and egress into the parking areas. And, the space is used for retail, restaurant and other pedestrian oriented uses otherwise permitted or approved in the zoning district.
CODE: Asecond floor wrap is required. The depth of the second floor wrap is a minimum of 15 feet and a maximum of 35 feet. The second floor wrap shall face on all streets, except alleys, for the entire length of the building. And, the space is for any use permitted or approved for the zoning district.
CODE: The maximum floor area ratio for non-parking uses shall be 0.7:1. Uninhabitable space shall not be included in the floor area ratio calculation for non-parking uses. The floor area ratios set forth in Sections 9-3.2-1, "Schedule of Bulk Requirements", and 9-3.2-18, "Floor Area Ratios for RB-1E, RB-2E, RB-3E, RB-1X, RB-2X, and RB-3X Districts, " B.R.C. 1981, shall not be applied to a parking garage.

4.4 Security And Pedestrian Circulation Should Be Priorities

Pedestrian routes in structures and lots should be easily identifiable and accessed. Clear visual connections between a garage, or surface parking lot, and adjacent sidewalks and buildings are desirable. Interior and exterior lighting should be designed for safety as well as night-time appearance.

Section 5: Commercial Signs

Commercial signs should function to identify and locate businesses, promote merchandise or service within, attract customers, provide direction and information, and in some cases create visual delight and architectural interest.

The urban design objectives of the Commercial Sign Guidelines are to:

- Encourage design and sign placement that promotes downtown businesses while complementing downtown's character and scale.
- Promote signs that are designed as an integral yet noticeable part of a building's overall design.
- Promote the design of signs that are good neighbors within their block.
- Create an overall image in which a building and its signs relate to each other in helping to draw customers.

NOTE: The following is meant as a supplement to the city's Sign Code. Sign permits, obtained through the Planning Department, are required. Signs that extend into the downtown Boulder mall public-right-of-way, will require review by the Downtown Management Commission. For further information call the DMC (303) 441-4000 and the Planning Department (303) 441-3270.

Signs on historic buildings or in historic districts must also comply with "Historic Preservation" provisions, Chapter 10-13 of the Boulder Revised Code. Call the Planning Dept.(303) 441-3270.

5.1 Signs Should be Designed as an Integral Part of The Overall Building Design

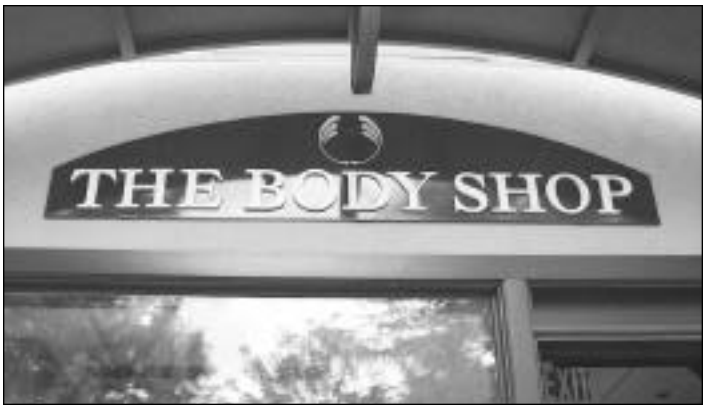
In general, signs should not obscure important architectural details. They should align with others signs on the block to maintain the existing pattern of horizontal and vertical facade features. They should be positioned to emphasize special shapes or details of the facade, to draw attention to the shop entrance, or to emphasize a display window. When several businesses share a building, signs should be aligned or organized in a directory.

Following are principle sign types that are applicable in the downtown:

A. Wall Signs:

Wall signs are limited in size and defined as projecting less than 15 inches from the building. Wall signs should be positioned within architectural features such as the panels above storefronts, on the transom, or flanking doorways. Wall mounted signs should align with others on a block to maintain established patterns.

CODE: The total area of all wall signs on a face of a building may not exceed fifteen percent of the area of that portion of the building face between ground level and the roof line or a line twenty-five feet above grade level, whichever is less.
CODE: The total area of all wall signs on an architecturally distinct wall, where two or more such walls form a face of a building, shall not exceed twenty-five percent of such wall.
CODE: No part of a wall sign may be located more than twenty-five feet above grade level.
CODE: No wall sign may be attached to or displayed against any parapet wall that does not extend around the entire perimeter of the roof enclosed by the parapet. No sign on such a parapet wall may extend more than 24 inches above the roof elevation immediately behind the sign, unless approved in site review.
CODE: No wall sign may extend above the roof line of a building except as permitted on a parapet wall. No wall sign may be displayed on the wall of a mechanical room or penthouse or other such enclosed space which is not habitable to the occupants of the building.
CODE: The length of a wall sign shall not exceed seventy percent of the length of the wall or the width of the leased space of the wall on which it is located, whichever is less.
CODE: The sign height for wall signs located within the BMS-X, MU-X, RB1-E, RB2-E, RB3-E, RB1-X, RB2-X, RB3-X, and TB-E zoning districts shall not exceed 24 inches for single lines of copy and a total of 32 inches for multiple lines of copy, and any graphic symbol may not exceed 30 inches.



Wall Sign positioned above storefront

B. Projecting Signs:

Projecting sign means a sign attached to a building and extending in whole or in part 15 inches or more horizontally beyond the surface of the building to which it is attached. Projecting signs should be positioned along the first floor level of the facade. Projecting signs may take on their own special shape, or create their own symbol within the overall facade design.

A projecting sign with an original shape.

C. Awning Signs:
Awnings should be used to add visual interest to a building, provide shade, and add variety to the streetscape. They should be positioned to emphasize special shapes or details of the facade, to draw attention to the shop entrances or to emphasize a display window. Awning signs may be illustrated with letters or symbols.

Awning signs are straightforward and effective.

In most cases, only one awning sign is allowed per building. Awning signs positioned along the first floor level of the facade shall be no less than 8 feet from the sidewalk to the sign. Awning signs in the downtown can be attached to flexible material awnings or fixed marquees or canopies that project from the building. Consult the city Sign Code.

CODE: Signs projecting over public property may not project more than thirty-six inches from a wall of a building; the maximum permissible total area for such a sign is the lesser of:
- 1 square foot of sign area for each linear foot of frontage of the building upon which such sign is displayed; or
- 18 square feet per sign, with no face of the sign exceeding 9 square feet.

CODE: Projecting signs must have a minimum clearance above the sidewalk of eight feet and may not extend twelve feet or more above the sidewalk nor above the roof line.
CODE: No more than one projecting sign may be maintained per tenant space frontage at the ground level of a building. The minimum horizontal distance between projecting signs on a building shall be 25 feet.

5.2 Use Simple Signs to Clearly Convey a Message. Symbols Are Easily Read And Enhance Pedestrian Quality.

A. Sign Materials:
Sign materials should be durable and easy to maintain. Appropriate sign materials include painted or carved wood; carved wooden letters; epoxy letters; galvanized sheet metal; slate, marble, or sandstone; gold leaf; gilt, painted, stained, or sandblasted glass; clear and colored acrylic; neon; or stained glass.

B. Illumination:
Lighting external to the sign surface with illumination directed toward the sign is preferred. External lighting may also highlight architectural features. Internally lit signs are generally discouraged because they can form masses of light which, when viewed in groups, can be unpleasant.

By coordinating the lighting intensity, color, sign placement and display window design, the entire storefront can become an effective sign. The light level should not overpower the facade or other signs on the street. The light source should be shielded from pedestrian view. The lighting of symbol signs is encouraged. Internal lighting may be appropriate where only letters are illuminated or neon is used.
Neon is acceptable, though restricted in size, if it does not obscure architectural detail or overly illuminate display windows.

C. Sign Shapes:
Signs should be designed in simple, straight-forward, shapes that convey their message clearly. Symbols are easily read and enhance the pedestrian quality of the downtown.

D. Graphics:
Lettering styles should be proportioned, simple, and easy to read. In most instances, a simple typeface is preferred over a faddish or overly ornate type style. The number of type styles should be limited to two per sign. As a general rule, the letter forms should occupy not more than 75% of the total sign panel.

Section 6: Streetscape Improvements

The term "streetscape" refers to the entire system of streets, sidewalks, landscaping, and open spaces, by which people circulate through and experience the downtown. Our image of downtown Boulder, and the ease and safety with which we move through it, is determined by the quality of the streetscape.

The urban design objectives of the Streetscape Improvement Guideline are to:

- Unify the visual image of downtown by creating a series of public sitting areas, completing the rhythm of street trees and street lighting, and providing landscaping with seasonal color or other qualities of visual interest.
- Create a pedestrian oriented environment that is safe, accessible, visually pleasing, and comfortable.
- Strengthen downtown's visual connections. Visually and functionally connect the downtown Boulder mall and Civic Park, or east and west Pearl Street to the mall.
- Maintain the visual unity and historic character of the downtown Boulder mall through the use of traditional materials.
- Encourage and accommodate the use of alternative modes of transportation to get to and from the downtown.
- Maintain and preserve historic features of the streetscape such as flagstone and brick.
- Respect and preserve adjacent residential neighborhoods through the use of sensitive streetscape design.

6.1 Use The Existing Street Hierarchy as a Basis For Designing The Streetscape

The concept of a street hierarchy is based on understanding how various downtown streets function. For example, Canyon Boulevard and Broadway are major vehicular streets, thus street improvements should provide for large volumes of traffic while buffering pedestrians from traffic impacts.

Four types of streets have been identified:

A. The downtown Boulder mall (a vehicle-free pedestrian street):

The downtown Boulder mall, which encompasses Pearl Street from 11th to 15th Streets, is the most intensely used pedestrian zone in the downtown. As a shopping, festival, and public gathering place it will remain a vehicle free area with a unified brick paving design throughout. Intense landscape treatments, including seasonally-varied plantings and coordinated street furniture, add to the pedestrian ambiance.

B. Canyon Boulevard and Broadway (major vehicular through streets):

Canyon Boulevard and Broadway accommodate large volumes of traffic moving through the downtown. Streetscape features should be designed to buffer pedestrians from traffic impacts, provide greater building setbacks and detached sidewalks with planting strips between the sidewalk and curb. The exception is the section of Broadway between Canyon Boulevard and Spruce Street in which attached sidewalks are needed to accommodate more intense pedestrian use.

In areas with detached sidewalks, well designed landscaping and street trees should be provided. On Canyon Boulevard, the use of landscaped median strips and pedestrian safe zones should be designed to minimize pedestrian/vehicular conflicts.

C. 9th, 10th, 11th, 13th, and 14th Streets (north/south pedestrian connectors).

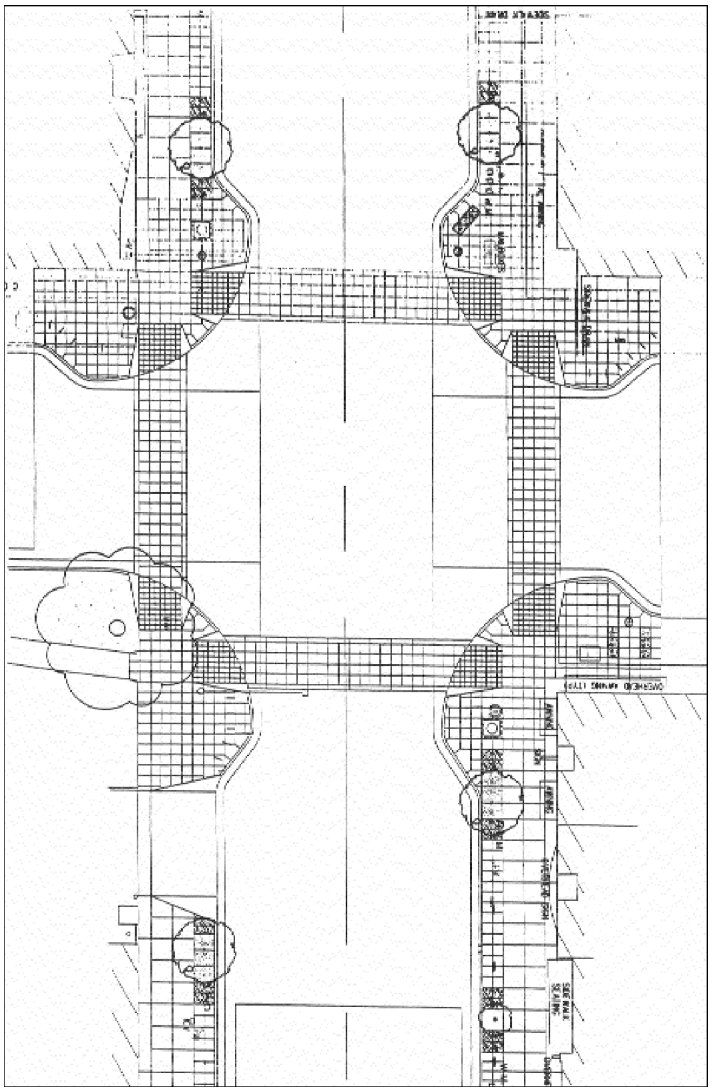
These five north/south streets provide the main pedestrian connections between the downtown Boulder mall and the Civic Park. Where these streets cross Canyon Boulevard, which is very wide, crosswalk designs that visually link the north and south sides of the boulevard are important. The use of similar materials, intersection gateway features, landscaping, and street furniture will help to visually weave the areas together and promote pedestrian access between these two important downtown public gathering places.

D. All other streets in the downtown (general pedestrian oriented streets).

In order to create a unified downtown image, all streets should share common features. At minimum, these should include similar sidewalk scoring patterns, similar paving materials, similar street trees and tree grates, coordinated street furniture, the inclusion of sidewalk neck downs and pedestrian safe zones, removal of pedestrian obstructions, consolidation of streetscape elements such as newspaper vending boxes, similar traffic and other directional signage, and pedestrian scale street lighting.

6.2 Use a Basic Sidewalk Design to Unify The Visual Image of Downtown

In most locations throughout the downtown, sidewalks average 15 feet wide from curb to property line. At minimum, every street in the downtown should incorporate the following basic sidewalk elements:



Basic sidewalk design illustrating the curb zone, the pedestrian zone and the corner zone. Note also the basic intersection design showing the crosswalks and the intersection paving squares.

A. Curb zone

The curb zone should consist of a 4 foot wide area measured perpendicular from the inside of the curb that may include the following:

- Brushed natural color gray concrete tooled in a 2' x 2'square pattern parallel to the street (not diagonal), possibly with brick accents
- Street trees in appropriately sized tree grates (see Section 6.8)
- Street elements which do not interfere with people accessing cars parked at the curb, mail boxes, trash receptacles, bus stops, bollards, and news racks.

Basic sidewalk design illustrating the curb zone, the pedestrian zone, and the corner zone. Note also the basic intersection design showing the crosswalks and the intersection paving squares

Variations

In general, the predominate material in the downtown is brick. The use of brick to highlight the curb zone is especially appropriate in the blocks adjacent to the mall. Other appropriate materials may be used to highlight the curb zone include sandstone, or the use of art work which is stenciled or sandblasted into the concrete surface. However, colored concrete scored to imitate brick is inappropriate .

On the Neighborhood Interface blocks that create a transition between commercial and residential areas, use landscape materials in the curb zone rather than hard surface concrete. Materials such as flowers, grasses, or live ground cover will highlight the transition quality of the half block between the downtown and the interface areas. Rocks, gravel or other rock-like materials are not allowed in the curb zone.

B. Pedestrian zone

The sidewalk pedestrian zone is the area that must be kept clear for pedestrian movement, and free of all obstacles. The pedestrian zone should comprise the following:

- An unobstructed pedestrian area of no less than 7 feet is allowed between vertical elements such as trees or poles and buildings along streets located outside the downtown Boulder mall. An unobstructed pedestrian area of no less than 8 feet to 9 foot 6 inches is required on the downtown Boulder mall (See section 6.4).

- Brushed natural color gray concrete tooled in a maximum 4'x 4'square pattern parallel to the street with brick accents. The location of tree grates or other elements may regulate the exact dimensions of the scoring pattern.

Variations

In certain cases, a different concrete scoring pattern or surface material such as brick may be used to run perpendicular to the sidewalk pedestrian zone or extend out vertically from the building or property line. Such variations would highlight the location of a special architectural feature such as an outdoor eating area, plaza, or recessed building entranceway. Brick may also be used to highlight special use areas. Colored concrete scored to imitate brick is inappropriate. Brick paving used to highlight entrances.

Brick paving used to highlight entrances.

C. Corner Zone

At minimum, the basic corner zone should include the following elements:

- A pedestrian area or clear zone that is free of obstacles and lined up with the sidewalk pedestrian zone. This area should be made of brushed natural gray concrete scored in a 2'x 2'square pattern parallel to the street (not diagonal). The smaller scoring pattern is meant to distinguish the corner zone from the rest of the sidewalk. Only essential "regulatory" elements such as signal posts are allowed, all other elements such as benches, bike racks, newspaper racks, are prohibited.
- Corner "amenity areas" are located at either side of the clear pedestrian. The amenity areas may incorporate benches, bike racks, news racks, and similar elements. Their shape and size may vary depending upon the use of a corner neck-down. Elements such as benches and bike racks should be carefully arranged in an attractive and accessible design. Benches should be arranged to facilitate social interaction. The amenity areas should be made of brushed natural gray concrete scored in a 4'x 4'square pattern parallel to the street (not diagonal), and may have brick detailing.

Variations

Shift the orientation of the concrete scoring pattern to a 45 degree angle to the street in a 2'x 2'pattern. Other variations may include edging the corner amenity and clear zones with brick paver bands using a dark, terra cotta red to compliment the color and quality of the mall brick. In certain areas, special materials such as brick or sandstone may be incorporated to clearly define an area. Depending on the location, amenity areas may also be used for public art features.

NOTE: Variations from the basic materials and patterns must be based on a streetscape plan that illustrates how the variation adds to the visual unity of the downtown streetscape, adjacent properties, and the overall image of the block.

6.3 Use a Basic Intersection Design to Unify The Visual Image of Downtown

Street intersections in the downtown should incorporate two basic elements:

A. Crosswalks
Pedestrian crosswalks should be a minimum of 10 feet wide, constructed of brushed natural gray concrete scored in a 2 foot x 2 foot square pattern parallel to the street. 12 inch wide concrete strips occur at either side of the 10 foot wide walkway scored in a 12 inch square pattern. ADA ramps should connect the pedestrian crosswalk to the corner.

B. Intersection squares
In general, the center area of intersections should made of the same material as the surrounding street surfaces.

Variations
Special paving may be used in intersection designs to highlight an important street or pedestrian connection. For example, crosswalks and intersection squares located between Civic Park and the downtown Boulder mall may incorporate special materials such as brick. Public art may be incorporated in the surface design. Special emphasis should be placed on the intersections along Canyon Boulevard from 9th to 14th Streets.

Other ideas that add to the visual interest include the following:
- The use of brick or interlocking concrete pavers within the 10' wide crosswalk
- A special border on either side of the 10' crosswalk consistent with adjacent sidewalk features.
- A concrete center area scored in a square grid pattern.
- A unique paving pattern or design within the center area to highlight an intersection.

6.4 Design Extensions Into The Public Right-of-Way That Are Visually And Functionally Appropriate to Their Street

Extensions into the public right-of-way, such as a sidewalk restaurant, public sitting area, or awnings over store windows, can add visual interest and encourage public activities that enhance the quality of life in downtown. They promote outdoor leisure use, provide opportunities for "people watching", and create a varied streetscape setting. Such extensions are appropriate on the first story if the visual quality of the street is not weakened and if building facades of historic significance are not substantially altered or obscured by the extension. Upper story extensions are generally not appropriate except when restoring a missing historic feature or when incorporating a traditional design element into a new building. The best extensions are characterized by design that is sensitive to the buildings, and that employ quality materials.

NOTE: When an extension onto a street, sidewalk, alley or other public property is desired, an application for a *revocable permit* should be made. A revocable permit is an agreement for the use of public land. Depending on the nature and permanency of the improvement, a lease and lease payment may be required. There are two general categories of right-of-way extensions: Extensions allowed on the downtown Boulder mall, and extensions allowed outside of the mall. For information call Public Works Department at (303) 441-3200.

A. Downtown Boulder mall right-of-way extensions only
The boundaries of the downtown Boulder mall conform to the pedestrian area of Pearl Street which extends from 11th to 15th Streets. Permanent modifications such as building additions which include bay windows and similar enclosures that extend into the mall right-of-way are strongly discouraged.

The following criteria apply to extensions allowed <u>on the mall</u>:
- Extensions allowed along the mall are limited on each block so that the expanse of buildings is not visually altered. No more than 125 feet per block face may be used for this purpose.
- Maximum is a 10 foot extension, measured at ground level perpendicular to the building.
- The most critical dimension in measuring the width of an extension is the area for pedestrians. A range of between 8

feet and 9 feet - 6 inches is allowed between the edge of an extension and any other vertical obstruction such as trees or poles.

- A semi-permanent railing no less than 30 inches tall is required to define the edge of the extension. (See section 6.5)
- The front and sides of extensions shall be permanently unenclosed.
- No kitchen equipment shall be installed within the extension, although a service station may be, for example, joined to an outdoor restaurant.
- All tables and chairs must be movable.
- Second Floor Extensions into the mall are inappropriate, especially attached to historic or historically significant buildings except where historic evidence documents its accuracy.
- New basement level extensions are not permitted.
- Greenhouse enclosures are prohibited on the public right-of-way.
- The eating area should be no more than the width of the cafe in front of which it is located.
- Display windows that extend into the right-of-way are strongly discouraged.

B. Right-of-way extensions allowed along streets in areas outside of the downtown Boulder mall:

In general, extensions off the mall are more limited in area than those on the mall due to sidewalk width and the need for an unobstructed pedestrian area.

The following is a list of criteria for <u>off-mall extensions</u>:

- Extensions into the public right-of-way can be up to 6 feet, measured perpendicular to the building or property line, as long as it is defined by a semi-permanent railing no less than 30" tall (See section 6.5).

- The most critical dimension in measuring the width of an extension is the area for pedestrians. No less than 7 feet is allowed between the edge of the extension and any other vertical obstruction such as trees or poles. If necessary, the extension should be reduced to fit the 7 foot pedestrian requirement.
- Greenhouse enclosures are prohibited on the public right-of-way.
- The front and sides of extensions into the public right-of-way shall be permanently unenclosed.
- No kitchen equipment shall be installed within the extension, although a service station may be, for example, joined to an outdoor restaurant.
- All tables and chairs must be movable.
- The eating area should be no more than the width of the cafe in front of which it is located.
- Display windows that extend into the right-of-way are strongly discouraged.

C. Extensions into the public right-of-way related to historic buildings

When designing extensions for historically significant buildings, the extension should be distinguishable as new. It should not suggest that it is an original historic element. It should, however, be visually compatible with the original building and not damage the original structure. Accurate reconstruction of historic extensions into the right-of-way are appropriate options where documented.

6.5 Use Innovative Railing Designs to Define Outdoor Spaces, Such as Cafes, From Pedestrian Movement Areas

A. Railings define the boundary between public and private areas and create safety barriers for pedestrians.
Semi-permanent railings that can be fixed to the sidewalk are preferred. Site specific designs are encouraged that reflect Boulder's history, the environment, or public art. No signage, advertising, goods or merchandise should be placed on the railing. Railing designs should reflect an open, transparent feeling. Visually closed-in railings that "box-in" the extension are not appropriate.

The downtown mall contains several different railing designs.

B. Materials such as metal rails and posts, stone or brick piers, and wood may be used when properly finished.
Decorative elements incorporated into the railing design are encouraged. In general, metal surfaces should have a black enamel finish although colors that are incorporated as part of a coordinated color plan for the building, or that are considered in the context of a work of public art, may be considered.

Light weight or movable handrails that may be hazardous during times of intense pedestrian crowding should be avoided. Chains, ropes and unsupported railings are unacceptable materials.

6.6 Create Comfortable and Attractive Sitting Areas, Plazas, and Small Open Spaces

Seating areas, plazas, and small open spaces should be located throughout the downtown. They should be easily accessible and comfortable for as much of the year as possible. The use of ground level plant materials and trees to provide shade and pedestrian scale is strongly encouraged. All elements including walls, trees, paving, seating, pedestrian scale lighting, and water features should be designed as an integral part of the overall site design concept.

Example of downtown seating area

A. Orient seating to take advantage of views, sunshine in the winter, and shade in the summer.

Arrange benches and other street furniture in a coherent design that, in effect, creates small outdoor rooms. For example, at bus stops and sidewalk seating areas arrange benches, art work, landscaping, and other elements into pleasant and comfortable pedestrian environments.

B. Locate sitting areas, plazas, and small open spaces where they will get the most use.

Locate areas where downtown shoppers and workers congregate — adjacent to a building lobby, heavily traveled sidewalks, or an outdoor restaurant. When located on private property, but serving as public amenities, plazas and courtyards should be directly connected to and accessible from the public sidewalk. If needed, security gates should be either an integral part of the design or completely hidden from view when not in use.

6.7 Select Street Trees That Are Appropriate to Their Intended Location And Function

A. Approved tree list for commercial sites — For trees in grates and planting pits.
All of the trees in the following chart should do well in a downtown environment. Unless stated otherwise, they will tolerate full sun, drought, varying soil pH and will have a relatively compact crown. Keep in mind that the conditions of various planting sites in the downtown will vary and may need to meet individual landscape objectives. The purpose of this list is to help in choosing a tree according to the size of the planting site. However, each site should be looked at individually by a professional.

Chart of approved tree list for commercial sites — For trees in grates and planting pits

Small Maturing Trees (Under 25'Mature Height) **Planting Pit Size** 60 Cu. Ft. Minimum 3' Minimum Depth (4x5x3) **Tree Grate Area** 20 Sq.Ft. Minimum 4'Minimum Width **Spacing Between Trees** 10'Minimum, 15' Recommended **Caliper Size** 11/2" measured 6" above grade	**Medium Maturing Trees** (30'–45'Mature Height) **Planting Pit Size** 96 Cu. Ft. Minimum 3' Minimum Depth (4x8x3) **Tree Grate Area** 32 Sq.Ft. Minimum 4'Minimum Width **Spacing Between Trees** 15'Minimum, 20' Recommended **Caliper Size** 2" measured 6" above grade	**Large Maturing Trees** (Over 45'Mature Height) **Planting Pit Size** 120 Cu. Ft. Minimum 3' Minimum Depth (4x10x3) **Tree Grate Area** 40 Sq.Ft. Minimum 4' Minimum Width **Spacing Between Trees** 20'Minimum, 25' Recommended **Caliper Size** 2" measured 6" above grade
Cherry, Flowering-*Prunus padus* ('Mayday')	Hackberry*****-*Celtus occidentalis* ('Prairie Pride')	Ash, Green*-*Fraxinus pennsyl - vanica* ('Marshall's seedless,' 'Newport,''Patmore,')
Crabapple-*Malus spp.* (Fireblight resistant varieties and upright forms, 'Spring Snow').	Honeylocust*****-*Gleditsia trican - thos inermis* ('Skyline')	Coffeetree, Kentucky*****-*Gymnocladus dioicus*
Goldenrain*****-*Koelreuteria panic - ulata*	Hornbean, European Pyramidal - *Carpinus betulus* fastigiata	Hackberry, Common*****-*Celtis occidentalis*
Hawthorn-*Crataegus spp.* Crusgalli inermis (thornless, 'Ohio Pioneer', 'Cockspur')	Pear-*Pyrus calleryana spp.* ('Chanticleer'), pyrus ussurien-sis, avoid 'Bradford'variety	Honeylocust*****-*Gleditsia triacan - thos inermis* ('Shademaster,' 'Majestic')
Serviceberry-*Amelanchier spp.*	Linden, Littleleaf - *Tilia cordata* ('Greenspire', 'Glenleen')	Linden, American-*Tilia ameri - cana* ('Redmond', 'Legend')
	Turkish Filbert-*Corylus colurna*	Maple, Red - *Acer rubrum* ('Northwood')
		Oak, Bur*, English, Shumard, Red, Swamp White* - Quercus: macrocarpa, robur, shumardii, rubra, bicolor

* Indicates **drought-tolerant** species.

The tree list is designed for commercial sites where trees are to be placed in paved areas using tree grates and planting pits. Due to hardscape limitations (i.e. parking meters), spacing design may be modified based upon review by the appropriate design review board.

NOTE: In general, these guidelines adhere the city's Design Construction Standards, but wherever a discrepancy may arise, the higher standard shall be used.

B. Descriptions of Approved Trees for Commercial Sites

• **Small trees** (Under 25'Mature height)

Cherry, Flowering - example, 'Mayday' Tree; 20'-25'height, 20'-30'spread; moderately pyramidal shape; full sun or partial shade; adaptable water requirements.

Crabapple - example, 'Spring snow'; 20'-25' height, 20' spread; minimally fruiting; moderately Oval shape; tolerates drought; full sun; adapts to growing conditions.

Goldenrain* - 20'-25'height, 15'-20'spread; broadly globe shape; grows well in a wide range of soil types; tolerates drought; adaptable to alkaline soil and salt conditions; full sun or partial shade.

Hawthorn - example, 'Ohio Pioneer', Thornless 'Cockspur'; 15'-25'height, 15'-20'spread; broadly globe shape; tolerates drought; tolerates high pH and salt; does best in full sun

Serviceberry - 25'height, 10'-20'spread; moderately ovate shape; tolerates drought; tolerates pH up to 7.0; sun or shade

• **Medium trees** (30'- 45'Mature Height)

Hackberry* - example, 'Prairie Pride'; 45'height, 30'-40' spread; moderately pyramidal shape; tolerates wide range of soil conditions; tolerates drought.

Honeylocust* - example, 'Skyline'; 45'height, 30'-35'spread; moderately globe shape; tolerates wide range of soil types; tolerates high pH and salt; transplants easily.

Hornbeam, European Pyramidal, - example, 'European Pyramidal'; 30'-45'height, 10'-15'spread; narrowly pyramidal; tolerates drought once established; grows in clay soils; sensitive to salt; adaptable to wide soil pH

Pear - example, 'Chanticleer'; 30'-40'height, 25'-35'spread; moderately columnar shape; tolerates drought and salt; adaptable to wide soil pH; hardiest of all the pears.

Linden, Littleleaf - example, 'Greenspire', 'Glenleven'; 45' height, 25'-35'spread; broadly to moderately pyramidal shape; has poor salt tolerance; adaptable to wide soil pH; withstands compaction.

Turkish Filbert; 45'height, 25'-30'spread; moderately pyramidal shape; drought tolerant; adaptable to varying soil pH; full sun.

• **Large trees** (Over 45'Mature Height)

Ash, Green* - example, 'Marshall seedless', 'Newport', 'Patmore'; 50'-60'height, 35'-45'spread; mModerately to broadly ovate shape; highly adaptable to urban conditions; tolerant of salt and high pH; tolerates drought; full sun.

Coffeetree, Kentucky* - 70'height, 40'-50'spread; moderately globe shape; tolerates alkaline soil; tolerates drought; pest-free; full sun.

Hackberry, Common - 50'-60'height, 40'-50'spread; moderately globe shape; useful in difficult planting sites; prefers full sun; drought tolerant; adapted to alkaline soil; salt sensitive.

Honeylocust* - example, 'Shademaster', 'Majestic'; 50'-60' height, 30'-40'spread; moderately globe shape; adaptable watering requirements once established; prefers full sun; tolerates alkaline soils; tolerates drought.

Linden, American - example, 'Redmond', 'Legend'; 50'-60' height, 30'-40'spread; moderately pyramidal shape; adaptable watering requirements once established; full sun or partial shade.

Maple, Red - example, 'Northwood'; 45'-55'height, 25'-35' spread; moderately globe shape; salt sensitive; adaptable water requirements once established; can become chlorotic in alkaline soils, prefers full sun.

Oak, Bur*, English, Shumard, Red, Swamp White* - 50'-80' height, 50'-80' spread; broadly ovate to broadly globe shape; adaptable watering requirements once established; prefers full sun; adaptable to soil conditions, however some species can become chlorotic in alkaline soils; tolerates drought.

C. Unsuitable Street Trees:

Tree species that are *not* to be placed in public rights-of-way include: Box Elder, Cottonwood, Chinese and Siberian Elm, Poplar, Russian Olive, Silver Maple, Tree of Heaven, Willow, evergreens that create sight obstructions, and clump forms or multi-stem trees.

D. Appropriate tree locations and Tree Grates

Tree species should be selected for their suitability to the specific street where they are to be planted.

The following guidelines should be followed:

- Large trees should be located along Canyon Boulevard, wide right-of-way streets, and principal access streets such as Pearl

and Walnut Streets. Large trees should also be used to highlight corners, to provide cover for large plazas, or as accents against the skyline.

- Medium or large scale trees may be located on all other downtown streets.
- Medium trees, with narrow spread canopies, should be located in narrow streets, to fill in mid-block areas, provide visual relief and scale definition to large walls, provide shade and canopies for sidewalks and plaza areas, and establish large areas of color above eye level.
- Small trees should be used to provide seasonal color and a visual focal point for special locations such as a building entrance, corner area, sitting area, bus stop, or other significant area or view corridor.
- Trees in rights-of-way should be maintained with a minimum head height of 8' over sidewalks and 14'over the vehicular streets.
- Low maintenance trees are desirable which have low water requirements and can adapt to the downtown environment.
- Install street trees in tree grates except at locations where they occur in special raised planters in the curb zone, in large planted areas that are integrated with a sidewalk area, and in locations where existing trees located in the curb zones have a root system that has pushed up above grade where the use of a grate will injure the tree.
- Maintain at least a 10 foot distance between tree trunk and building line. This refers to the distance between a tree and building, not the distance necessary to maintain an unobstructed pedestrian area between a tree, as a vertical element, and a railing that encloses a sidewalk restaurant
- Tree grates should be aligned with paving pattern score lines and be placed with careful consideration of sidewalk use, such as a sidewalk cafe or curb cuts.
- Do not locate trees that will obstruct building entrances, corner visibility, or within any sidewalk pedestrian zones that must remain unobstructed.

NOTE: Tree clustering for well designed planting
In general, trees on a particular street should be of the same species to create as much visual continuity as possible while, at the same time, providing different trees on other streets to avoid a monoculture within the downtown. However, specific locations, such as plaza fronts and significant building entrance ways may use a different species to distinguish them from the standard street tree located in the curb zone.

E. Tree and landscape maintenance
For commercially zoned properties, the maintenance of trees, tree grates, and surrounding hard and soft landscaping located in the public right-of-way should be the responsibility of the private property owner. This includes all maintenance and repair of landscaping and trees including watering, spraying, fertilizing, replacing plant materials/tree grates.

The city provides the following maintenance services:

Pruning and removal of street trees in the public right-of-way, and safety inspections and consultation on street trees that may impose a health or safety concern.

NOTE: Authorization by the city Forester is needed before planting, pruning, spraying or removing any trees in the public right-of-way. This process enables the Forestry Division to keep an up-to-date tree inventory, and ensures proper tree selection, placement, and care of new and existing trees. Reference "Protection of Trees and Plants", Chapter 6-6, B.R.C. 1981.

6.8 Select Ground Level Plants That Suit Their Location And Function

NOTE: Planters located in the public-right-of-way must receive a *revocable permit.* A maintenance clause may be included to ensure maintenance responsibility.

Use landscaping, shrubs and ground cover to accent areas. Below eye-level plant materials add seasonal color to the downtown. They can block views to unsightly areas and fill empty areas with visual interest. However, do not use such plant material in corner locations and other areas that block the visibility, or block access to storefront windows or streetscape elements such as newspaper stands, parking meters, or mail boxes. Do not use gravel or rough stone in the curb zone in place of ground cover. The following are plant materials and details:

• **Flowers and natural grasses**
Whenever feasible, flowers and ornamental grasses should be used in combination to accent gateway locations and special sites. Maintenance must be considered in the placement and design of these features. Plantings are preferred in natural at-grade planting beds rather than planter pots or other containers.

• **Plant containers and potted plants**
Although plant containers and potted plants can add color and plant variety to the streetscape, consider their use judiciously since they are fragile, difficult to maintain, and appear temporary. Planters may be located preferably adjacent to building entrances or as part of patio extensions. Typical planter materials are finished wood, precast concrete, and terra cotta. A maintenance-free finish is preferred as are stability, sturdiness, and sufficient weight to avoid tipping over. Planters must be temporary and moveable, not attached to the sidewalk.

Typical ground covers in downtown

6.9 Maintain The 'Boulevard' Character of Canyon – a Single Row of Street Trees on Either Side of The Street, The Building Set-back Line, And The Center Planting Strip.

Canyon Boulevard is one of the city's most prominent avenues with its center planting strip and deep building set backs. It is one of the downtown's major access routes as well as a link between the Civic Park area and the downtown Boulder mall. The tree rows and center planting strip emphasize the park like character of a "boulevard" and create a unique sense of entry to the downtown. Consider the following plant materials, details:

• **Tree Rows**
Trees along Canyon do not need to be planted with tree grates, although areas that accent building entrance ways or other features such as pedestrian sitting areas may incorporate tree grates in the overall design. In general, trees and other plant material should be arranged in an urban linear pattern that parallels the street rather than a less formal random arrangement. To create visual interest, incorporate grass areas, paved areas or ground covers within the overall design of tree rows.

• **Ground cover**
Use annual and perennial flower arrangements, or arrangements mixed with natural grasses, especially at street corners, for visual accent and color. Maintain view requirements to avoid blocking sight lines.

The Canyon median should be planted to enhance the "boulevard" quality of the corridor. Shrubs should not exceed 24" in height to avoid creating barriers to site lines especially at intersections.

CODE: Canyon Boulevard, through the downtown, is a "major arterial street of 4 lanes" which requires that buildings be set-back 78 feet from the centerline of the highway or 25 feet from the lot line adjoining the right-of-way, whichever is greater.

6.10 Create Gateway Elements at Important Downtown Entrance Ways

Gateway elements can create the appearance of symbolic entrance ways. Gateway treatments are of particular importance at key intersections such as the 9th, 10th, and 11th Street, Broadway, and the 13th, and 14th Street intersections along Canyon. They may also provide entrance ways to the downtown located along east and west Pearl Street, and at either end of the downtown section of Broadway. Such gateways may be created by a change in the scale of nearby buildings; a sense of enclosure due to building setbacks, street trees and landscaping; a monument, streetlight, or the acknowledgment of a special vista or topographic feature.

In general, gateways should be visually creative and include an element of sufficient height and mass so as to be visible by motorists, lighted so as to be visible at night, and constructed of high quality materials such as brick, marble, granite, terrazzo, concrete, stainless or painted steel, copper, brass or glass.

Gateways associated with a particular sub-area of Boulder should be of consistent design. For example, gateways to downtown may be unique to that area while gateways at Crossroads should reflect features of that mall.

6.11 Establish Pedestrian Scale Street Lights Along Street Frontages When Feasible

Pedestrian street lighting should illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity. Spacing should be standard but may vary to accommodate existing vehicular street lights or street trees.

For pedestrian scale lighting located in the curb zone, fixtures should be the same 12'high as those used in other areas of the downtown. When arranged in a linear pattern they should be spaced approximately 50 to 75 foot apart. On major streets such as Broadway and Canyon, larger 15 foot high fixtures may be used. A custom streetlight fixture that combines both pedestrian and vehicular lighting could be considered on such major streets.

Pedestrian scale lighting may also be accomplished with fixtures that are mounted on buildings or located to accent architectural or landscape features. Such fixtures should be designed to enhance the overall architecture of the building, provide lighting for pedestrians and not damage historic materials.

NOTE: Light poles are provided by Public Services Company and maintained by the city of Boulder. Coordination with Public Service is an absolute requirement.

6.12 Handicapped Access Should Be Appropriately Designed, Clearly Visible From The Main Entranceway And, In General, Use The Same Access Routes As Those Used by Non-Handicapped Users Where Possible

A goal of the city is to make the downtown as accessible as possible. All sidewalks, public-use buildings, and public open spaces should be in compliance with American Disabilities Act (ADA) standards. All accessible design elements must conform to all applicable Federal, State and Local laws and codes.

Ramps and related elements should be modest in their design and be visually integrated with the overall building design and site plan. They should not appear as an unintegrated add-on to a building facade.

In most cases the principal public entrance to a building should also be the principal entrance for handicapped accessibility. In existing buildings, where only one route is determined to be accessible, other than the principal public entrance, a rear or side service entrance route may be considered.

6.13 Street Furnishings Create a Unified Visual Appearance in Downtown

A unified streetscape image adds to the overall visual quality of the downtown. Traditionally, black metal and wood have been the materials used for street furnishing in the downtown mall. In general, install standard benches, trash receptacles, and bike stands will unify the visual quality of the downtown through the use of a common colors, materials, and patterns. However on occasion, based upon a design review by the appropriate group, street furniture might be designed to create a unique street feature, a visual statement, or even a public work of art. The following standard street elements should be considered for the downtown:

• Benches

The standard downtown bench is made of black metal with woven horizontal and vertical strapping. Variations may include benches with or without backs and with single or multiple seats. Contact the Downtown Management Commission at (303) 441-4000. Varnished wood benched are characteristic mall features as well.

• Trash receptacles

Three standard trash receptacles are available for use in the downtown: a large capacity black metal slat design, a small slat design that are attached to a utility pole, and a free standing ash tray and disposal can. All receptacles are made of black finished metal.

Locate receptacles at street corners in high pedestrian activity areas. One trash receptacle should be provided for each 1,000 square feet of sidewalk space with a minimum capacity of one cubic foot. High use areas such as eating spots should double the capacity. The use of a multiple receptacle system promotes recycling of glass, paper, or metal products.

• Bicycle stand

The city of Boulder standard bike rack for low volume areas is a black metal pipe, inverted "U" design. For high volume areas the Cora, or coat-hanger design in black metal, is preferred. Bike racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. Locate bike parking in high demand locations especially inside the mall Loop, at bus stops, or along bike lanes. Use the *1995 Downtown Bike Plan* as a guide for locating likely parking areas.

The Downtown Management Commission's travel demand management program provides for bicycle parking in the public right-of-way and uses the Downtown Bike Parking Plan as the guide for placement. To contact the DMC, call (303) 413-7300.

• Bollards

Simple black metal, sandstone and concrete bollards have been the standard which may be used in a variety of ways. They can separate pedestrian and vehicular traffic, define property lines, protect a work of public art, or identify different use areas. In pedestrian areas bollards should be 24-30 inches high, in vehicular areas 36 to 42 inches high. Bollards should be between 8 and 16 inches wide. When feasible, lighting can be incorporated in the bollard to highlight special features or for pedestrian safety.

• Newspaper boxes

As a general guideline, encourage the use of newspaper boxes that are metal black enamel finish with white graphics. Boxes should grouped together in a pedestal design, stacked a maximum of two high with a maximum length of 8 foot.

Locate boxes at nodes of pedestrian activity such as bus stops and street corners. Boxes should not reduce pedestrian or automobile sight lines. In general, provide 5 foot clearance to gain access to the boxes, and no less than 2 feet between the boxes and the curb.

• Banners and flags

Banners and flags should be located in a manner that enhances the visual quality of downtown streets. While dimensions may vary, they can be attached to existing streetscape elements such as utility poles. Pedestrian and vehicular clearance issues must be taken into consideration. Sign code issues may need to be addressed. Before constructing any banner or flag contact the Planning Dept. for sign code issues at 303- 441-1880 and the DMC, at 303-413-7300, for banner and flag approval.

• Kiosks, Information Directors, and "Way Finding" Signs.

The users of public places such as downtown Boulder need appropriate, correct and timely information to help them find their way and direct them to their destinations. Locate information elements at key intersections to convey public information; it may display a variety of different types of information such as leaflets, posters, and brochures. In general, they should be designed as an integrated part of the overall streetscape but should not interfere with pedestrian traffic flow. They should be permanently fixed in place and made of sturdy materials that are resistant to vandalism andl wear and tear.

NOTE: A revocable right-or-way permit is required to any permanent installation in the public right-of-way from the Public Works Department, contact (303) 441-3200.

6.14 Create Attractive, Safe And Comfortable Bus Stops

Street side bus stops should be designed as mini-centers that include all of the necessary furniture, amenities, and shelter to make bus use pleasant. Bus shelters may incorporate transit maps, benches, news racks, bike storage, surface paving, trees, landscaping, and other amenities. Bus shelter design should be consistent throughout the downtown to create a transit identity and visual unity. Bus shelters should be visible to pedestrians, incorporate clear signage, and be well lighted. They should be made of finished, durable materials with unbreakable transparent side walls.

NOTE: The Boulder Transportation Division, Transportation Planning should be contacted regarding the design and location of bus stops.

6.15 When Feasible, Create Through-Block Pedestrian Corridors Between Buildings, Especially in a North-South Direction

Through-block connections, such as the Portal Building and Daily Camera walkway should be encouraged in large projects to promote pedestrian circulation throughout the downtown. Design such connections to be interesting places, not merely hallways to parking lots or alley service loading areas. They should be handicap accessible, well lighted, appropriately landscaped, and paved in materials compatible with their locations and surrounding context. Opportunities for artwork or other visual innovations are encouraged.

6.16 Preserve Historic Features of The Streetscape

Whenever possible, preserve, restore, and reuse historic fixtures of the streetscape, such as a flagstone sidewalk, globe light fixture, or any other existing historic feature located in the public right-of-way. Such elements offer a sense of historic continuity with Boulder's past. Repairs to these historic streetscape elements should ensure that construction materials and details are consistent with their historic character.

6.17 Upgrade Downtown Alleys as Pedestrian Access Routes And Efficient Commercial Service Access

Downtown alleys can create secondary pedestrian systems to navigate the downtown and may also provide an alternate means of access to shops, restaurants and other commercial uses. Care must be given to not impede the alley's primary service function. Further, any improvement using lighting should be designed to not cast glare onto adjacent residential properties, especially in the Interface Area.

In order to make alleys visually interesting, safe, and accessible to pedestrians:

- Use decorative paving to identify alleyway building entrances by creating a 1 foot wide brick edging as a decorative element to define the width of alleys and the importance of certain alley pedestrian routes, and connect alleys to sidewalks.
- Incorporate pedestrian scale street lighting and accent lighting to highlight building and alleyway entrances.
- Use covered entrance ways and decorative signs to define alley entrances.
- Incorporate bollards, planters, or similar elements to identify pedestrian areas from service or vehicle areas; consolidate service areas to hide unsightly trash and recycling bins in attractive containment designs.
- Placeutilities underground.

Improved alleyways which include brick paving, landscaping, and seating.

6.18 Enrich The Downtown With Public Art

Public art can enrich the downtown experience, enhance its public image, and add beauty. But, while public art can beautify, it can also inspire intense public interest.

Public art may be representational or abstract. It may be uni- or multi-dimensional, humorous or sad, understandable or pose questions. It may be actively engaging or a passive backdrop to public events. Choosing, purchasing, installing, maintaining, and removing public art when necessary, requires careful deliberation and planning. Streetscape design incorporates public art to create visually interesting and informative environments. As long as the artistic intention is understood, public art may be many things.

The Arts Commission, the Downtown Management Commission, the DDAB, and the LPAB are among the groups involved in making public art decisions in the downtown. Decisions may address the following, among others:

- The relationship of public art to its proposed site and its visual impact.
- The ability of public art to enhance the downtown experience such as bringing people together, inviting public interaction, creating moments of visual or intellectual interest, and enhancing the area's beauty.
- The durability of materials, maintenance and upkeep in public settings.
- The placement of public art to terminate a vista or serve as the focal point.
- The human or monumental scale of artwork located along public streets.
- The context and character of the area surrounding the art site
- The artwork's symbolic and aesthetic qualities.
- Criteria for deaccessioning or removing artwork.

Review of artwork in the Downtown Historic District, with regard to the LPAB would consider the following criteria:

- When related to a specific landmark building, the artwork should be subordinate to the overall building.
- The artwork should not obscure building elements or details. For example, a mural should not cover windows.
- The artwork should not physically damage the building or site, such as paint on unpainted masonry.
- The artwork should be relevant to the location and not confuse the public with artwork that represents a false sense of history that can overshadow or detract from the period of significance of the building or district. For example, a mural of a New Orleans Street scene on a Victorian building.
- Historic signs, such as those painted on side walls, should be preserved, not eliminated.

Examples of public art in the downtown.

Appendix A: Zoning District Definitions

Zoning districts are classified according to the predominant character of development and current or intended use in the area. Zones designated with an (X), such as RB-1X, mean a redeveloping area where there are buildings and uses likely to be rehabilitated, restored, or replaced. Zones designated with an (E), such as RB-1E, mean an established area where development is stable and few changes are anticipated or encouraged. Following are the ten zoning districts located within the Downtown Urban Design Guidelines Boundary:

RB-1X: The regional business redeveloping area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown core.

RB-2X: Business areas providing a mid-level transition area between the higher intensity downtown commercial area and surrounding neighborhood commercial streets and lower intensity residential areas. Retail uses are typically found on the ground floor level with residential or office uses located above the ground floor level.

RB-3X: Business areas providing a transition area between a higher intensity regional business area and a lower intensity residential area. Retail uses are typically found on the ground floor level with residential or office uses located above the ground floor.

RB-1E: The regional business area of the Boulder Valley known as the Central Business District, when a wide range of retail, office, residential, and public uses are permitted and in which many structures may be renovated or rehabilitated. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

RB-2E: A higher-intensity transition area between the downtown and the surrounding residential areas where a wide range of retail, office, residential, and public uses are permitted. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

RB-3E: A lower-intensity transition area between the downtown and the surrounding residential areas where a wide range of retail, office, residential, and public uses are permitted. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

BMS-X: Business areas generally anchored around a main street that are intended to serve the surrounding residential neighborhoods. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street; retail uses on the first floor; residential and office uses above the first floor; and where complementary uses may be allowed.

HR-X: High density residential redeveloping areas in the process of changing from a historically predominantly single-family character and redeveloping to a primary use of attached apartment-type development and where complementary uses may be allowed.

MXR-E: Mixed density residential areas with a variety of single-family, detached, duplexes and multi-family units that will be maintained; existing structures may be renovated or rehabilitated.

TB-E: Transitional Business areas primarily used for commercial and complementary residential uses, including, without limitation, temporary lodging and office uses.

Appendix B: Design Review Check List

Section 1: The Downtown Historic District

Section 1.1 Guidelines For The Preservation And Renovation of Local Landmarks, Individually Significant, Contributing, And Contributing Restorable Buildings

1.1.1. preserve original facades
1.1.2 preserve facade materials
1.1.3 align architectural features and establish patterns with neighboring buildings
1.1.4 maintain the original historic line of the building setback
1.1.5 maintain the original size, shape and proportion of storefront facades and openings to retain the historic scale and character
1.1.6 maintain traditional recessed entries where they exist
1.1.7 maintain the kick plate below display windows
1.1.8 preserve the transom and clerestory if it exists
1.1.9 preserve the shape, materials and spacing of upper story windows
1.1.10 awnings may be used to provide visual depth to the facade and shade
1.1.11 distinguish additions to historic buildings
1.1.12 select building colors appropriate to the historic character of the building and area
1.1.13. Minimize the visibility of HVAC units and other mechanical, structural, or electrical appurtenances

Section 1.2 Guidelines For New Construction And Remodeling Non-contributing Buildings in The Local Downtown Historic District

1.2.1 incorporate traditional design elements in new designs
1.2.2 align architectural features and established with the patterns of neighboring buildings
1.2.3 maintain the line of storefronts at the sidewalk edge and orient main entrances to open toward the street
1.2.4 do not construct half-level or split-level first floors that extend both above and below grade
1.2.5 consider the height, mass, and scale of buildings
1.2.6 maintain a human building scale rather than a monolithic or monumental scale
1.2.7 maintain the proportions of storefront windows, doors and the established pattern of upper story windows.
1.2.8 maintain the rhythm established by the repetition of the traditional 25 foot facade widths.
1.2.9 use building materials that have a texture, pattern and scale similar to those in the district
1.2.10 improve rear or side alley elevations to enhance public access from parking lots and alleys

Section 2: The Non-Historic Area

2.1 consider incorporating traditional facade elements in new designs
2.2 consider the alignment of architectural features and established patterns with neighboring buildings
2.3 maintain the line of building facades and storefronts at the sidewalk edge
2.4 consider the height, mass and scale of buildings
2.5 maintain a human building scale, rather than a monolithic or monumental scale
2.6 create pedestrian interest at the street level
2.7 avoid half level, or partial level basements that extend more than 2 feet above grade
2.8 shade storefront glass by apropriate means
2.9 maintain the rhythm established by the repetition of the traditional 25 foot facade widths.
2.10 consider the quality of open space incorporated in new and renovated buildings
2.11 consider the special character of the area south of canyon boulevard

Section 3: The Interface Area

3.1 maintain the diverse residential architectural character of the interface area
3.2 create attractive rear alley facades on buildings facing toward residential areas
3.3 design alleys to serve as attractive routes for pedestrians, as well as efficeint service access for vehicles

3.4 where the zoning line runs along a street or along a lot line, commercial development should respect the existing building scale and character of the adjacent residential area.

3.5 design streets in the neighborhood interface area to reflect adjacent residential land uses.

Section 4: Parking Facilities

4.1 locate surface parking on appropriate sites

4.2 reduce the visual impact of surface parking lots

4.3 reduce the visual impact of structured parking facilities

4.4 security and pedestrian circulation should be priorities

Section 5: Commercial Signs

5.1 signs should be designed as an integral part of the overall building design

5.2 use simple signs to clearly convey a message. Symbols as signs are easily read and enhance pedestrian quality

Section 6: Streetscape Improvements

6.1 use the existing street hierarchy as a basis for designing the streetscape

6.2 use a basic sidewalk design to unify the visual image of downtown

6.3 use a basic intersection design to unify the visual image of downtown

6.4 design extensions into the public right-of-way that are visually and functionally appropriate to their street

6.5 use innovative railing designs to define outdoor spaces, such as cafes, from pedestrian movement areas

6.6 create comfortable and attractive sitting areas, plazas and small open spaces with a focus on views and sunshine

6.7 select street trees that are appropriate to their location and function

6.8 select ground level plants that suit their location and function

6.9 maintain the “boulevard” character of Canyon Boulevard — a single row of street trees on either side of the street, the building set-back line, and the center planting strip which defines the boulevard character

6.10 create gateway elements at important downtown entrance ways

6.11 establish pedestrian scale street lights along street frontages when feasible

6.12 handicapped access should be appropriately designed, visible from the main entranceway, and in general, use the same access routes as those used by non-handicapped users where possible

6.13 install street furnishings that create a unified visual appearance in downtown

6.14 create attractive, safe and comfortable bus stops

6.15 when feasible, create through-block pedestrian corridors between buildings, especially in a north-south direction

6.16 preserve historic features of the streetscape

6.17 upgrade downtown alleys as pedestrian access routes and efficient commercial service access

6.18 enrich the downtown with public art

List of Illustrations and Photographs

Introduction

Section 1: The Downtown Historic District

Section 2: The Non-Historic Area

Section 3: The Interface Area

Section 4: Parking Facilities

Section 5: Commercial Signs

5.1 photos of typical wall sign and typical projecting sign
5.1 photos of typical awning sign; typical sign materials, illumination, shapes, graphics
5.2 photos of mall and surroundings

Section 6: Streetscape

6.2 illustration of basic sidewalk elements including curb zone, pedestrian zone, corner zone, and of a basic intersection design
6.2 photo of a Neighborhood Interface block showing landscape material in the curb zone
6.5 photos of innovative, attractive railing design
6.6 photo of plaza and seating area in the downtown
6.7 table of appropriate trees
6.7 photos of approved tree grates and of how tree clusters may highlight an entranceway
6.8 photos of appropriate ground covers in downtown
6.9 photos of typical Canyon Boulevard images
6.13 photos of standard benchs, trash receptacles, bicycle racks, bollards, newspaper boxes, banners and lights in the downtown
6.15 photo of through-block connector and a typical sidewalk
6.17 photo of improved alleyway
6.18 photos of public art in the downtown