Streetscape Guidelines

Sheridan Boulevard is one of the primary north-south arterial roads for the City and County of Broomfield. When the northwest parkway is completed, Sheridan Boulevard will be even more significant, connecting several communities to US 36 and the Tollway. The City and County of Broomfield is seeking to give their part of the corridor some streetscape identity, unique to that city.

Some of the ideas depicted here will be implemented in the 9th Ave to Meadow Brook Drive part of the corridor. They consist primarily of roadside and median enhancements, streetscape, and landscape features. These following sheets depict guidelines that can hopefully be implemented as a part of public and private projects along the corridor as it develops. The Broomfield part of the corridor as depicted in the map at right extends from about 140th Avenue on the north to just south of I-25 on the south.

These guidelines are intended for preliminary planning. Some features may not be applicable to a specific project or may need a variation on the same theme or type of approach. Final design will require more detailed information available from Broomfield Details. Note that light standards will be provided by Broomfield.
Major Intersections

Intersections are nodes of activity along major urban arterial corridors. It is here that pedestrians and cross traffic converge. Drivers have the opportunity to notice some roadside elements while waiting for signals to change.

The dominant feature shown here is the wave pattern in the center of the intersection area. The City and County of Broomfield has its own unique patterned concrete surface pattern. This surface pattern is used in different configurations for medians and in the center of major signalized intersections. A large wave pattern shall be used in the center interior part of designated intersections.

The cross walls are concrete, regular or lightly tinted integral color. The white cross walk material ‘piano key’ are applied to the surface.

Other features include extra pavement at pedestrian ramp edges with highlight colors.
Roadside and Median Landscape

The partial sketch plan at left depicts desirable elements for the Sheridan Boulevard corridor. Not all parts of this roadway streetscape can be treated this way. Commercial areas may need to have detached walkways and narrower medians.

Eight foot wide detached walkways with an elliptical curvilinear alignment are a basic ingredient in any image of a pedestrian friendly community. The regular street tree planting help to mitigate harsher effects of the wind and sun. The landscaped median slows traffic somewhat and mitigates the wide expanse of paved road.
Median Pavements

One of the common hardscape materials found along arterial corridors is patterned concrete. It is most often used for narrower medians. While it is often the standard pink or light brown brick pattern there are a number of other more refined options that can lend some unique character to the streetscape.

Median Pavements are used on the ends of medians and on narrower medians. It is recommended that as a minimum the last 20-25 ft at the end of the median be paved. This facilitates large turning vehicles that sometimes over run the medians, pedestrian refuges, and important sight lines.

The City and County of Broomfield has proprietary rights to a patterned concrete mold similar to what is shown here. The concept consists of a bordered, alternating-color pattern with alternating small stone and large stone elements.
Median Edging, splash aprons
Also see median pavements, and median landscapes.

Enhanced roadways usually have a landscape of trees and shrubs in the wider medians. Splash aprons, or median edging is used to intercept some of the grit and debris that would otherwise build up on planted areas. The concept shown here refines this utilitarian feature into an architectural character element.

The sloped face of the splash aprons is intended to receive the Broomfield patterned concrete finish with pilaster features every 200 ft or so. The engraving on the pilaster is a boomerang plant silhouette, part of the city heritage.

For the more conspicuous ends of the median a monument-like feature is recommended. This might also include an engraving of a street name, neighborhood or side street name. Flower beds are also appropriate for these end monument areas.
Taller walls. After higher should have a number of surface architectural features to help add interest and soften the 'conveyor belt' effect. Of particular importance is a landscape at slab bed in front of the wall. Also very helpful is utilizing a number of masonry patterns and materials.

Another important design consideration is the wall end treatments. Rounded corner is often more pleasing than an abrupt terminus. Artwork may also be considered for some important intersections.

Walls, sound walls

Some roadside property owners feel that a barrier of some kind is needed to provide a separation from the adjacent roadway activities. While it usually is a utilitarian need, it often has real serious long lasting aesthetic consequences, often negative.

Shown here are some ideas for taller privacy walls utilizing stone and brick in classical patterns with pilasters and foundation walls. Brick is a blend of tumbled finished red and brown in running bond, soldier and header course patterns.

At regular intervals are native stone pilasters with stone cap and precast concrete top. Bottom of wall is a bit wider for visual support. Note end of wall is a rounded radius corner with modular artwork engraving on stained concrete.

Wall concept below is similar but with wrought iron pattern along the top two feet or so. This reduces the impression of height while adding an extra character element in the 20% work.

Low walls 3 ft or lower can often be equally effective in visually screening or separating landscapes, and usually less obtrusive.

Low walls can be very effective in screening parked cars or backyards, and often when combined with landscape, much less obtrusive compared to taller walls.

Walls along fraudsides

City and County of Broomfield

Sheridan Boulevard Streetscape Design Guidelines
Lighting and Traffic Signals

The first Sheridan Improvement project, from Meadow Brook Drive to 8th Avenue, developed the design for these lights and signal fixtures that are shown here. These are unique designs intended to add to the Sheridan Boulevard streetscape vernacular.

Tall mast lights are intended for the median. Lower single luminaries lights for pedestrian walkways. Traffic signal poles were also given a minor enhancement. The city will provide the details and specifications for these features.

City and County of Broomfield
Sheridan Boulevard Streetscape Design Guidelines

136th Avenue

Computer sketch of proposed typical traffic signal. Note character light on the top and street sign.

Shop drawings for character lighting