



**CITY OF BOULDER  
PLANNING BOARD MEETING AGENDA**

**DATE:** March 20, 2014

**TIME:** 6 p.m.

**PLACE:** West Boulder Senior Center, 909 Arapahoe Avenue

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1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
3. **PUBLIC PARTICIPATION**
4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**
  - A. [Wetland Permit \(LUR2014-00015\)](#) South Boulder Creek – bank restoration, visitor access. Expires **March 21, 2014.**
  - B. [Wetland Permit \(LUR2014-00016\)](#) Boulder Creek Bank Repairs East of 61st St. Expires **March 21, 2014.**
  - C. [Wetland Permit \(LUR2014-00017\)](#) Boulder Creek Bank Repairs at Green Ditch Diversion. Expires **March 21, 2014.**
  - D. [Wetland Permit \(LUR2014-00019\)](#) SH 93 & Coal Creek Flood Repairs. Expires **March 21, 2014.**
5. **PUBLIC HEARING ITEMS**
  - A. [Introduction, first reading and consideration of a motion to order published by title only, an ordinance amending Section 9-6-5, “Temporary Lodging, Dining, Entertainment, and Cultural Uses,” B.R.C. 1981, by increasing the number of mobile food vehicles allowed on private property in designated zone districts and setting forth related details.](#)
6. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**
  - A. [Modifications to the Transportation Demand Management \(TDM\) Toolkit](#)
  - B. [Comprehensive Housing Strategy Update](#)
  - C. [East Arapahoe Area Plan Update](#)
7. **DEBRIEF MEETING/CALENDAR CHECK**
8. **ADJOURNMENT**

**CITY OF BOULDER PLANNING BOARD  
MEETING GUIDELINES**

**CALL TO ORDER**

The Board must have a quorum (four members present) before the meeting can be called to order.

**AGENDA**

The Board may rearrange the order of the Agenda or delete items for good cause. The Board may not add items requiring public notice.

**PUBLIC PARTICIPATION**

The public is welcome to address the Board (3 minutes\* maximum per speaker) during the Public Participation portion of the meeting regarding any item not scheduled for a public hearing. The only items scheduled for a public hearing are those listed under the category PUBLIC HEARING ITEMS on the Agenda. Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.

**DISCUSSION AND STUDY SESSION ITEMS**

Discussion and study session items do not require motions of approval or recommendation.

**PUBLIC HEARING ITEMS**

A Public Hearing item requires a motion and a vote. The general format for hearing of an action item is as follows:

**1. Presentations**

- a. Staff presentation (5 minutes maximum\*)
- b. Applicant presentation (15 minute maximum\*). Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.
- c. Planning Board questioning of staff or applicant for information only.

**2. Public Hearing**

Each speaker will be allowed an oral presentation (3 minutes maximum\*). All speakers wishing to pool their time must be present, and time allotted will be determined by the Chair. No pooled time presentation will be permitted to exceed ten minutes total.

- Time remaining is presented by a Green blinking light that means one minute remains, a Yellow light means 30 seconds remain, and a Red light and beep means time has expired.
- Speakers should introduce themselves, giving name and address. If officially representing a group, homeowners' association, etc., please state that for the record as well.
- Speakers are requested not to repeat items addressed by previous speakers other than to express points of agreement or disagreement. Refrain from reading long documents, and summarize comments wherever possible. Long documents may be submitted and will become a part of the official record.
- Speakers should address the Land Use Regulation criteria and, if possible, reference the rules that the Board uses to decide a case.
- Any exhibits introduced into the record at the hearing must be provided in quantities of ten (10) to the Secretary for distribution to the Board and admission into the record.
- Citizens can send a letter to the Planning staff at 1739 Broadway, Boulder, CO 80302, two weeks before the Planning Board meeting, to be included in the Board packet. Correspondence received after this time will be distributed at the Board meeting.

**3. Board Action**

- d. Board motion. Motions may take any number of forms. With regard to a specific development proposal, the motion generally is to either approve the project (with or without conditions), to deny it, or to continue the matter to a date certain (generally in order to obtain additional information).
- e. Board discussion. This is undertaken entirely by members of the Board. The applicant, members of the public or city staff participate only if called upon by the Chair.
- f. Board action (the vote). An affirmative vote of at least four members of the Board is required to pass a motion approving any action. If the vote taken results in either a tie, a vote of three to two, or a vote of three to one in favor of approval, the applicant shall be automatically allowed a rehearing upon requesting the same in writing within seven days.

**MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY**

Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

**ADJOURNMENT**

The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. Agenda items will not be commenced after 10:00 p.m. except by majority vote of Board members present.

\*The Chair may lengthen or shorten the time allotted as appropriate. If the allotted time is exceeded, the Chair may request that the speaker conclude his or her comments.

## MEMORANDUM

**TO:** Planning Board

**FROM:** Heidi Hansen, Floodplain and Wetlands Administrator

**DATE:** March 6, 2014

**SUBJECT:** **Call Up Item:** Wetland Permit (LUR2014-00015)  
South Boulder Creek – bank restoration, visitor access

This decision may be called up before Planning Board on or before **March 21, 2014**.

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A wetland permit was approved by Public Works Development Review staff on March 6, 2014 for the creek bank restoration and visitor access construction on South Boulder Creek between South Boulder Road and Baseline Road.

The applicant is applying for a standard wetland permit to construct two designed creek access points, redistribute a woody debris jam that is threatening trail infrastructure, and install approximately 1860 feet of split rail fence between the existing hiking trail and South Boulder Creek to better protect the creek and its riparian corridor. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on March 6, 2014 and the decision may be called up before Planning Board on or before March 21, 2014. There is one Planning Board meeting within the 14 day call up period on **March 20, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at [hansenh@bouldercolorado.gov](mailto:hansenh@bouldercolorado.gov).

Attachments:

- A. Wetland Permit



**CITY OF BOULDER**  
**Planning and Development Services**

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1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791  
 phone 303-441-1880 • fax 303-441-4241 • web boulderplandevlop.net

## Wetland Permit

**Date Issued:** 3/6/2014 **Expiration Date: March 5, 2017**  
 (Pursuant to Subsection 9-3-9(k), B.R.C. 1981)

**Permit Number:** LUR2014-00015

### Contact Information

MARIANNE GIOLITTO  
 66 S. CHERRYVALE RD  
 BOULDER, CO 80303

### Project Information

**Location:** 0 BASELINE RD  
**Legal Description:** E 1/2 NW 1/4 86.12 AC & PT SW 1/4 80.74 AC 3-1S-70  
**Description of Work:** Creek bank restoration, visitor access construction.

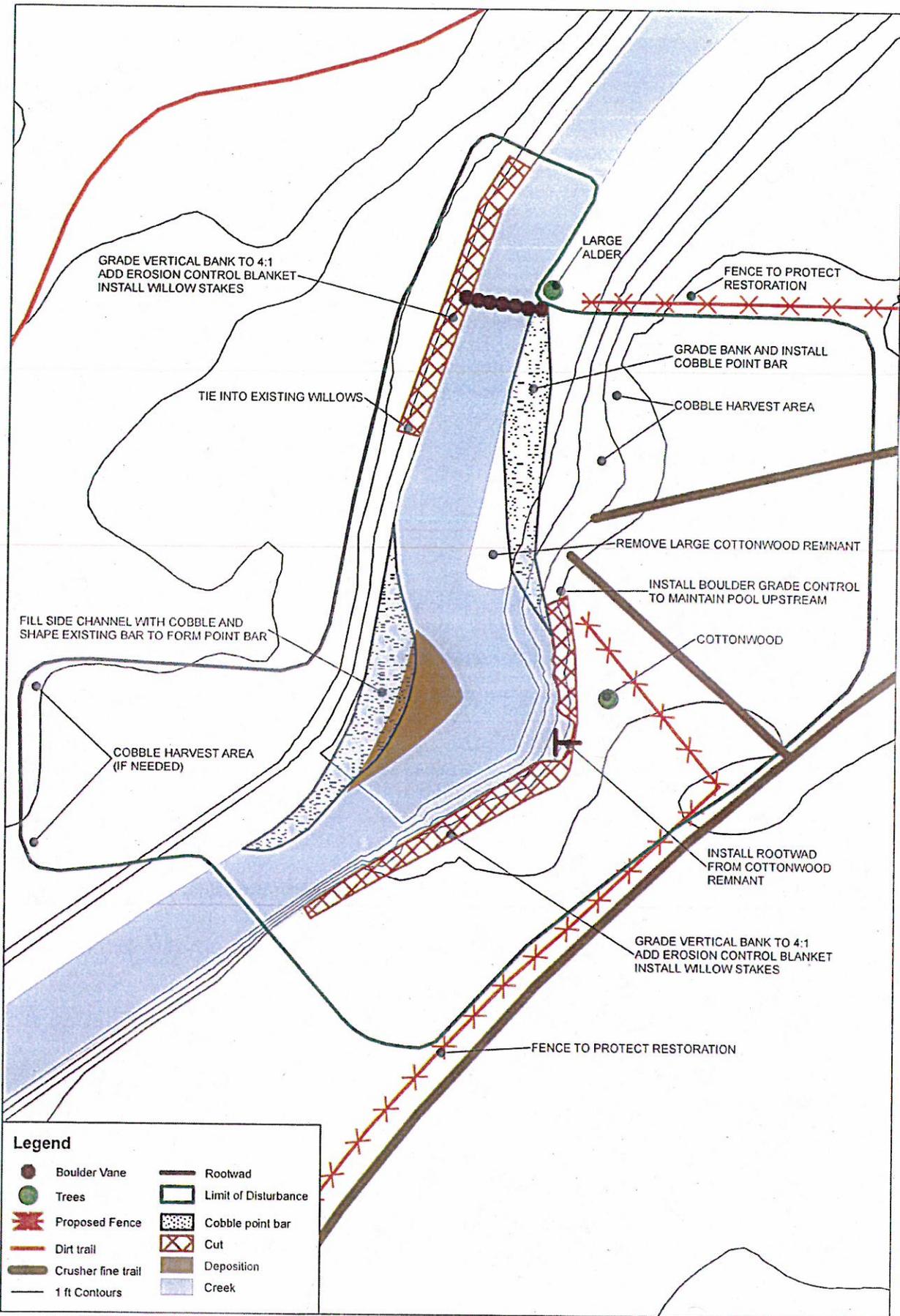
### Conditions of Approval

- The proposed project/activity is approved on the basis that it satisfies applicable requirements of Chapter 9-3-9, "Wetlands Protection," Boulder Revised Code 1981. Other wetland requirements as set forth in Chapter 9-3-9 which are not specifically outlined in the conditions of approval below remain applicable to this project/activity.
- The improvements shall be constructed to minimize and mitigate impacts to the existing wetlands in conformance with the conditions of the City of Boulder Wetland Permit issued for this project.
- The applicant shall obtain a site inspection and approval from the City of Boulder Floodplain and Wetlands Coordinator upon completion of the projects.

### Inspections

To schedule an inspection, call 303-441-3280 and refer to your permit number (LUR2014-00015).

- Wetland Mitigation Inspection
- Wetland Mitigation 2nd Year
- Wetland Mitigation 3rd Year
- Wetland Mitigation 4th Year
- Final Wetland Mitigation Insp

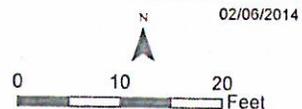


**Legend**

-  Boulder Vane
-  Trees
-  Proposed Fence
-  Dirt trail
-  Crusher fine trail
-  1 ft Contours
-  Rootwad
-  Limit of Disturbance
-  Cobble point bar
-  Cut
-  Deposition
-  Creek

Figure 3. Site Plan for Site 1  
 South Boulder Creek Restoration: Visitor Access  
 City of Boulder Open Space and Mountain Parks Dept  
 Boulder, Colorado

Base information source: City of Boulder



## MEMORANDUM

**TO:** Planning Board

**FROM:** Heidi Hansen, Floodplain and Wetlands Administrator

**DATE:** March 6, 2014

**SUBJECT:** **Call Up Item:** Wetland Permit (LUR2014-00016)  
Boulder Creek Bank Repairs East of 61<sup>st</sup> St

This decision may be called up before Planning Board on or before **March 21, 2014**.

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A wetland permit was approved by Public Works Development Review staff on March 6, 2014 for the bank repairs to Boulder Creek to return flows to the primary channel.

The applicant is applying for a standard wetland permit to repair damage to the banks, channel and a diversion structure in Boulder Creek near 61<sup>st</sup> St. In the September 2013 flooding, the banks, channel, and a temporary diversion structure were damaged and primary flows are currently split between the high-flow and low-flow channels of Boulder Creek preventing the Green Ditch from obtaining their allocated water. The Green Ditch Company will repair the banks, channel, and diversion structure, restoring flows to their pre-flood alignment. The restoration includes mitigation of impacted areas. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on March 6, 2014 and the decision may be called up before Planning Board on or before March 21, 2014. There is one Planning Board meeting within the 14 day call up period on **March 20, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at [hansenh@bouldercolorado.gov](mailto:hansenh@bouldercolorado.gov).

Attachments:

- A. Wetland Permit



**CITY OF BOULDER**  
**Planning and Development Services**

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 phone 303-441-1880 • fax 303-441-4241 • web boulderplandevlop.net

## Wetland Permit

**Date Issued:** 3/6/2014 **Expiration Date: March 5, 2017**  
 (Pursuant to Subsection 9-3-9(k), B.R.C. 1981)

**Permit Number:** LUR2014-00016

### Contact Information

ANNE SMITH  
 229 TERRY ST  
 LONGMONT, CO 80501

### Project Information

**Location:** 0 N 61ST ST  
**Legal Description:** SE 1/4 NE 1/4 & TRACT 3645 22- 1N-70 27.58 ACS M/L AS DESC RE C NO 002265 12/28/71 BCR  
**Description of Work:** WETLAND PERMIT: Standard wetland permit for construction of a diversion structure on Boulder Creek, east of 61st Street, to return primary flows to Boulder Creek.

### Conditions of Approval

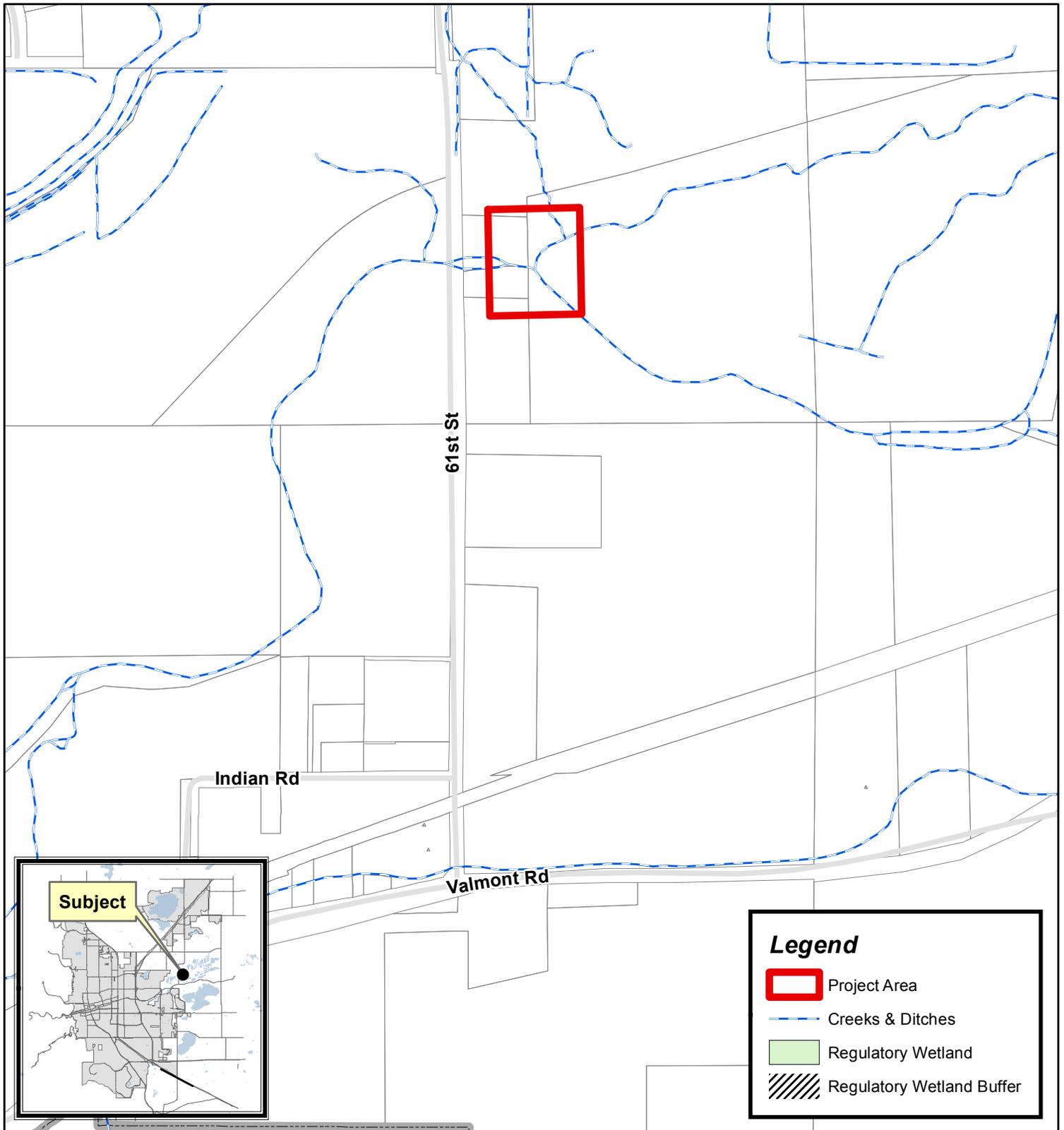
- The proposed project/activity is approved on the basis that it satisfies applicable requirements of Chapter 9-3-9, "Wetlands Protection," Boulder Revised Code 1981. Other wetland requirements as set forth in Chapter 9-3-9 which are not specifically outlined in the conditions of approval below remain applicable to this project/activity.
- The improvements shall be constructed to minimize and mitigate impacts to the existing wetlands in conformance with the conditions of the City of Boulder Wetland Permit issued for this project.
- Construction activities must not change pre-flood grades.
- The applicant shall obtain a site inspection and approval from the City of Boulder Floodplain and Wetlands Coordinator upon completion of the projects.
- The site must meet the success criteria as defined in the "Wetland Restoration Plan for Boulder Creek Breach Near 61st Street Project" prepared by ERO Resources and dated February 12, 2014.
- Site Monitoring and Release of Mitigation Plan Responsibilities for the site will be per B.R.C. 9-3-9 f.7.
- The yearly monitoring report must be submitted by September 1 st of each year to allow permitting staff to conduct yearly inspections with the report in hand.

### Inspections

To schedule an inspection, call 303-441-3280 and refer to your permit number (LUR2014-00016).

- Wetland Mitigation Inspection
- Wetland Mitigation 2nd Year
- Wetland Mitigation 3rd Year
- Wetland Mitigation 4th Year
- Final Wetland Mitigation Insp

# City of Boulder Vicinity Map



## Legend

-  Project Area
-  Creeks & Ditches
-  Regulatory Wetland
-  Regulatory Wetland Buffer

**Location:** *North of Valmont Rd and East of 61st St*

**Review Type:** *Standard Wetland Review*

**Review Number:** *LUR2014-00016*

**Applicant:** *Green Ditch Company*



1 inch = 500 feet

City of   
Boulder

The information depicted on this map is provided as graphical representation only. The City of Boulder provides no warranty, expressed or implied, as to the accuracy and/or completeness of the information contained herein. 4B Page 4 of 4

## MEMORANDUM

**TO:** Planning Board

**FROM:** Heidi Hansen, Floodplain and Wetlands Administrator

**DATE:** March 6, 2014

**SUBJECT:** **Call Up Item:** Wetland Permit (LUR2014-00017)  
Boulder Creek Bank Repairs at Green Ditch Diversion

This decision may be called up before Planning Board on or before **March 21, 2014**.

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A wetland permit was approved by Public Works Development Review staff on March 6, 2014 for the bank repairs to Boulder Creek to return flows to the primary channel.

The applicant is applying for a standard wetland permit to restore the banks of Boulder Creek in order to return the Green Ditch's allocated water to the diversion point from Boulder Creek. In the September 2013 flood Boulder Creek eroded its banks, forcing primary flows down a new channel away from the Greek Creek diversion point. The Green Ditch Company will repair the banks restoring flows to their pre-flood alignment. The restoration includes mitigation of impacted areas in addition to the enhancement of adjacent areas. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on March 6, 2014 and the decision may be called up before Planning Board on or before March 21, 2014. There is one Planning Board meeting within the 14 day call up period on **March 20, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at [hansenh@bouldercolorado.gov](mailto:hansenh@bouldercolorado.gov).

Attachments:

- A. Wetland Permit



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**Planning and Development Services**

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 phone 303-441-1880 • fax 303-441-4241 • web boulderplandevlop.net

## Wetland Permit

**Date Issued:** 3/6/2014 **Expiration Date: March 5, 2017**  
 (Pursuant to Subsection 9-3-9(k), B.R.C. 1981)

**Permit Number:** LUR2014-00017

### Contact Information

ANNE SMITH  
 229 TERRY ST  
 LONGMONT, CO 80501

### Project Information

**Location:** N 61ST ST  
**Legal Description:** SE 1/4 NE 1/4 & TRACT 3645 22- 1N-70 27.58 ACS M/L AS DESC RE C NO 002265 12/28/71 BCR  
**Description of Work:** WETLAND PERMIT: Standard wetland permit for construction of a diversion structure on Boulder Creek, approximately 1/4 mile east of 61st Street, to return primary flows to Boulder Creek.

### Conditions of Approval

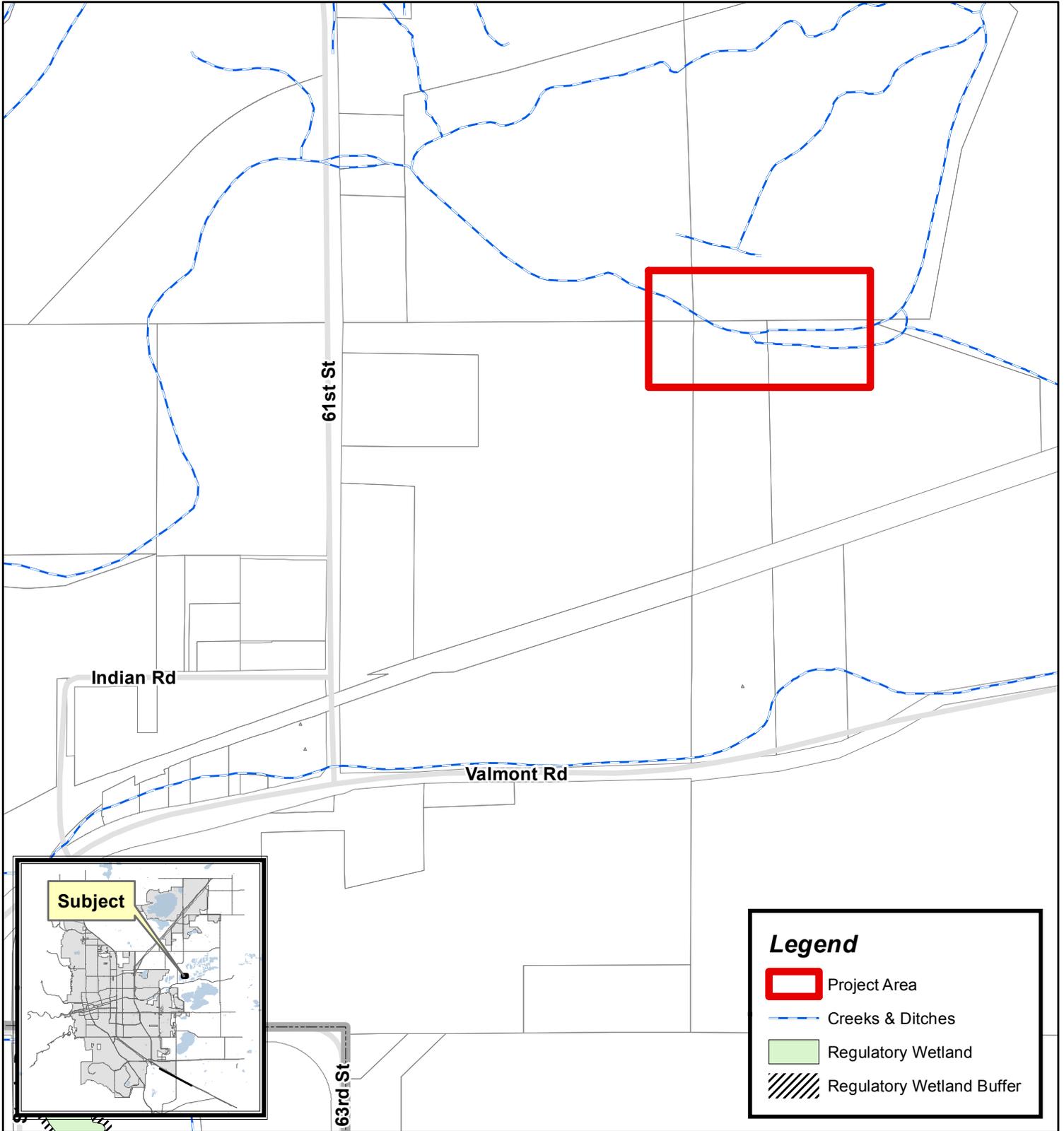
- The proposed project/activity is approved on the basis that it satisfies applicable requirements of Chapter 9-3-9, "Wetlands Protection," Boulder Revised Code 1981. Other wetland requirements as set forth in Chapter 9-3-9 which are not specifically outlined in the conditions of approval below remain applicable to this project/activity.
- The improvements shall be constructed to minimize and mitigate impacts to the existing wetlands in conformance with the conditions of the City of Boulder Wetland Permit issued for this project.
- Construction activities must not change pre-flood grades.
- The applicant shall obtain a site inspection and approval from the City of Boulder Floodplain and Wetlands Coordinator upon completion of the projects.
- The site must meet the success criteria as defined in the "Wetland Restoration Plan for Boulder Creek Breach at the Green Ditch Diversion" prepared by ERO Resources and dated February 14, 2014.
- Site Monitoring and Release of Mitigation Plan Responsibilities for the site will be per B.R.C. 9-3-9 f.7.
- The yearly monitoring report must be submitted by September 1 st of each year to allow permitting staff to conduct yearly inspections with the report in hand.

### Inspections

To schedule an inspection, call 303-441-3280 and refer to your permit number (LUR2014-00017).

- Wetland Mitigation Inspection
- Wetland Mitigation 2nd Year
- Wetland Mitigation 3rd Year
- Wetland Mitigation 4th Year
- Final Wetland Mitigation Insp

# City of Boulder Vicinity Map



## Legend

-  Project Area
-  Creeks & Ditches
-  Regulatory Wetland
-  Regulatory Wetland Buffer

**Location:** *North of Valmont Rd and East of 61st St*

**Review Type:** *Standard Wetland Review*

**Review Number:** *LUR2014-00017*

**Applicant:** *Green Ditch Company*



1 inch = 500 feet



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## MEMORANDUM

**TO:** Planning Board

**FROM:** Heidi Hansen, Floodplain and Wetlands Administrator

**DATE:** March 6, 2014

**SUBJECT:** **Call Up Item:** Wetland Permit (LUR2014-00019)  
SH 93 & Coal Creek Flood Repairs

This decision may be called up before Planning Board on or before **March 21, 2014**.

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A wetland permit was approved by Public Works Development Review staff on March 6, 2014 flood repairs to the culvert for Coal Creek under SH 93.

The applicant is applying for a standard wetland permit to install riprap at the mouth of the culvert and to restore buffer areas that were impacted by emergency work CDOT completed after the flood. The installation of riprap aims to reduce the potential for future scour, erosion and subsequent sedimentation. Impacted areas will be repaired using willow staking, upland seeding, restoration of the disturbed wetland, and erosion control. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on March 6, 2014 and the decision may be called up before Planning Board on or before March 21, 2014. There is one Planning Board meeting within the 14 day call up period on **March 20, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at [hansenh@bouldercolorado.gov](mailto:hansenh@bouldercolorado.gov).

Attachments:

- A. Wetland Permit





- Legend**
- Study Area
  - E-15-O Structure
  - Right-of-Way

**Post-Flood 2013  
Aerial Imagery Interpretation  
Structure E-15-O  
State Highway 93  
Boulder County, Colorado**



1 inch = 50 feet

Source: Google Earth Imagery, 2013  
 Projection: Lambert Conformal Conic  
 State Plane Colorado Central  
 FIPS 0502 Feet  
 North American Datum 1983

**JACOBS** Prepared On:  
2/3/2014

**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM**

**MEETING DATE: March 20, 2014**

**AGENDA TITLE:** Public hearing and recommendation to City Council on proposed amendments to Section 9-6-5, "Temporary Lodging, Dining, Entertainment, and Cultural Uses," B.R.C. 1981, to increase the number of mobile food vehicles allowed on private property in designated zone districts and setting forth related details.

**REQUESTING DEPARTMENTS:**

Molly M. Winter, Director, Downtown & University Hill Management Division/Parking Services  
Jeff Dillon, Interim Director, Parks and Recreation  
Sandra Llanes, Assistant City Attorney III  
Mishawn Cook, Tax and License Manager, Finance Department  
Sarah DeSouza, Senior Manager for Community Outreach, Parks & Recreation  
Lane Landrith, Business Coordinator, Downtown & University Hill Management Division/Parking Services  
Chandler VanSchaack, Associate Planner, P&DS

**OBJECTIVE:**

Recommendation to City Council regarding the proposed code change. **Attachment A**

**EXECUTIVE SUMMARY**

The purpose of this item is to update Planning Board of results from the 2013 summer pilot program for Mobile Food Vehicles and for Planning Board to consider a recommendation to City Council on amending the Boulder Revised Code to allow a larger number of mobile food vehicles on private properties in specific zoning districts. In response to interest expressed by the City Council and licensed operators of Mobile Food Vehicles (MFV) in expanded citywide opportunities (including the downtown), staff developed a pilot program for implementation during the summer of 2013. The pilot program did not include any changes to current regulations prohibiting Mobile Food Vehicles within the downtown core area.

City Council may amend sections of Title 9, "Land Use Code," 3.R.C. 1981, only after receiving the advice and recommendations of the Planning Board. Staff would like to ask Planning Board to consider a recommendation to City Council amending the Boulder Revised Code to allow a larger number of mobile food vehicles on private properties as seen in **Attachment B**.

**BACKGROUND**

The pilot program included:

- Mobile Food Vehicles adjacent to several city parks
- Mobile Food Vehicle Sunday afternoon gathering, or "podding," in the Municipal Campus

(west of Broadway, south of Canyon Blvd.) parking lot June 2-August 25, 2013, 11:00AM – 4:00 PM

- Mobile Food Vehicle late night “podding” in Park Central parking lot, northwest corner of Broadway and Arapahoe, June 1-September 30, 2013, Thursday through Saturday nights, 11:00 PM – 3:00 AM
- Administrative changes regarding MFV permitting via the Tax and License Manager
- The MFV pilot programs were monitored for compliance and participation

A staff recommendation following the pilot program is being made here for changes to the city code (Attachment A) in order to allow an increase to the maximum number of MFV's permitted on private property from two to four within the existing approved downtown core zones. See Attachment B for potential downtown private property locations, some of which are structures and not surface parking lots. Allowing MFV's in the stated city parks will continue as well as the option for podding in the Park Central parking lot should there be interest.

### **STAFF RECOMMENDATION**

Staff recommends the Planning Board recommend to City Council adoption of the proposed amendment to Section 9-6-5, “Temporary Lodging, Dining, Entertainment, and Cultural Uses,” B.R.C. 1981, to increase the number of mobile food vehicles allowed on private property in designated zone districts and setting forth related details.

### **COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS**

- Economic: Mobile Food Vehicles collect and remit required sales tax in accordance with the city's standard operating procedure.
- Environmental: Availability of food in city park locations would provide options that dissuade community members from driving out to purchase meal selections, then returning.
- Social: Mobile Food Vehicles providing goods and services at city owned facilities may lead to a greater sense of community, offering options for neighbors to gather inclusively and with fewer economic barriers to entry.

### **ANALYSIS**

Throughout the eleven week pilot program, MFVs were able to park during daylight hours in the five most frequented city parks and in the Park Central parking lot on Thursday through Saturday late nights. Additionally, during the summer months, MFVs were invited to participate in various Parks and Recreation Department-sponsored events such as Flick and Float, the Concert in the Park series and at the Library Summer Festival.

One MFV regularly conducted business in city parks, while two others visited on two occasions during the eleven week pilot program. Participation in the parks-based MFV pilot program was free for licensed food trucks and required only that vendors “check in” via email to indicate their arrival and departure times.

No changes to the code are needed to provide the additional park opportunities provided to MFV's in the pilot program because that authority currently exists in Section 9-6-5(d)(1)(C). Over 90% of MFV vendors indicated a desire to park adjacent to City of Boulder parks and 100% want to continue operating inside high profile parks. Mobile food vehicles and carts may be located at Tom Watson Park, Foothills

Community Park, North Boulder Park, Harlow Platts Park and East Boulder Community Park. However, MFV's will still need to check in with the parks department to identify which parks and what designated hours are available.

9-6-5(d)(1)(C) No person shall operate a mobile food vehicle in a residential zone district except with prior approval by the city manager in the parking lot or the public right of way adjacent to North Boulder Park or in any other park as approved by the city manager.

Based on feedback from the MFV owners citing inadequate sales, the Sunday "podding" program in the Canyon Boulevard parking lot was discontinued after six weeks.

There was very limited participation in the late night pilot program, starting with week three, no MFV's participated, citing that they did not feel safe due to poor lighting and lack of passing or participating customers. No parked cars were relocated in the Park Central lot to make space for the MFV trucks. It is estimated that three trucks could locate in the lot, either on a license assigned schedule or a first come, first served basis in the future provided there are no cars parked in the lot at the time of MFV arrival.

Licensing staff did receive some comments about the late night location, indicating a wish for a city owned location closer to Pearl Street. Some vendors indicated a desire to have better lighting for safety (that was slated to occur in 2014 due to prior bond funding) and operators wished to have an earlier start time (which likely could occur, provided it does not begin prior to 10:15 PM).

At the conclusion of the pilot program, MFV's were surveyed to assess their opinions about future options for MFV's in Boulder as seen in **Attachment C**. The survey had over an 80% response rate and yielded the following results:

- Over 90% of vendors indicated a desire to park adjacent to City of Boulder parks and 100% want to continue operating inside high profile parks.
- Over 45% of vendors would like to participate in another late night podding program in the Park Central parking lot or another high profile downtown location.
- 100% of vendors support increasing the mobile food truck limit currently allowed by code in private downtown lots (with owner's permission) from the current two, to four.

Finally, the attached ordinance includes a correction to subparagraph (d)(1)(A)(iii) of Section 9-6-5, B.R.C. 1981 which erroneously listed use modules instead of zoning districts. This clean-up item does not substantively change the code

#### **PUBLIC COMMENT AND PROCESS**

- Downtown Management Commission (DMC) voted unanimously to support the staff recommendation to amend the city ordinance as proposed. Commissioner Shapins commented that this is a positive move to create pedestrian traffic to the area south of Canyon Boulevard.
- Downtown Boulder, Inc. (DBI) voted unanimously to remain neutral on the proposed ordinance change.
- Parks and Recreation Advisory Board (PRAB) voted unanimously to support the staff recommendation to amend the city ordinance as proposed.

**ATTACHMENTS**

- A: Proposed Ordinance Change Regarding Mobile Food Vehicle Sales
- B: Downtown Commercial Areas Where Mobile Food Vehicles Could Potentially Operate on Private Property
- C: Mobile Food Truck Vendor Survey Summary

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE REGARDING MOBILE FOOD VEHICLE SALES, AMENDING SECTION 9-6-5, "TEMPORARY LODGING, DINING, ENTERTAINMENT, AND CULTURAL USES," B.R.C. 1981, BY INCREASING THE NUMBER OF MOBILE FOOD VEHICLES ALLOWED ON PRIVATE PROPERTY IN DESIGNATED ZONE DISTRICTS, AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 9-6-5(d), B.R.C. 1981, is amended to read:

**9-6-5 Temporary Lodging, Dining, Entertainment, and Cultural Uses.**

...

- (d) Mobile Food Vehicle Sales. The following criteria apply to any mobile food vehicle sales use:
- (1) Standards: The city manager will permit mobile food vehicle sales on private property, public property, or in the public right of way if the use is permitted in the applicable zoning district and meets the following standards and conditions:
- (A) The use shall be located at least:
- (i) one hundred fifty feet from any residential zone districts, except as provided in subsection (d)(1)(C) below;
  - (ii) one hundred fifty feet from any existing restaurant; and
  - (iii) two hundred feet from any other mobile food vehicle with regard to public right of way sales, no more than ~~two~~ four mobile food vehicles per private property in the MU-1, MU-2, MU-3, BT-1, BT-2, BMS, BC-1, BC-2, BCS, BR-1, BR-2, DT-1, DT-2, DT-3, DT-4, DT-5 M1, M2, M3, B1, B2, B3, B4, B5, D1, D2, D3 zone districts, and no limitation on the number of mobile food vehicles per private property with owner's permission in the I industrial zone districts.
- Distances shall be measured by the City on official maps as the radius from the closest points on the perimeter of the applicant's mobile food vehicle to the closest point of the designated

residential zone or property of the restaurant. For purposes of this section, the term “restaurant” shall include "eating places” and “retail bakeries” as defined by the Standard Industrial Classification Manual, the edition of which shall be determined by the city manager. With regard to measurement between two or more mobile food vehicles in the public right of way, measurement shall be in the form of standard measuring devices including and not limited to a tape measure.

Section This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY

Field Cod

TITLE ONLY this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

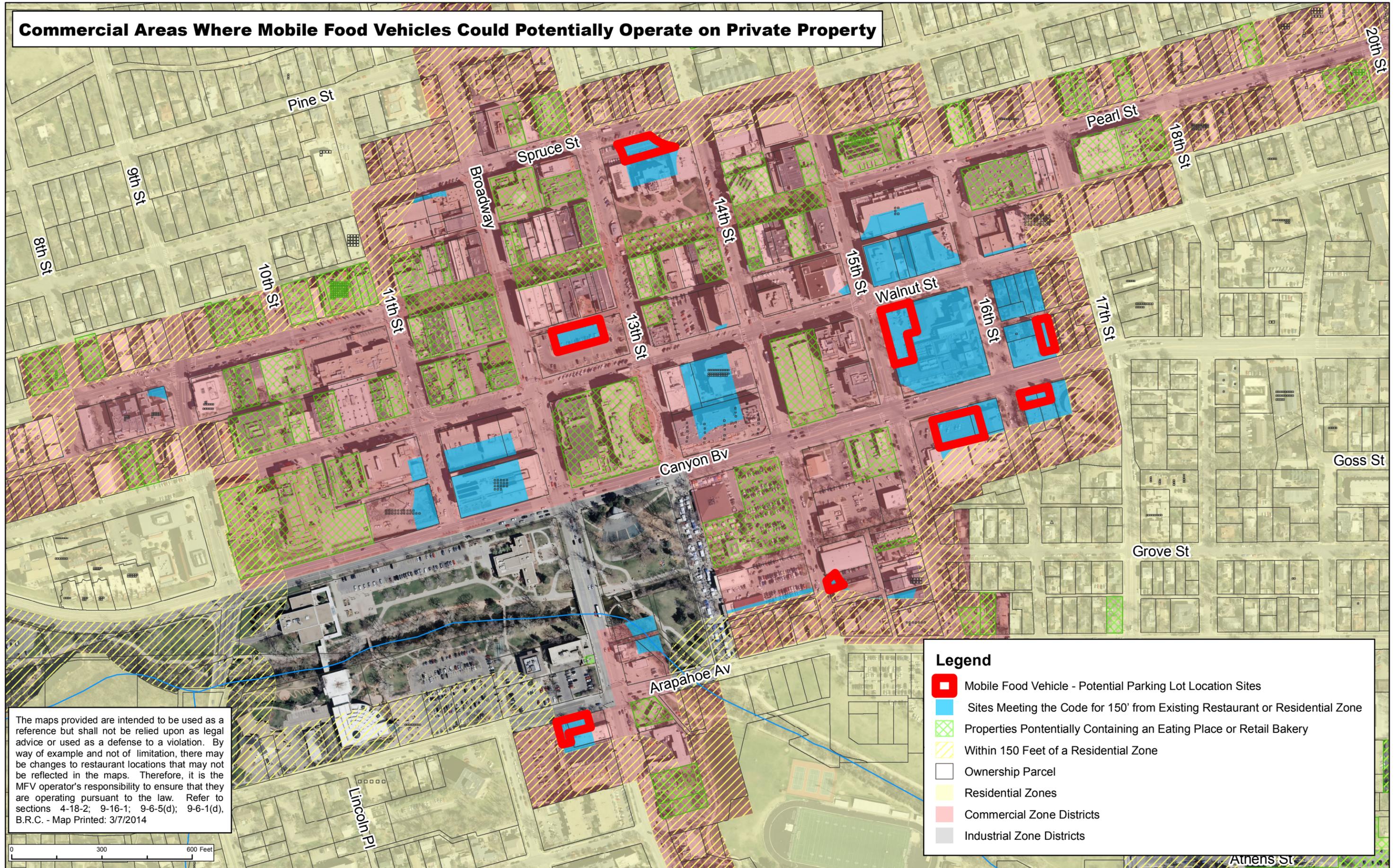
READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED  
PUBLISHED BY TITLE ONLY this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

**Commercial Areas Where Mobile Food Vehicles Could Potentially Operate on Private Property**



The maps provided are intended to be used as a reference but shall not be relied upon as legal advice or used as a defense to a violation. By way of example and not of limitation, there may be changes to restaurant locations that may not be reflected in the maps. Therefore, it is the MFV operator's responsibility to ensure that they are operating pursuant to the law. Refer to sections 4-18-2; 9-16-1; 9-6-5(d); 9-6-1(d), B.R.C. - Map Printed: 3/7/2014



**Legend**

- Mobile Food Vehicle - Potential Parking Lot Location Sites
- Sites Meeting the Code for 150' from Existing Restaurant or Residential Zone
- Properties Potentially Containing an Eating Place or Retail Bakery
- Within 150 Feet of a Residential Zone
- Ownership Parcel
- Residential Zones
- Commercial Zone Districts
- Industrial Zone Districts

Mobile Food Truck Follow Up Survey



1. Please indicate your interest in conducting business in the following areas:

|  |  | Response Percent  | Response Count |
|--|--|-------------------|----------------|
| In mobile food vendor parking spots in designated City of Boulder parks      |  | 100.0%            | 13             |
| On street parking adjacent to City of Boulder parks                          |  | 92.3%             | 12             |
| Late night podding in Park Central Parking Lot (behind Mustard's Last Stand) |   | 38.5%             | 5              |
|  | Other (please specify)   |                   | 4              |
|  |  | answered question | 13             |
|  |  | skipped question  | 1              |

2. If the late night podding pilot program at the Park Central Parking Lot (behind Mustard's Last Stand) was reinstated (nightly from 10:00 p.m. to 3:00 a.m.), would you be interested in participating on a first come, first served basis through the end of April/middle of May?

|     |   | Response Percent  | Response Count |
|-----|---|-------------------|----------------|
| Yes |  | 46.2%             | 6              |
| No  |  | 53.8%             | 7              |
|     | Other (please specify)  |                   | 6              |
|     |   | answered question | 13             |
|     |   | skipped question  | 1              |

## ATTACHMENT C: Mobile Food Truck Vendor Survey Summary

**3. Are you in support of increasing the mobile food truck limit currently allowed by code in private downtown lots (with owner's permission) from the current two, to four?**

|     |  | Response<br>Percent | Response<br>Count |
|-----|--|---------------------|-------------------|
| Yes |  | 100.0%              | 14                |
| No  |  | 0.0%                | 0                 |

Other (please specify) 2

**answered question** **14**

**skipped question** **0**

**4. Please feel free to provide us your comments.**

|                          |  | Response<br>Count |
|--------------------------|--|-------------------|
|                          |  | 8                 |
| <b>answered question</b> |  | <b>8</b>          |
| <b>skipped question</b>  |  | <b>6</b>          |

## ATTACHMENT C: Mobile Food Truck Vendor Survey Summary

### Q1. Please indicate your interest in conducting business in the following areas:

|   |   |                       |
|---|---|-----------------------|
| 1 | Food truck night in a busy park (North Boulder Park), with music. Same idea as Prospect Eats.   | Oct 30, 2013 8:39 PM  |
| 2 | Designated street parking spots on downtown streets, everyday of the week. I think it would be great to have the food trucks integrated into the downtown scene through on street parking. However, I realize that an all out free for all would not be feasible, given the limited parking and opposition from established restaurants. If there were a dozen selected parking spots that the trucks could sign up for, then it could be easily regulated and managed. It would be a very nice addition to the downtown Boulder scene. | Oct 29, 2013 7:53 PM  |
| 3 | A late night spot with more visibility, ie where farmers market is set up   | Oct 29, 2013 8:18 AM  |
| 4 | Late night downtown locations.  | Oct 26, 2013 10:19 AM |

### Q2. If the late night podding pilot program at the Park Central Parking Lot (behind Mustard's Last Stand) was reinstated (nightly from 10:00 p.m. to 3:00 a.m.), would you be interested in participating on a first come, first served basis through the end of April/middle of May?

|   |   |                       |
|---|---|-----------------------|
| 1 | only if it actually works and others get involved   | Nov 8, 2013 4:33 PM   |
| 2 | Bad location  | Oct 30, 2013 8:39 PM  |
| 3 | Once the weather warms and the students are still in session. This could be a big draw.   | Oct 30, 2013 5:53 PM  |
| 4 | Is it possible to start vending earlier than 10:00?   | Oct 29, 2013 7:53 PM  |
| 5 | This location is dark and has little to not visibility especially at night, we need to be in the hill where almost no one serves food after 10pm of near pearl st | Oct 29, 2013 8:18 AM  |
| 6 | Downrown, this is not a good location.  | Oct 26, 2013 10:19 AM |

### Q3. Are you in support of increasing the mobile food truck limit currently allowed by code in private downtown lots (with owner's permission) from the current two, to four?

|   |   |                      |
|---|---|----------------------|
| 1 | Pods are huge attractions and draw tourism, generate revenue. I think we need a bi weekly, monthly pod downtown.  | Oct 30, 2013 5:53 PM |
| 2 | One of the attractions of food trucks is the variety you get with a gathering of trucks. I think you should not set any limits on the number of trucks allowed in private lots, as long as the owner has given his permission. Why have a limit? Let the land owner and the trucks determine the best ratio for whatever event they try to execute. | Oct 29, 2013 7:53 PM |

# ATTACHMENT C: Mobile Food Truck Vendor Survey Summary

## ATTACHMENT C: Mobile Food Truck Vendor Survey Summary

### Q4. Please feel free to provide us your comments.

|   |  |                       |
|---|--|-----------------------|
| 1 | I think the downtown late night idea with trucks would be great but the current location behind mustards last stand has no visibility to customers, is dark late and night and creates a security hazard, and is too far away from the pearl street mall to attract any customers. With regard to increasing the number of trucks per private property with owner permission from 2 to 4 is a wonderful idea! I've done events with churches and other downtown businesses that wanted to have trucks come as a service to their customers and were not able to host an event on their own private property because of the existing rules. That's just crazy in my opinion.                      | Nov 16, 2013 5:04 PM  |
| 2 | i would support the city of boulder as they try to expand the mobile food truck zones  | Nov 8, 2013 4:33 PM   |
| 3 | Constructive meetings need to be made with food truck owners early this winter to organize next season and make it a success for everybody (trucks, City and customers).   | Oct 30, 2013 8:39 PM  |
| 4 | Food trucks in Boulder have the potential to be a big boost to Boulder. They spur innovation and attract an array of people. I think having pods (groupings of trucks) on a weekly, bi weekly or monthly basis and allowing trucks to serve during off hours could really benefit the downtown/hill areas.   | Oct 30, 2013 5:53 PM  |
| 5 | I believe Boulder is a perfect town to have a vibrant food truck scene. However, the regulations in place are very restricting and have stifled the growth that similar cities have seen in this industry. It has been shown across the country that cities with a healthy food truck scene have increased foot traffic in their downtown areas, which helps all businesses and the city as a whole. With thoughtful regulation, I believe we can develop a great plan that allows food trucks to grow and be successful, while bringing a new vitality to the Boulder food scene, and giving our community another option for getting out and exploring our awesome town. Thanks for listening! | Oct 29, 2013 7:53 PM  |
| 6 | Thanks for your efforts!   | Oct 29, 2013 11:20 AM |
| 7 | Food truck need the ability to be in town where people are, we need to have designated areas for food trucks, not 150ft laws where there is not 150ft availability. We need to specify a spot downtown a spot on the hill, and a spot on CU campus where trucks can operate freely. If trucks have to pay the near business's than I'm sure that could be done to have no hard feelings. Food Trucks are the most local a business can be and the trucks are all being pushed say from town.   | Oct 29, 2013 8:18 AM  |
| 8 | Suggest the city of Boulder really discover the nature of the food truck business...you have never asked us, just presented what YOU thought would be cool. I would only be interested in an event that completely highlighted food trucks, not as an afterthought. Only interested in a DOWNTOWN (e.g., Pearl St or mall) location. After the restaurants close but bars are still open.  | Oct 26, 2013 10:19 AM |

**CITY OF BOULDER  
PLANNING BOARD  
AGENDA ITEM**

**MEETING DATE: March 20, 2014**

**AGENDA TITLE: Update on Transportation Demand Management Toolkit**

**PRESENTER/S:  
Chris Hagelin, Senior Transportation Planner**

**Executive Summary:**

The purpose of this item is to update the Planning Board on the process for redesigning the Transportation Demand Management (TDM) Toolkit. The TDM Toolkit is used by staff and Site Review applicants to plan and implement a set of policies, programs, facilities, and strategies to mitigate the impact of new development or redevelopment projects on our transportation system. An update to the TDM Toolkit was initiated in 2011 but was put on hold due to staff changes and changing priorities. With the Transportation Master Plan (TMP) Update and the Access Management and Parking Strategy (AMPS) underway, the process to modify the TDM Toolkit is returning to the 2014 work plan. The redesign of the TDM Toolkit and any possible policy changes related to integrating TDM into Site Review will be fully integrated into both the TMP and the AMPS processes.

In 2014, Kimley-Horn, in partnership with UrbanTrans, was selected as the consultant for the AMPS project. Staff is in the process of finalizing the scope of work which will include deliverables on best practices for the incorporation of TDM into development review and recommendations for changes to the TDM Toolkit to improve the effectiveness of TDM plans for Site Review in regard to design, implementation and evaluation.

As new residential and commercial developments are considered within the City of Boulder, it is important that they are consistent with the city's Transportation Master Plan goals of reducing single-occupant vehicle (SOV) trips and no net increase in vehicle miles of travel (VMT) from 1994 levels. TDM strategies, which focus on facilitating alternate modes of transportation, are key considerations.

Once the best practice research is completed and a set of recommended changes to the TDM toolkit are finalized, staff will bring the findings to Planning Board for their input and feedback. It is anticipated that the work on best practices and the toolkit will be completed in the second quarter of 2014.

## **COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:**

- Economic – By mitigating the impacts of new developments on the city’s transportation system, the TDM Toolkit has an economic impact by reducing traffic congestion, the cost of travel, and helping to create an economically competitive environment to attract employers and employees.
- Environmental – The TDM Toolkit is one of many ways of reducing the environmental impacts of development by reducing vehicle trips, vehicle miles of travel and mobile emissions through programs and policies that are designed to mitigate impacts on our transportation system.
- Social – The TDM Toolkit is often a way to expand access to transportation options, reduce the cost of travel and promote community values of social sustainability.

## **OTHER IMPACTS:**

- Fiscal – A redesigned TDM Toolkit could require additional and expanded TDM services and programs performed by staff or local partners, such as Boulder Transportation Connections (BTC). Any consultant work needed will be part of the ongoing TMP Update and/or the AMPS project.
- Staff time – Staff time to redesign the TDM Toolkit will be included as part of regular 2014 work plans.

## **BACKGROUND:**

Per Section 9-2-14(h)(2)(D)(iv),(v) of the Boulder Revised Code, developments that are required to complete the Site Review process are required to provide a TDM plan outlining how multi-modal access will be improved and how impacts from traffic will be mitigated through a significant shift in vehicle trips.

In section 2.02 of the city of Boulder Design and Construction Standards, it states:

### **(A) Traffic Assessment**

The Director will require an applicant to submit a Traffic Assessment in order to adequately assess the impacts of any development proposal on the existing and planned transportation system. The Assessment shall include a peak hour trip generation study projection (Refer to 2.03(J)) and may require additional information as determined by the Director.

### **(B) Traffic Study Requirements**

For any development proposal where trip generation from the development during the peak hour of the adjacent street is expected to exceed 100 vehicles for nonresidential applications, or 20 vehicles for residential applications the Director will require an applicant to submit a Traffic Study to evaluate the traffic impacts of any development proposal required to undergo a concept review as set forth in Section 9-4-10, “Concept Plan Review and Comment,” B.R.C. 1981. The traffic study may include the information required in Subsections (A) through (K), of Section 2.03, “Traffic Study Format,” of these Standards at the discretion of the Director.

The TDM Plan requirements are specifically referred to in section I of Chapter 2:

### **(I) Travel Demand Management Strategies**

Include an outline of travel demand management strategies to mitigate traffic impacts created by proposed development and implementable measures for promoting alternate modes travel, including but not limited to the following:

(1) **Site Design:** Incorporate design features that facilitate walking, biking, and use of transit services to access a proposed development, including features such as transit shelters and benches site amenities, site design layouts, orientations and connections to increase convenience for alternate modes and reduce multiple trips to and from the site, and direct connections to existing offsite pedestrian, bicycle, and transit systems.

(2) **Programs and Education:** Incorporate alternate modes programs, such as providing transit passes to employees and residents, van pooling to the site by a major employer, ride-sharing, parking pricing, and planned delivery services, and educational measures such, as promoting telecommuting, distributing transit schedules and trails maps, signing alternate travel routes, and providing an onsite transportation coordinator or plan to educate and assist residents, employees, and customers in using alternate modes.

The current TDM Toolkit (the Transportation Options Toolkit) is included as [Attachment A](#).

#### **NEXT STEPS:**

- Return to Planning Board to receive input and feedback on best practices for incorporating TDM into the development review process and proposed modifications to the TDM toolkit.

#### **ATTACHMENTS:**

Attachment A: [Transportation Options Toolkit](#)

# Transportation.

## An employee benefit that keeps business moving.



What makes a business successful? Location? Cash flow? Market access? Differentiating your product or service? Chances are, these are some of the factors that come to mind. But have you considered how employee transportation affects your bottomline?

In Boulder, economic prosperity has produced more jobs than working-age residents. To fill those jobs, businesses pay a premium to attract quality employees to Boulder from surrounding communities. And those employee commuters place additional demands on Boulder's roads and transportation systems.

An easily accessible business is a more successful business. That's why employers throughout the U.S., Canada and Europe are offering low-cost transportation options. They can be a benefit to your employees and a tax advantage for your company. These transportation programs can increase employee recruitment and retention plus provide better access for customers.

This toolkit is designed to help you develop, implement and track a cost-efficient, effective transportation options programs at your site. **For more information or questions, call GO Boulder at 303-441-3266 or visit [www.goboulder.net](http://www.goboulder.net)**

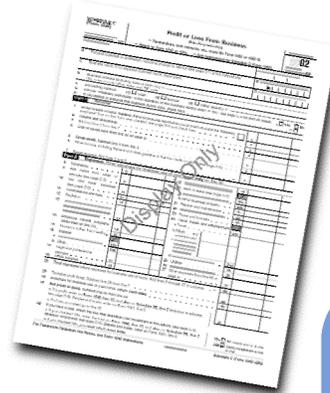


# What are transportation options?

- ▶ Strategies that help manage the demand placed on our transportation system
- ▶ Innovative, proactive **solutions** to transportation challenges
- ▶ Realistic commuting **choices** that employees will use

## Many business benefits

- ▶ Increase access for employees who live far away
- ▶ Increase parking availability by reducing the need for spaces
- ▶ Reduce taxes – for you and your employees. Federal tax law allows employees to use pre-tax income for transportation-related expenditures, reducing labor taxes
- ▶ Reduce employee commuting stress
- ▶ Improve employee retention and recruitment, while reducing recruitment expenses and other personnel expenditures
- ▶ Enhance productivity
- ▶ Attract more customers
- ▶ Make your workplace more attractive and functional
- ▶ Avoid business interruptions (due to bad weather, road closures, etc.)
- ▶ Improve community relations



The city of Boulder has over 350 miles of dedicated bike facilities, including on-street routes, paved shoulders, and multi-use or soft surface trails.

## Choose strategies that match yours.

You decide what mix of strategies best suits your business strategy and location. Just turn to the charts in this kit for an overview of the more than 30 transportation options strategies available, as well as information on their effectiveness and implementation cost.

Your transportation options are divided into five sections:

- 1) management and parking
- 2) facilities and design
- 3) efficiency
- 4) marketing
- 5) incentives.

Since most strategies are interrelated, we recommend combining marketing and incentives with any strategies you choose in the other three categories.

Commuting by bus is popular in Boulder. 22,000 people ride the Community Transit Network every day.

Current federal tax law provides incentives for businesses which provide transportation benefits to employees.

### The Financial Benefits of a Transportation Options Program - One Example

| WITHOUT PROGRAM  | WITH PROGRAM  |
|--|---|
| • Give employees a \$1,200 raise                                 | • Give employees a \$1,200 in Transportation Options                                    |
| • <b>Business cost for raise</b><br>\$1,300 (salary + FICA)      | • <b>Cost to business</b><br>\$792 (transportation benefit less federal tax deductions) |
| • <b>Net salary increase for employee</b><br>\$700 (after taxes) | • <b>Salary increase for employee</b><br>\$1,200 (tax-free benefit)                     |

# Building Your Transportation Options Plan

## How does your location and proximity to transportation relate to transportation options?

The success of some strategies depends on your location and how convenient bus and bicycle networks are for your employees. Some questions to ask include:

- ▶ **How close is my company to bus stops, to Community Transit Network bus routes (e.g. the HOP or SKIP), and to an RTD bus line (E.g. the B or 208)?** The closer you are to bus services, the more likely strategies oriented to transit will be successful. If you are located further away from these services, or, if the connection to the city's services are inconvenient, then you will want to consider alternative strategies.
- ▶ **How close is my site to dedicated bike paths or bike lanes on the roads? To a bike lane on the roads? Are the roads to my worksite easily accessible by bicycle?** Like transit, strategies that emphasize bicycling will be more successful if getting to your worksite is easy by bike.
- ▶ **Is parking a concern? Can parking spaces be reallocated easily? Are you located in an area already constrained by parking?** Transportation options are most effective when developers and employers can manage parking.
- ▶ **Do you have flexible work schedules? Can at least 15% of your employees telecommute? Do employees have the ability to shift their time of work?** If so, then efficiency strategies can be effective.

## How does transportation relate to your business strategies?

Many transportation options strategies may provide a competitive advantage for your labor strategy or real estate investment. Some questions to consider:

- ▶ **Do I have competition for quality employees?** If I don't offer a transportation benefit, and my competitor does, will that be a factor in the potential employee's decision?
- ▶ **Will design decisions or onsite amenities make my site any more attractive to prospective and current tenants?**
- ▶ **How do the long-term costs of not-implementing a transportation strategy compare with the short-term costs of implementing a strategy? Are there any "opportunity costs" to keep in mind?**



Boulder is a pedestrian-friendly city with lots of trails, well-maintained sidewalks, and safe crosswalks at traffic lights.

## Next Steps

- 1 Contact information:** Complete Section One on the worksheet. If this plan is related to a development application, give the application number.
- 2 List your proposed strategies.** (Section Two) In the Transportation Options chart, you will notice three columns - Effectiveness, Cost, and Who.  
**Effectiveness** – Describes the average level of effectiveness each strategy can have in reducing traffic and improving mobility. The higher the effectiveness points, the greater the likelihood of success in your program.  
**Cost** – Generally describes the cost for implementing the program per employee.  
X – no cost / cost savings / too variable to estimate  
\$ – low cost (less than \$10/year)  
\$\$ – medium cost (\$10 - \$30/year)  
\$\$\$ – high cost (more than \$30/year).

**Who** – Identifies who would be the likely implementer of this strategy: **E** – Employer **D** – Developer

Select strategies until your combined effectiveness totals fifteen (15) points or more. Keep in mind that a mix of strategies will be more successful, consider the cost of implementation, and choose only strategies that you feel you have the requisite authority or ability to implement.

- 3 Describe how you intend to track your program.**  
E.g. web-based survey of employees once a year, driveway counts at peak hour once a year, ongoing timesheet tracking.
- 4 Submit your plan to GO Boulder/ city of Boulder.**

Telework programs can save your company money. Ask us how.

# Transportation Options Strategies

| Management and Parking Strategies  |               |        |       |
|--|---------------|--------|-------|
| Description  | Effectiveness | Cost   | Who   |
| <u>Clustered Parking</u> – parking spaces are limited and built in clusters, providing more space and paths for pedestrians                            | 4             | \$\$   | D     |
| <u>Incidental Use Parking</u> – spaces dedicated for use by an occasional driver, such as a transit rider who must drive to work on occasion           | 3             | X      | D / E |
| <u>Parking Cash Out</u> – provides employees with a choice: receive a parking space or receive the cash equivalent of the space                        | 10            | \$\$\$ | D / E |
| <u>Parking Charges</u> – can be set for cost recovery to the employer or developer, or, be variable based upon time of day and length of parking       | 10            | \$     | D     |
| <u>Parking Management</u> – reduces the number of parking spaces, using time limits, meters, attendants, or reserved spaces to manage demand.          | 8             | X      | D / E |
| <u>Preferential Parking</u> – provides designated parking spaces for carpoolers and vanpoolers near the front entrances                                | 4             | \$     | D / E |
| <u>Unbundled Parking Leases</u> – spaces are not part of the office lease, with flexibility for the tenant to vary the number of parking spaces rented | 8             | X      | D     |

| Facilities and Design   |               |        |       |
|---|---------------|--------|-------|
| Description   | Effectiveness | Cost   | Who   |
| <u>Bicycle Racks / Lockers</u> – provided to commuters to secure their bicycles once they have reached their employment site  | 3             | \$     | D / E |
| <u>Bicycle Station</u> – a dedicated space that provides secure and covered parking for bicycles, as well as facilities for cyclists to shower & change                                 | 6             | \$\$\$ | D     |
| <u>Commuter Store</u> – a dedicated storefront that provides a location for obtaining commuter information, travel services, pass sales, etc.   | 5             | \$\$\$ | D     |
| <u>Onsite Amenities</u> – provide retail and services, such as a cafe or a dry cleaners, to employees at the worksite   | 3             | \$\$   | D     |
| <u>Protected Walk / Bike Corridors</u> – separate walking / bike traffic from parking spaces onsite, through separated paths and landscaping  | 4             | \$     | D     |
| <u>Showers and Clothes Lockers</u> – allows for those who wish to walk or bicycle to work to freshen up after getting to work   | 3             | \$\$   | D     |
| <u>Traveler Friendly Site Design</u> – a comprehensive design that features bicycle and walking amenities, bus stop accessibility, passenger loading zones, and other design strategies | 5             | \$     | D     |

| Efficiency Programs  |               |      |     |
|--|---------------|------|-----|
| Description  | Effectiveness | Cost | Who |
| <u>Compressed Work Week</u> – employees receive a day off each week in exchange for working longer hours on other days each week | 3             | X    | E   |
| <u>Flexible Working Hours</u> – employees alter their arrival and departure times slightly to accommodate commuting schedules    | 3             | X    | E   |
| <u>Staggered Work Hours</u> – employees regularly arrive and leave at times which can vary from 15 minutes to 2 hours            | 2             | \$   | E   |
| <u>Telework Policies</u> – Specific personnel policies that permit and encourage the use of teleworking at least twice per month | 3             | \$   | E   |



Did you know that you can take your bike on the bus?

| Marketing Strategies  |               |        |       |
|---|---------------|--------|-------|
| Description   | Effectiveness | Cost   | Who   |
| <u>Bicycle Riders Guide</u> – a guide for your worksite that includes bike routes, locker and rack locations, and other pertinent information       | 1             | \$     | D / E |
| <u>Bike to Work Week</u> – Provides commuters with an incentive to try getting to work by bicycle for a week (participation in regional program)    | 2             | \$     | D / E |
| <u>Bus Riders Guide</u> – Provides information on how to read a bus schedule, where to wait for the bus, and how to use the bikes on buses program  | 2             | \$     | D / E |
| <u>Employee Orientation</u> – orientation meetings provide new employees with the opportunity to learn more about travel to and from their worksite | 2             | \$     | D / E |
| <u>Employee Transportation Coordinator</u> – an individual assigned to helping employees with their commutes and promote the use of alternatives    | 5             | \$\$\$ | D / E |
| <u>Special Events</u> – special promotions and events sponsored by the worksite to encourage the use of transportation options for the entire site  | 3             | \$\$   | D / E |
| <u>Travel Options Information</u> – provides brochures, maps, and other information to commuters either individually or in an information center    | 2             | \$     | D / E |

| Incentives Strategies  |               |      |       |
|--|---------------|------|-------|
| Description  | Effectiveness | Cost | Who   |
| <u>Bicycle Loan Program</u> – provides a set of bicycles (to be tracked and maintained by the employer/building owner) for general employee use          | 1             | \$   | D / E |
| <u>Car/Bike Sharing</u> – cars/bikes that are available for limited short trips by either members of the car/bicycle share program, or for a per-use fee | 2             | \$\$ | D / E |
| <u>Commuter Club</u> – a program providing points (redeemable for gifts) or cash incentives to commuters who use transportation options                  | 4             | \$\$ | D / E |
| <u>Free Bike Accessories</u> – headlamps and helmets can improve the safety of bicyclists, and serve to encourage greater use of bicycle commuting       | 1             | \$   | D / E |
| <u>ECO (bus) Passes</u> – provide an incentive to use transit services to commute to work and for other trips  | 4             | \$\$ | D / E |
| <u>Guaranteed Ride Home</u> – provides a free ride home for those who have an unexpected emergency and need to get home quickly                          | 3             | \$   | D / E |
| <u>Taxation Incentives</u> – Federal, state, regional, and local tax rules that offer tax savings for using and providing transportation options         | 5             | X    | E     |
| <u>Transportation Allowance</u> – a fixed allowance per month to be used for any travel mode, including parking, transit, and vanpools                   | 6             | \$   | E     |
| <u>Vanpool Empty Seat Subsidy</u> – ensures that if vanpools lose riders, the other riders are able to maintain a consistent user fee                    | 3             | \$   | E     |
| <u>Vanpool Subsidies</u> – financial support to vanpool riders as an incentive to participate in a vanpool   | 5             | \$\$ | E     |

### Key

1 - Least Effective  
10 - Most Effective

D = Developer, E = Employer

### Cost

Describes the cost for implementing the program **per employee**

X - no cost / cost savings / too variable to estimate

\$ - low cost (less than \$10/year)

\$\$ - medium cost (\$10 - \$30/year)

\$\$\$ - high cost (more than \$30/year)

Over 220  
Boulder area  
companies  
offer the RTD  
Eco Pass to  
their  
employees.  
Do you?

# Transportation Options Worksheet

## Contact Information

|                                       |                           |
|---------------------------------------|---------------------------|
| Company Name: _____                   | Application Number: _____ |
| Worksite / Development Address: _____ |                           |
| Contact Address (if different): _____ |                           |
| Phone: ( _____ ) _____                | Fax: ( _____ ) _____      |
| Contact Name: _____                   | Email: _____              |
| Applicant: _____                      |                           |

## Baseline Information

|  |
|--|
| Number of employees: _____   |
| Do you offer free parking to employees? <input type="checkbox"/> yes <input type="checkbox"/> no                     |
| Do you currently offer any Transportation Options benefits? <input type="checkbox"/> yes <input type="checkbox"/> no |

## Proposed Strategies

|  |                      |
|--|----------------------|
| List your proposed strategies and their effectiveness ratings: |                      |
| Strategy Name  | Effectiveness Rating |
| _____  | _____                |
| _____  | _____                |
| _____  | _____                |
| _____  | _____                |
| _____  | _____                |
| _____  | _____                |
| TOTAL RATING (SUM OF ABOVE): _____                             |                      |

## Tracking and Evaluation

|  |
|--|
| Please briefly describe the nature of how you will track and evaluate the success of your program: |
| _____  |
| _____  |
| _____  |

Signed: \_\_\_\_\_

Date program will start: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_

Attach additional pages, if necessary. When complete, fax to GO Boulder at 303-441-4271; email to robbinsa@ci.boulder.co.us or deliver to GO Boulder, 1439 Broadway – 2nd Floor, Boulder, CO 80302.

**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM**

**MEETING DATE: March 20, 2014**

**AGENDA TITLE:** Update on the Comprehensive Housing Strategy.

**REQUESTING DEPARTMENT:**

David Driskell, Executive Director, Community Planning & Sustainability  
Susan Richstone, Deputy Director, Community Planning & Sustainability  
Jeffrey Yegian, Manager, Division of Housing  
Jay Sugnet, Project Manager, Comprehensive Housing Strategy

**OBJECTIVE:**

Provide feedback to staff on the following questions:

1. Are these the appropriate project phases?
2. What suggestions do you have for public engagement?
3. Are there any policies or tools NOT on the list that should be considered?

**SUMMARY**

The Comprehensive Housing Strategy is a next generation housing policy framework, combined with an implementation toolkit, that will focus on:

1. strengthening the city's affordable housing programs for low and moderate income households;
2. expanding housing opportunities for middle income households who are increasingly priced out of Boulder's housing market; and
3. exploring innovative approaches to providing additional housing and a broader range of housing options, particularly for housing needs not being met by the market.

There is no "magic bullet" to solve Boulder's housing affordability challenges. It will take a creative mix of policies, tools and resources to make progress on multiple fronts. A list of potential tools will be created and evaluated to help Council make informed decisions on which policies and tools to pursue in the short, medium, and long term within the context of the broader housing strategy.

**BACKGROUND**

Providing affordable and diverse housing options is a long-standing community concern. Limited land supply, very low rental vacancies, a vibrant economy, and a high quality of life in the city have caused rents and home prices to rise faster than other parts of the region.<sup>1</sup> Boulder is recognized for its success in creating permanently affordable housing for low and moderate incomes and the market is meeting demand for higher incomes. But middle income households are increasingly priced out of the market.

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<sup>1</sup>Housing Market Analysis, BBC, 2013.

In 1999, Boulder completed a [Comprehensive Housing Strategy](#). The key outcomes include:

- Adoption of the Inclusionary Housing ordinance that requires 20 percent of all new housing to be permanently affordable to low and moderate income households;
- Amended city annexation policies to position affordable housing as the highest priority community benefit;
- Focused on the 2000 Major Update to the Boulder Valley Comprehensive Plan to identify opportunities to expand the amount of housing and housing choices in the community; and
- Partnered with the University of Colorado to increase the supply of off-campus housing for students close to the university.

In 2000 and 2010, the [Boulder Valley Comprehensive Plan](#) was updated identified opportunities to expand the amount and choice of housing in the community (e.g. Holiday Park, Boulder Junction). The 2010 update also affirmed the city's commitment to supporting the following goals:

- Local Support for Community Housing Needs;
- Preserve Housing Choices;
- Advance and Sustain Diversity; and
- Integrate Growth and Community Housing Goals.

In 2010, a [Housing Task Force](#) was formed to address a diverse range of subjects including new funding sources, inclusionary housing program policies, and land use tools to facilitate market rate affordable housing. While the work of the Task Force was significant, the members were ultimately not able to reconcile their various perspectives to fully support the recommendations in the report.

All these efforts combined are reflected in the number of new housing units constructed over the past decade (with the 20 percent affordable housing requirement). Staff is currently updating the Community Profile for 2014 that will show ten year trends in population, jobs, and housing. The updated profile will be provided at the meeting.

In 2013, Council recognized that the city's housing challenges require more than minor adjustments to current programs. The Comprehensive Housing Strategy is intended to take a broad look at housing from the perspective of land use and market-rate housing production. City Council held study sessions on [February 13](#) and [May 14](#) in 2013 to understand the current housing challenges and provide direction on the development of a strategy. In May 2013, Council affirmed a project purpose statement, key assumptions, and guiding principles. This one page document is Attachment A. Although the Comprehensive Housing Strategy will address a broad range of issues regarding the expansion and preservation of diverse, affordable housing choices in Boulder, the proposed focus is below.

### **CURRENT FOCUS**

Housing is the basic building block of high quality neighborhoods and a diverse community fabric of experiences, backgrounds and socio-economic levels. While progress has been made since the last Comprehensive Housing Strategy initiative, conditions have changed and a new strategy, built upon the current one, is needed to address current and future challenges. This effort will focus on a number of key issues, including:

- The shrinking of Boulder's economic middle (households earning \$65-150K annually) and how to create policies, programs and tools to influence this trend;
- The tale of two Boulder housing types: detached single-family homes are only affordable to the highest earners in Boulder, while attached homes, particularly condos and apartments, provide better affordability for middle income earners (though are less attractive to families);

- The growing number of households that work in Boulder, but live in the surrounding, more affordable communities;
- The shifting demographics and trying to understand how new housing preferences and needs will be met (e.g. millennials, seniors, single person households); and
- The challenge of limited land supply for new single-family homes and how to redevelop existing areas in ways that respond to the community’s evolving housing needs, are attractive to a diversity of household types, and support high quality, diverse neighborhoods that achieve city and community goals.

The first step in creating a Comprehensive Housing Strategy is identifying the wide range of potential policies and tools to address Boulder’s housing challenges. An initial draft list is included, as Attachment B, and includes suggestions from Council, community members and a list of tools from the 1999 Comprehensive Housing Strategy. This is a starting point for discussion.

To the greatest extent possible, the Comprehensive Housing Strategy will be integrated with the following strategic planning initiatives to ensure complimentary and logical outcomes that advance Boulder’s established sustainability initiatives and climate commitment:

- Transportation Master Plan;
- Economic Sustainability Strategy;
- Envision East Arapahoe;
- North Boulder Subcommunity Plan Update;
- Access Management and Parking Strategy; and
- RTD’s Northwest Area Mobility Study.

In particular, the Comprehensive Housing Strategy will inform areas of focus in the 2015 update of the Boulder Valley Comprehensive Plan.

**DRAFT PROJECT PHASES / COMMUNITY ENGAGEMENT:**

A basic project schedule is shown in Attachment C. An updated graphic showing more detail is in progress and will be available at the meeting.

**PHASE 1 – FOUNDATIONS FOR ACTION**

**Complete Foundations Work**

**January - May 2014**

An initial [Housing Market Analysis](#) was completed in May 2013. A more refined analysis is underway to understand who lives in our community, what types of housing products are offered in the market, and why individuals make certain housing choices. A survey was deployed in early 2014 and received over 3,000 responses. In addition, focus groups with seniors, in-commuters, and residents were conducted to provide additional insight into housing choices and reach a broader segment of the community. The final consultant product is national research on best practices to assist in developing a wide range of potential polices and tools. Based on this work, staff will draft a list of comprehensive policies and tools (Attachment B) and a set of project goals/evaluation metrics for use in the next phase.

**Selection of Early Wins and Opportunity Sites**

**January - May 2014**

City Council requested that staff identify opportunity sites for housing and “early win” projects in an effort to start making progress on the affordability challenge while the Comprehensive Strategy is in process.

Opportunity sites are specific parcels where the city could help facilitate the construction of needed housing in the near term. Staff is working on an analysis to identify potential sites and criteria to evaluate the potential for constructing innovative housing types in the near term.

“Early wins” are policies or tools that could be implemented with a low level of controversy and have an impact in providing additional housing opportunities in the city. Similar to opportunity sites, staff is working on an analysis prior to the May 27 Council Work Session and will seek community input in early May.

Community Outreach – review foundations work, initial list of potential policies and tools, and project goals. A project kick-off event will occur in May and will be combined with other city efforts. Staff is also exploring options for a design competition in cooperation with area schools to help design opportunity sites. Inspire Boulder will be used to start an online community conversation about the policies, tools, goals, opportunity sites, and “early wins.”

## **PHASE 2 – STRATEGIC DIRECTION**

### **Identify Wide Range of Policy and Tool Options**

**May - September 2014**

In June, staff proposes forming discussion groups to explore creative solutions to the affordable housing challenges. These groups will be comprised of stakeholders in various focus areas. The nature and composition of these discussion groups will be informed by the foundations work, but the approach is to hold an opening symposium with guest speakers to provide an outside perspective and inspiration. Each work group will commit to meet 2-3 times over the summer to review and evaluate potential policies and tools specific to their focus. A final symposium will be held in September to bring discussion groups together to share insights and findings.

At the same time, staff will refine the list of potential policies and tools and analyze them against the project goals and evaluation metrics. This is a “bang for your buck” analysis that will emphasize what level of effort is necessary or which actions or combinations of actions are needed to achieve the project goals.

Community Outreach – review policy and tool options with “bang for your buck” analysis. Start prioritization. The discussion groups and symposiums will be the primary community engagement tool supplemented with Inspire Boulder and continued outreach to specific stakeholder groups to start identifying community priorities for action.

### **Identify Community Priorities for Action**

**September - December 2014**

Staff will prepare a draft Comprehensive Housing Strategy describing the results of the policies and tools evaluation and propose an initial list of short, medium, and long term actions to propose to Council in December. Included in the report will be a summary of community input and how that input shaped the contents of the strategy.

Community Outreach – prioritize policies and tools for Council consideration. With all the previous engagement activities, community priorities will emerge and be summarized in a draft strategy for community review on the web (Inspire Boulder) and at community meetings and other venues.

## **PHASE 3 – STRATEGIC ACTION**

### **Council Acceptance of Strategy and Direction on Early Implementation**

**December 2014 - February 2015**

Staff will revise the draft Comprehensive Housing Strategy based on community input from the previous phase and City Council will hold a public hearing.

City Council Hearing in February 2015 – acceptance of strategy with short, medium, and long term actions.  
Council will also provide direction on 2015 work plan priorities related to affordable housing.

#### **PHASE 4 – ON-GOING MONITORING, RELECTION, and ACTION**

As strategic priorities are acted upon, an ongoing process of monitoring outcomes and conditions in addition to engaging key partners and stakeholders will help inform periodic discussions with council regarding next-step priorities and strategic course corrections.

#### **NEXT STEPS:**

**April 1, City Council** – Council will provide direction on the process, public engagement, and list of potential policies and tools.

**May Community Outreach** – review all the foundations work, help identify potential policies and tools, provide input on opportunity sites and “early wins”.

**May 27, City Council Study Session** – Council will review all the foundations work and select opportunity sites and “early wins” for further analysis.

For more information, please contact Jay Sugnet at [sugnetj@bouldercolorado.gov](mailto:sugnetj@bouldercolorado.gov), (303) 441-4057, or [www.bouldercolorado.gov/pages/comprehensive-housing-strategy](http://www.bouldercolorado.gov/pages/comprehensive-housing-strategy).

#### **ATTACHMENTS**

- A. Council endorsed project Purpose Statement, Key Assumptions, and Guiding Principles
- B. Draft project schedule
- C. List of potential policies and tools

**ATTACHMENT A:****Council endorsed project Purpose Statement, Key Assumptions, and Guiding Principles****Purpose Statement**

Define priorities and goals for the expansion and preservation of diverse, affordable housing choices in Boulder and to identify specific programs and tools to address them in a manner consistent with the community's social, economic and environmental sustainability principles.

**Key Assumptions**

1. The strategy will build upon Boulder's existing policy context, retaining or potentially expanding current affordable housing goals and programs (e.g., Inclusionary Housing, annexation community benefit, dedicating local and federal funds, 10 percent goal).
2. There are no solutions to Boulder's affordability challenges. Demand to live in Boulder will always outstrip the housing supply. However, there are opportunities to respond more effectively and the situation can be improved.
3. The strategy will not focus on the needs or desires of higher-income households because the market is already meeting those needs.
4. It is too late to preempt or significantly address Boulder's loss of affordable detached single-family homes. There is not enough land to add the necessary supply, nor are there the financial resources to provide the necessary subsidy to a large enough number of middle-income households. The strategy therefore may take into consideration the provision of new single family detached homes but it will not be a main focus.
5. Any expansion of housing opportunities will require expanding the housing supply. However, the strategy will only consider land in the city's service area (Areas I and II) and the Area III Planning Reserve.
6. Given constraints on available land, increasing the supply of housing will require continued consideration of strategies to increase supply through infill and redevelopment. This is an approach the city has used in the past and can continue to use effectively.
7. The exploration of any new housing opportunities will integrate and reflect Boulder's commitment to sustainability by considering location, efficient use of land, transportation connections, energy efficiency and context-sensitive design.

**Guiding Principles**

1. Create great neighborhoods *and* new housing opportunities.
2. Continue and strengthen policies and programs that support those in need.
3. Expand housing choice for middle-income households.
4. Consider the regional context as well as area-specific conditions.
5. Be willing to have candid conversations, and to try new things.
6. Create new forms of partnership to deliver housing that meets community goals.
7. Develop an ongoing strategic planning approach, not "a plan."

ATTACHMENT B: **DRAFT** PROJECT SCHEDULE  
**COMPREHENSIVE HOUSING STRATEGY**

3/14/2014

**DRAFT**

**PHASES**

**Complete Foundations Work**

Create initial list of policies and tools, update population/employment/housing trends, finish housing choices survey, best practices research, and set goals to evaluate policies and tools

**Selection of Opportunity Sites and Early Wins**

Screen opportunity sites and e"arly wins" for Council consideration

**Explore Wide Range of Policy and Tool Options**

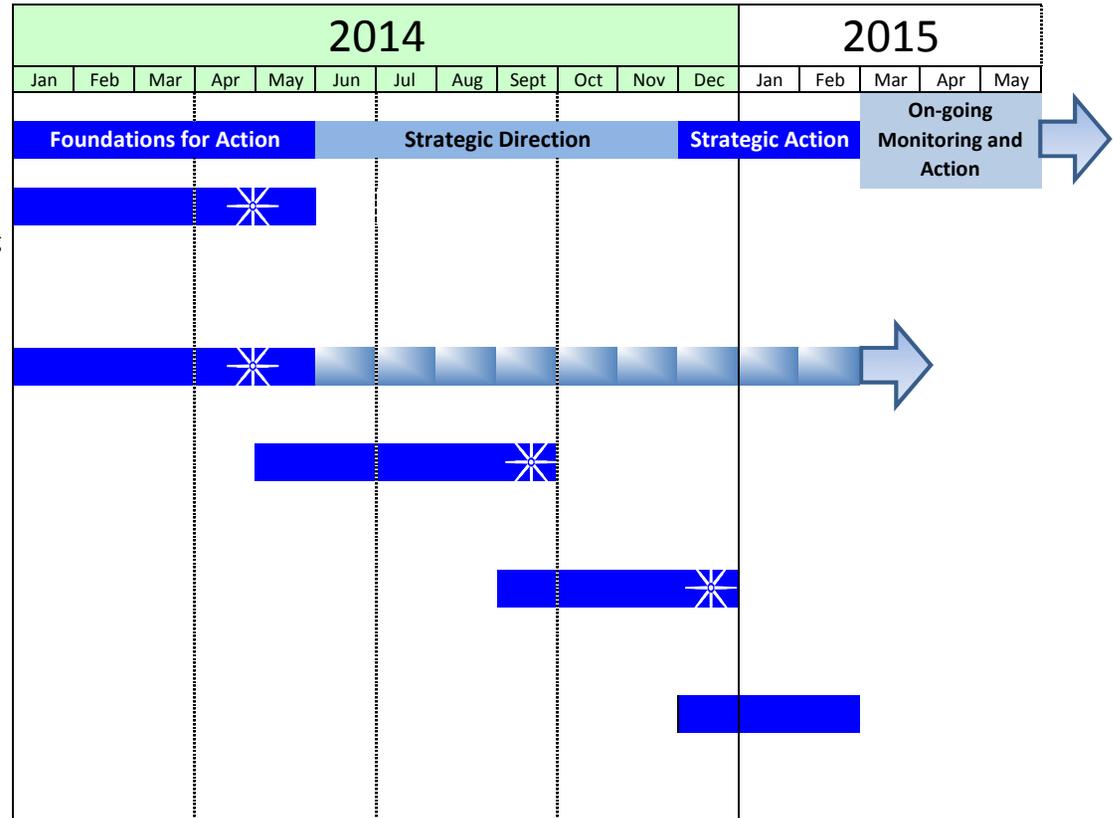
Refine toolkit of policies and tools, conduct "bang for buck" anlysis, and form dsicussion groups on specific topics

**Identify Community Priorities for Action**

Create a prioritized list of potential policies and tools for the short, medium, and long-term

**Council Action on Strategy AND Direction on Early Implementation**

Prepare a draft report for public review and comment and create a 2015 workplan to pursue Council priorities



**Planning Board**

△  
3/20

△

△

**City Council**

△ △  
Matter: SS  
4/1 5/27

△  
Study Session  
12/9

△  
Hearing  
2/10

**Community Engagement Milestone**

✱

✱

✱

## Attachment C:

## List of Potential Policies and Tools - DRAFT

3/14/14

This list builds upon ideas generated by City Council, the community, and *A Tool Kit of Housing Options*, which was completed as part of the 1999 Comprehensive Housing Strategy. Ideas were also added based on the preliminary findings from the 2014 Boulder Housing Choice surveys and resident focus groups conducted in January and February.<sup>1</sup>

The list is a starting point for discussion. Over the spring and summer, the Comprehensive Housing Strategy will continue to add to the list and evaluate the policies and tools against project goals and metrics.

1. **Encourage/remove barriers for new housing types.** The market currently does not support housing types that may be desirable in Boulder. Ideas include Portland's courtyard housing, Austin's Ally Flats, and micro units.
2. **Housing prototypes.** This tool helps the community gain comfort with housing products to which they are unaccustomed before they are presented as part of an actual development. These prototypes could be developed as part of a design competition.
3. **Expand downpayment assistance.** The city currently has two programs to assist low and moderate income buyers with downpayments and closing costs to purchase a home (grants and soft loans).
4. **Expanding Section 8 voucher options.** Develop local incentives for landlords to participate in Section 8 voucher programs. Other tools include participating in HUD's Fair Market Rent (FMR) demonstration program, which allows higher FMRs based on zip codes and passing a city ordinance that makes Source of Income (including Section 8) a protected class (i.e., prevents landlords from refusing to accept Section 8 tenants).
5. **Expand programs for special populations housing.** Special populations include those people with disabilities, the chronically mentally ill, and homeless individuals and families. These groups are often included in the very-low income group and have higher rates of poverty.
6. **Voluntary Rent control.** Rent control is currently illegal in Colorado. An alternative is to enter into voluntary agreements with developers to encourage the construction of permanently affordable rental units on site mixed in with the market rate units. This will require the city to provide an incentive to the developer.

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<sup>1</sup> Survey analysis is currently in process. Full results will be available in early April.

7. **Development bonus for higher levels of Permanently Affordable housing.** Provide developers with an incentive to go above and beyond the current Inclusionary Housing requirements by providing a bonus for additional market rate units. This tool has been used successfully in Boulder Junction and Holiday.
8. **Waive taxes, fees, or requirements.** Explore property tax abatement programs, exemptions from development requirements (parking, open space, inclusionary zoning), and PIF waivers for specific types of housing projects that achieve specific city goals.
9. **Modifications to ADU/OAU ordinance.** Minor or major code changes to make accessory dwelling units easier to site and build.
10. **Rental coop ordinance.** Modify parking and open space requirements, and occupancy limits to allow certain types of rental cooperative housing, including informal situations where 3-4 seniors could reside together in a single family home.
11. **Encourage more co-housing, mutual housing and cooperative housing.** Co-housing is an ownership based land use type that provides individual dwelling units, both attached and detached, along with shared community facilities.
12. **Occupancy Limits.** The number of unrelated persons who may occupy a dwelling unit is limited to three or four unrelated persons depending on the zoning. This tool would raise or eliminate the limit.
13. **Regulatory burdens.** Examine real or perceived barriers that development regulations, rehabilitation fees, and review processes create in the development of new housing.
14. **Size restrictions.** Explore incentives (such as graduating development fees, continuing to encourage smaller housing units through the Growth Management System) and disincentives to building very large units (such as requiring a TDR, graduating development fees). This tool also suggests disincentives to discourage major expansions of existing smaller homes which today provide a supply of relatively moderate-priced housing.
15. **Require visitable housing as part of new development.** Visitable housing is designed for people with limited mobility, including those in wheelchairs and those with hearing or vision impairments.
16. **Home rehabilitation.** Home rehabilitation loans are provided by the city to low and moderate income households for the purpose of making code and safety repairs. Use of this tool could include an increase in the amount of money available for loans, or a change to the program criteria to allow loans to moderate-income and high/moderate-income households wishing to modernize their homes.
17. **Rezoning**

- a. Similar to Boulder Junction and the Holiday Neighborhood, identify aging apartment complexes, underutilized commercial properties, and other larger potential projects for future housing (e.g. airport).
  - b. Identify additional housing opportunities along transit corridors, in commercial centers, or industrial areas (e.g. Envision East Arapahoe).
  - c. Consider partial or full development of the Area III Planning Reserve for housing.
  - d. Identify opportunities for housing by converting rights-of-way.
18. **Prioritize and expand senior housing options.** This tool looks at ways to provide housing for the “downsizing” market, to increase the amount of senior subsidized housing and to identify specific vacant sites in Area II for senior housing. This tool could be coupled with infill redevelopment.
19. **Raise height limits.** Raising height limits selectively along transit corridors and commercial centers. Any changes to how height is regulated would require a charter amendment.
20. **Residential Growth Management System.** Boulder’s current Residential Growth Management System (RGMS) was designed to manage the rate of residential growth to less than one percent annually. Exemptions have been added over the years for mixed use and affordable housing. Revising or eliminating this tool would be explored.
21. **Create artist housing communities.** Provide affordable rental units for artists.
22. **Expand existing housing unit purchase program options.** Public funds are used to purchase existing housing units by the city or a nonprofit organization for resale or for rental to low- or moderate-income persons.
23. **Employer assisted housing.** Employer-assisted housing can take a variety of forms, from direct assistance to employees for rent, mortgage subsidies, and/or downpayment assistance.
24. **Equity pool program.** Shared equity or equity pool programs offer prospective home owners downpayment assistance plus a proportionate share of future equity.
25. **Land trust.** A Community Land Trust (CLT) is a type of non-profit housing organization that maintains ownership of the land in perpetuity but leases it to the residents who own homes on the leased land.
26. **Land banking.** Land banking is a program whereby land is acquired by a division of government or nonprofit with the purpose of developing affordable/workforce housing or engaging in revitalization activities. After a holding period, the land is sold to a nonprofit or private developer, often at a price lower than market, who agrees to the land use conditions (e.g., creation of affordable/workforce housing).

27. **Linkage program.** A non-residential linkage program would require that new non-residential development provide a certain amount of housing. Housing units could be built on or off-site from the employment, or a fee could be paid in lieu of providing housing.
28. **Mobile home parks.** This tool suggests continuing efforts by the city or non-profit housing corporations to purchase existing mobile home parks. The identification of a new site for a mobile home subdivision and examining the code for impediments to the upgrading of existing older parks.
29. **Reverse mortgages.** This tool proposes the expansion of a program which provides equity to a homeowner, usually elderly, in a lump sum or monthly payments, based on the equity value of their home. It is used in cases where elderly homeowners might wish to remain in their homes but need additional financial assistance
30. **Green mortgages.** “Green” mortgages allow mortgages for homeowners who can demonstrate low transportation costs.
31. **Student and university housing.** This tool calls for increased housing for university students, faculty and staff, both on- campus and off-campus. On-campus housing would be constructed on university-owned sites. New off-campus housing would occur in locations close to the campus through redevelopment and/or rezoning of appropriate sites.
32. **Regional solutions.** The availability of affordable housing has become an increasing concern throughout the county and the region. A regional approach to meeting affordable housing needs may be required. With more and more workers commuting farther distances between home and work, increased traffic and congestion has become a greater concern. This tool includes continuing a regional county-wide dialogue on affordable housing and the associated regional transportation solutions.

**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM**

**MEETING DATE: March 20, 2014**

**AGENDA TITLE:**

**Envision East Arapahoe:**

**East Arapahoe Plan and Sustainable Streets & Centers—Scope and Approach**

**REQUESTING STAFF:**

David Driskell, Executive Director, Community Planning & Sustainability (CP&S)

Susan Richstone, Deputy Director, CP&S

Lesli Ellis, Comprehensive Planning Manager, CP&S

Kathleen Bracke, Go Boulder Manager, Public Works Transportation

Sam Assefa, Senior Urban Designer, CP&S

Micki Kaplan, Senior Transportation Planner, Public Works Transportation

Jeff Hirt, Planner II, CP&S

Marcy Cameron, Planner I, CP&S

**OBJECTIVE:**

Provide an update on the Envision East Arapahoe project and receive feedback from Planning Board on the following topics:

1. The scope of work and timeline for 2014
2. Project issues/opportunities and constraints, and
3. Approach and ideas for developing the project vision

## **BACKGROUND**

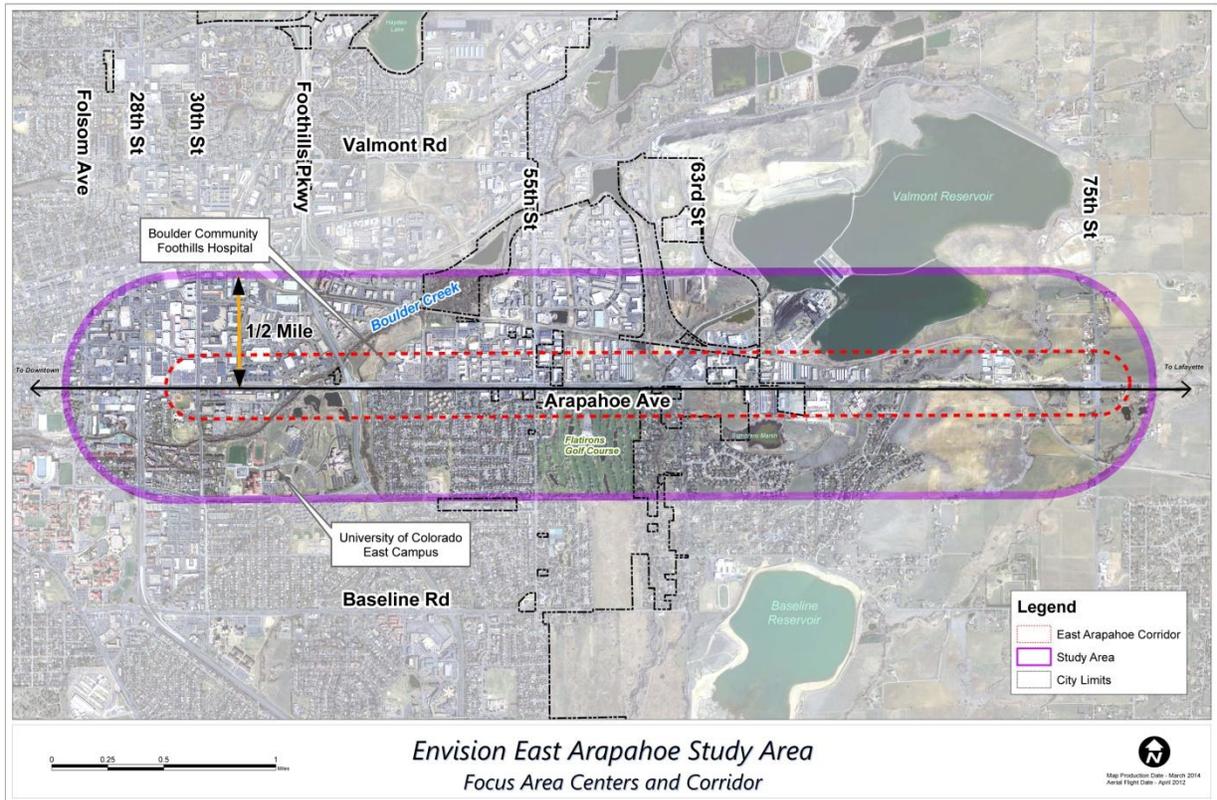
### **Project Purpose**

During the work plan discussion in January 2013, City Council indicated a desire to conduct a planning effort in the East Arapahoe area, primarily precipitated by the expansion of Boulder Community Hospital, other imminent land use changes, and desire to improve the urban form and land use mix, and strategies noted in the Economic Sustainability Strategy (ESS).

Additionally, in 2013 the city completed an existing conditions inventory for this corridor, including analysis of the street network and site design characteristics through the Sustainable Streets and Centers (SS&C) project. SS&C focuses on the urban design aspect of the streets and centers/districts to implement the community design/sustainable urban form policy section to the Boulder Valley Comprehensive Plan. The next stage of SS&C has been integrated with the East Arapahoe planning effort and proposed to be called “Envision East Arapahoe.” This effort will define a vision for the corridor’s future, support Arapahoe Avenue’s role as a major transit corridor, lead to appropriate tools to help shape urban form, improve the quality of the street and its centers, and lead to specific near and long term implementation tools such as guidelines or a “pattern book,” and/or possible changes to the land use code.

## Study Area

The project study area likely will be the length of East Arapahoe Avenue from Folsom Street to 75<sup>th</sup> Street and quarter mile wide on the south side and half a mile wide on the north side, incorporating the adjacent industrial areas and enclaves.



*Figure 1: Study Area Draft*

## Approach

Envision East Arapahoe will model the expedited, focused, and action-oriented planning approach described by City Council and Planning Board with the term “Area Plan Lite.” Staff will work with the community to swiftly produce a **visionary, data-driven plan and set of actions. The plan will demonstrate cross-cutting goals, near-term solutions and longer term actions.**

The plan will contain a vision and a clear set of guiding principles, as well as next steps underpinned by visualization and scenario development. It will not contain the full level of detail that a typical area plan would include. However, the process should demonstrate how the city can effectively and quickly identify potential redevelopment areas and weigh choices about policy options, services, infrastructure investments, and feasibility.

Scenario development uses indicators or evaluation criteria as the basis for creating and evaluating choices and will allow the community to collaboratively discuss and adjust future scenarios. Indicators might address factors such as:

- redevelopment potential
- carbon emissions

- building energy use
- transportation, multi-modal connectivity, bicycle, pedestrian, and transit access
- housing mix and affordability
- urban design
- water consumption
- parks (or other services or amenities) per capita
- impervious surface
- infrastructure costs and return on investment
- jobs-to-housing ratio

This month, the city will issue a Request for Proposals (RFP) to hire a firm (or firms) that will support the scenario building, analysis, and visualization aspects of the project.

### Background – Inventory, Issues and Opportunities

A description of issues and opportunities is included as **Attachment A**. Additionally, draft maps illustrating zoning and land use, transportation, natural resources, facilities, and other existing conditions are available [here](#). (The SS&C Phase 1 Inventory work is located [here](#). Staff also is completing resource inventory work, such as a more thorough understanding of redevelopment potential of parcels, ownership patterns, current development proposals, existing zoning and standards (i.e., parking, use standards), service patterns and areas lacking services, and other factors. This information will be available in April 2014.

Some of the opportunities identified for the project are:

1. Establish a vision for the street (i.e., what type of “complete street”?) and the use and form of the built environment along it (i.e., uses, location of “centers” and their connection? How do people interact and get access?)
2. Retrofit parts of the corridor into more healthy, vertical and horizontal mixed-use, compact and connected place(s) and brand these places.
3. Improve multi-modal transportation including local/regional transit, Bus Rapid Transit (BRT), auto, pedestrian and bicycle connections (especially across Arapahoe Avenue), and align transportation and land use goals.
4. Connect this part of the city more strongly with downtown and other areas (i.e., CU and Boulder Junction) and expand sustainable transportation options for employees and residents, through changes to the street and with tools such as EcoPass.
5. Identify places for workforce housing and healthy, walkable, and complete neighborhoods, helping to alleviate Boulder’s in-commuter pressure.
6. Identify locations for hospital growth and adjust to accommodate changes in land use.
7. Address annexation of unincorporated industrial and residential properties.
8. Incorporate CU’s new vision for East Campus and connections to Arapahoe.
9. Integrate this project with follow up to the Primary Employer Study and Economic Sustainability Strategy.
10. Coordinate with flood mitigation planning south of Arapahoe Avenue and on the Flatirons Golf Course.
11. Identify potential for pocket parks, urban agriculture, increased tree canopy, reduced heat island effect, cultural amenities, food carts, art, etc., and build on cultural and community assets already present.
12. Reduce carbon emissions, increase energy efficiency and reduce operating costs.
13. Incorporate low impact development stormwater techniques, improve water conservation and address green infrastructure.

## Timeline

Staff has been developing a scope of work and timeline for the project. (See [Attachment B](#).) The project is envisioned as having three major phases: (1) Inventory (*currently underway*), (2) Vision and Scenarios (*April through August*), and (3) Action Planning and Implementation (*September through December*).

## Engagement Process and Stakeholders Interviews

The project encompasses a large and varied area of the City of Boulder with many segmented and complex stakeholders, communication and engagement are important to success. Engagement for Envision East Arapahoe will be broad-based, inclusive, transparent, and accessible for all, using some of the successful techniques employed during the Civic Area project. It also will be targeted to the specific businesses and employees, property owners and residents along the street. Parts of the outreach may revolve around day-time events and online/social media techniques.

The stakeholders proposed for interviews and interview questions are located in [Attachment D](#).

The first major workshop for the public will be in May or June. It will include design visualization and character preferences. The scenario building workshop will occur later in the summer or early fall. ([Attachment B](#) contains additional information about community engagement.)

## JOINT BOARD FEEDBACK FROM DECEMEBER 2013

In late December, the Planning Board, Transportation Advisory Board, and the Boulder Design Advisory Board met together to review the first phase of the SS+C Inventory and the approach to the East Arapahoe Project. Following is a summary from that session. The proposed scope of work, timeline, and visioning approach reflects input received.

### SS+C Phase I Inventory

- Define a broader vision for project first.
- Phase I report is good, but it is light in some inventory areas and some recommendations are premature.
- Identify “centers” and what needs to be connected. Centers might take many forms and scales (i.e., coffee carts or food trucks).
- Reference transportation opportunity -- Arapahoe as a BRT link.
- Note opportunity to coordinate land use patterns with CU.
- Development along the edges of the corridor – along the street.
- Map less tangible items (i.e., cultural assets)
- Link walkability goals of SS+C with other initiatives (i.e., ADU test area)

### Approach to East Arapahoe

- Analyze existing zoning, including barriers to desired development patterns, such as excessive surface parking and explore whether rezoning some areas would be appropriate (i.e., rezone perimeters for multi-use and leave the neighborhoods intact OR allow for more residential development, high density between Boulder Junction and CU., OR consider whether residential mixed use may not be feasible in some areas along East Arapahoe
- Identify opportunities for 20 minute walkable commercial areas.
- Identify/map employment centers, cultural amenities, areas lacking service and multi-modal transportation connections.

## Combined Projects' Next Steps

- Issues for East Arapahoe Planning and SS&C are similar – combine.
- Establish the vision first.
- Avoid using labels such as “activity centers.” Branding should be engaging and exciting (i.e., “spines” instead of “corridors,” “Boulevards” instead of “streets”)
- Public engagement important; involve variety of stakeholders (i.e. commuters, employees, etc.)
- Develop tools to help visualize and engage the public, such as 3D representations, pattern books, form-based zoning, visual preference, design guidelines, etc.
- Conduct zoning analysis, especially on East Arapahoe
- Identify low hanging fruit for the short-term as well as longer term visionary items.
- Look at other successful “best practice” examples of street retrofit regionally and nationwide (i.e., Colfax)
- Integrate with 20 min neighborhoods and housing and use Walk Score to identify potential centers.

## Establishing the Vision

Staff will work with Planning Board at the March 20 meeting to begin the discussion about what type of inspired vision and type of street and centers East Arapahoe should become.

**Attachment C** contains some questions and draft vision ideas for the discussion. Staff is preparing base maps for discussion about character areas.

## Project Next Steps

|                 |  |
|-----------------|--|
| April 2014:     | Check in with Transportation Advisory Board (4/14) and Design Advisory Board (4/16)      |
| April 15, 2014  | Council IP with scope of work and schedule   |
| May 27, 2014    | City Council study session regarding issues, draft scope, feedback from workshop, vision |
| Early June 2014 | Launch public workshop with speakers and focus on vision/visualization                   |
| Summer 2014:    | Return to Boards and Commissions to work on scenarios                                    |

## ATTACHMENTS

- A – Issues and Opportunities and Inventory Maps
- B – Draft Scope of Work and 2014 Timeline
- C – Draft vision ideas
- D – Stakeholder list and interview questions

## **Envision East Arapahoe –Issues and Opportunities**

**Work in Progress – 03/14/14**

### **INTRODUCTION**

#### **Map Inventory**

A link to all maps can be found [here](#).

**Map 1: Subcommunity and Area I, II and III Boundaries**

**Map 2: Land Use**

**Map 3: Schools, Parks, and Open Space**

**Map 4: East Arapahoe Area Transportation Network**

**Map 5: Transit**

**Map 6: Zoning Districts**

**Map 7: City 100 Year Floodplain and Regulatory Wetlands**

**Map 8: Recent Annexation History**

**Map 9: Transportation Travel Time and Traffic**

#### **Other Maps to be added:**

- Current Development Activity and Proposals
- Cultural Assets
- Property ownership
- Redevelopment potential
- Walk Score/Neighborhood access maps

### **ISSUES AND OPPORTUNITIES**

**The plan scope may be based on some or all of the following issues and opportunities:**

**1. Area has the Highest Potential for Growth and Change in the City**

**Issue:** Based on existing zoning, East Boulder (north of Arapahoe Avenue) has the highest potential in the city for adding a significant number of new jobs (14,000+) and new residential units in Boulder Junction (1,300+). During the 2010 BVCP update, participants identified this part of East Boulder as the highest priority area to plan for future change. The single-family neighborhoods on the south side of East Arapahoe Avenue less likely to change.(See **Map 6: Zoning Districts**)

**Opportunities:** The plan process will allow exploration of the land use mix along the corridor to provide for a range of business and housing opportunities, and higher intensities in certain redevelopment locations along Arapahoe Avenue may be appropriate. New neighborhood centers could evolve out of transformative redevelopment plans along or near the corridor. For instance, the commercial center on the north side of 55<sup>th</sup> Street and Arapahoe Avenue could evolve into a better functioning neighborhood center with a mix of uses and improved access for residents and employees (i.e., improvements to the pedestrian, bike and transit networks

with “main street” nodes off of Arapahoe Ave.). The plan may identify new smaller centers as well.

2. **Area has Potential for Transformational Change to Meet Community Goals for Complete Streets and Walkable Districts/Neighborhoods**

*Issue:* East Boulder was mostly built post-WWII, when streets and sites were designed primarily around the automobile and planning and zoning promoted superblocks and low density. Consequently, buildings are set back from streets behind large parking lots; and sidewalks, bus stops, and bicycle lanes are secondary both within the right-of-way and on private adjacent lands and do not meet the overall BVCP values and sustainability framework. Designated neighborhood commercial centers (shown at 2-mile+ intervals along the corridor as designated in the BVCP) are not truly mixed use or walkable.

*Opportunities:* East Boulder, or parts of the corridor along East Arapahoe Avenue, could transform into more healthy, mixed-use, connected place(s) better served by a multi-modal transportation to improve livability and economic vitality while also lowering GHG emissions and achieving other sustainability framework goals. The SS&C analysis identified some of the specific opportunities.

3. **Major Primary Employment Center, but with “Tired” Buildings and Lacking Amenities**

*Issue:* The 2012 Primary Employer Study identified the East Arapahoe area as one of three centers for primary employers, accounting for 44 percent of the city’s existing primary employers and more than 21,000 jobs.<sup>1</sup> Much of the land along the north side of East Arapahoe is planned and zoned for industrial uses. Preserving land for job centers will be important as the city considers needs for housing and other uses. The study also notes that many of the employers and workers believe the area lacks day-time amenities, such as restaurants, walking trails, and daily retail services. This encourages Single Occupancy Vehicle (SOV) travel both for the work commute and trips during the day to meet these needs. Service Industrial, a critically needed land use in the city, is also located throughout the area.

*Opportunities:* Incorporate strategies established in the city’s Economic Sustainability Strategy into Envision East Arapahoe where appropriate along the corridor.

4. **The Foothills Campus Hospital will Spur Medical-Related Growth**

*Issue:* In 2014, Boulder Community Hospital (BCH) Foothills campus is opening new primary and acute care facilities along East Arapahoe Ave. BCH anticipates this will spur relocations of medical and dental offices from the North Broadway area. The city does not know how much demand for space will occur over time but anticipates that initial demand can be absorbed into office parks near the hospital with potential medical office rezoning or redevelopment in the future. The project webpage includes additional background information.

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<sup>1</sup> **Primary employers are primary drivers of the city’s economic health. They bring new money into the local economy and export goods and services and they support secondary employers, such as restaurants and banks.**

*Opportunity:* The plan could identify locations for hospital-related facility growth and necessary adjustments to the land use code.

5. **Area Could Address Housing Needs and Provide New Neighborhoods**

*Issue:* The Comprehensive Housing Strategy may identify new locations that are appropriate for housing; however, the plan must account for the balance of industrial/employment needs and market demands while creating livable, vital places for residents.

*Opportunity:* Address possible redevelopment opportunities for new workforce housing and walkable, healthy, complete neighborhoods to alleviate Boulder’s in-commuter pressure and provide more places for Boulder’s workforce to live in closer proximity to work.

6. **CU Expansion Plans: Transportation Master Plan | University of Colorado East Campus Vision and North Boulder Creek Master Plan**

*Issue:* The University has established a new East Campus Vision to eventually integrate with the main campus through similar densities, facility design, housing, and connections through walking, biking and transit as the primary transportation modes. Additionally, the city and CU are working together on the CU East Campus Connections project to advance “complete streets” and integrate connections between East Campus, Main Campus and Williams Village as well as with adjoining areas of the city. These efforts may identify new and enhanced connections needed for near- and long-term east campus expansion and are included as part of the Transportation Master Plan Update. Funding and expansion will be incremental over a multi-decade horizon. Also, in November 2013, CU began a new master plan for the North Boulder Creek area (45 acre site located south of Arapahoe, between Folsom and 17<sup>th</sup> Streets).

*Opportunity:* Incorporate the new vision for East Campus and North Boulder Creek area into the city’s planning efforts, and ensure the university’s work supports the evolving vision of adjacent city neighborhoods and districts. The city will expand its SS&C work in 4<sup>th</sup> Quarter 2014 to focus on Colorado Boulevard and 30<sup>th</sup> Street.

7. **Area Lacks Connectivity and has Mobility Barriers between Existing Neighborhoods and Housing, Businesses, Parks, and Other Facilities**

*Issue:* The street and trail network in the area is based on large blocks and major arterial streets, and is not as well connected or gridded as the west side of Boulder. This is in part due to a number of natural features and built barriers (e.g., Boulder Creek, Railroad, etc.). East Arapahoe Avenue is a state highway and has high speeds, is noisy, and in many places particularly inhospitable to pedestrians and bicyclists to cross or travel along the road. The implementation and funding of new and improved connections will be challenging due to private property issues and existing development. Additionally, neighborhoods south of Arapahoe Avenue are not well connected to the street network, neighborhood centers, or facilities or trails to the north.

*Opportunities:* The plan can explore and identify improvements and implementation for all modes of travel (i.e., bike, walk, bus, and auto) and modal priority, enhance local and regional transit, support regional Bus Rapid Transit (BRT), and implement access and parking management strategies. The plan should focus on improving mobility options to, through, and

across Arapahoe at frequent intervals while providing safe and convenient connections to key destinations such as Boulder Junction, CU East Campus, Boulder Community Hospital, downtown, 29<sup>th</sup> Street retail, area and Boulder County areas to the east. Where natural features exist, they represent an opportunity to evaluate whether these should be integrated into the urban design, avoided to protect ecological values as plant and wildlife habitat, or enhanced to improved ecological health.

**8. Arapahoe Avenue is a Primary Commuting Corridor to/from East Boulder County**

*Issue:* The Arapahoe corridor is an important east/west transportation corridor for employees working in Boulder and living in adjacent, growing communities like Erie and Lafayette. The vast majority (more than 80 percent) commute via single-occupant vehicles.

*Opportunities:* The plan can identify how to expand sustainable transportation options or make them more attractive to in-commuters (e.g., bus, bike). Additionally, the plan can consider opportunities such as EcoPass expansion for employees and residents in the area. There is potential for East Arapahoe Avenue to be designated as a future Bus Rapid Transit (BRT) corridor, pending the outcome of the Northwest Area Mobility Study (NAMS) and/or the TMP Update in summer 2014.

**9. Area is within Boulder and South Boulder Creek 100-Year Floodplain and has Flood Hazards and Community Valued Wetlands**

*Issue:* Many properties in the area lie within the Boulder and South Boulder Creek 100-year floodplain. The city's interest in prohibiting development in areas of flood hazard and in protecting the community and ecological values of wetlands limits the degree land can be developed for other uses. A number of properties and businesses were affected during the September 2013 floods, and the city is working on floodplain mitigation for South Boulder Creek. Wetlands are a natural resource that lend open space and other community values to the project area.

*Opportunities:* Understand the constraints and resource opportunities of the area and coordinate with flood mitigation planning, which may include flood mitigation south of Arapahoe Road and coordination with the golf course. (See **Map 7: 100 Year Floodplain and Regulatory Wetlands.**)

**10. The Area has a Patchwork of Unincorporated Properties**

*Issue:* On the eastern edge of the study area, properties are a patchwork of incorporated and unincorporated lands. Along East Arapahoe, approximately 40 non-residential properties in Area II are unincorporated and are currently provided city water and sewer service through out-of-city utility agreements. (Note: The East Arapahoe Area II Study completed in 2013 provides technical analysis on these properties that the county asked the city to evaluate.) Several properties eligible for annexation and redevelopment have been in contact with the city or have a formal application in review. Additionally, the rural residential properties along Cherryvale Road and Old Tale Road are also a blend of unincorporated/incorporated lands, and many are located in the floodplain. Some have out-of-city utility service, while others have septic and well systems that were damaged substantially during the floods and need replacement, and the city

has been exploring annexation packages with property owners.

*Opportunities:* The plan may address annexation of developed but unincorporated industrial properties and may address annexation issues related to the residential properties. (See **Map 8: Recent Annexation History**)

## 11. Area Facilities and Services

### A. Limited Parks, Open Space, Trails and Golf

*Issues:* Boulder's only public 18-hole golf course lies along East Arapahoe Avenue. It is a recreation destination along with the adjacent special event center. The event center is aging and was damaged during the 2013 flood, and some desire to see the facility replaced. The East Arapahoe Area also contains the Stazio athletic fields and Valmont Butte, and is in close proximity to Valmont Community Park, however these facilities are not particularly well connected to neighborhoods or business parks. Although there is not a large amount of OSMP lands in the corridor, much of the open space in the area provides facilities for visitor access and enjoyment (e.g., Boulder Creek and South Boulder Creek Paths). Some other areas are set aside to protect natural resources (Cottonwood Grove, Hospital wetlands/riparian area). (See **Map 3: Schools, Parks, and Open Space.**)

*Opportunities:* There may be potential for smaller neighborhood or pocket parks to serve employment areas and opportunities for connections between parks and other designations.

- B. **Water and Sewer Service** – The area has a mix of public water and sewer, out of city sewer, as well as some properties with wells and septic systems. More work is necessary to understand the utilities issues in relation to annexation.
- C. **Public Safety** – Service provision for fire, public safety and EMS are addressed through mutual aid agreements in the area. These issues and services should be further analyzed to determine if the current level of service is adequate and whether any underlying issues exist.
- D. **No Schools in East Boulder** – There are no schools north of Arapahoe Avenue and east of Foothills Parkway. This should be considered if new housing is added to the area. (See **Map 3: Schools, Parks, and Open Space.**)
- E. **Other Issues and Opportunities for Possible Analysis** – Energy use, communications, other green infrastructure such as green streets, urban agriculture, eco-districts and other districts, defining gateways and visual character, etc.

# Attachment B1: Envision East Arapahoe – Scope of Work

## A Place for People

(■ indicates possible need for consultant support)

### 1—Inventory (through March)

**1.1—Project Definition**, and ongoing project management and coordination (Mar. 2014)

**1.2—Community Engagement Plan** (Mar. 2014) Community engagement and events will be ongoing throughout the project. (See detailed list below.)

**1.3—Existing Conditions.** Complete mapping inventory and other project inventory work (Mar. 2014)

**1.4—Issues/Needs, Opportunities, and Constraints** (April/May 2014)

- ■ (with GIS staff) Establish base model and input GIS data
- ■ Identify map-based opportunities and constraints
- Begin to identify opportunities for scenarios
- Market study?
- **Stakeholder Interviews**

*Phase 1 Deliverables: Project goals, Community Engagement Plan, Project Inventory, Opportunities and Constraints*

### 2—Vision and Scenarios (through August)

**2.1—Written/Illustrative Vision and Goals – How Bold Should the Vision Be?** (Mar – May 2014)

- Develop written and graphic project vision and identify character areas (Note: Some of the graphics may be developed in task 6 below.)
- ■ Identify criteria or indicators for comparing scenarios (e.g., carbon emissions, building energy use, connectivity, housing mix and affordability, water consumption, parks per capita, impervious surface, redevelopment potential, return on investment, infrastructure costs, transit access, jobs to housing ratio, and others)
- Develop Goal or Guiding Principles

**2.2—Corridor and Centers/Districts Visualization and Design Prototypes**

- ■ Develop character areas and library of prototypes (i.e., early model to test design and learn from) that include 2D and 3D graphics
- ■ **Workshop #1—Speakers, Co-Design and Visualization (June 2014)**

**2.3—Future Scenario Development** (scenarios including land use, transportation features, urban design and other considerations)

- Develop 3-4 scenario concepts (e.g., bubble diagrams, images, 3D graphics, and descriptions)
- Work with boards and commissions and stakeholders to generate ideas for scenario concepts
- ■ Develop detailed scenarios based on scenario concepts (including GIS-based model, maps, written description, 3D graphics, assumptions, etc.)
- ■ Present 3D visualization for each scenario, including street and design prototypes

#### 2.4—Scenario Analysis

- ■ Analyze scenarios using criteria and indicators developed during the previous task.
- ■ Present scenario outcomes using indicators
- ■ **Workshop #2—Scenarios (August/September 2014)**

#### 2.5—Preferred Scenario Directions, and Prototypes

- Illustrate and describe character and function for preferred scenario
- Apply preferred prototypes

*Phase 2 Deliverables: Vision and Goals, Criteria or Indicators for comparing Scenarios, Visualization and Design Prototypes... Visualization and Scenarios*

### 3—Action Plan and Implementation (through December)

**3.1—Draft strategies** to achieve preferred scenario action plan (what will it take? funding, partnerships, etc.)

- Identify and implement near-term actions (i.e., pilot projects, living laboratory, “easy” code changes).
- **Open House #3 (fall 2014)**

**3.2—Draft plan**

**3.3—Draft Design Implementation tools / Form based guide**

**Plan and guidelines adoption**

*Phase 3 Deliverables: Draft strategies, near-term actions, design implementation tools, plan synthesized*

Note: Scoping for 30<sup>th</sup> Street and Colorado Boulevard SS&C design work will follow the initial workshop for East Arapahoe Avenue.

#### **Community Engagement:**

Goals for engagement: Broad-based, inclusive, transparent, and accessible for all. **Also targeted to businesses and employees and property owners and residents.**

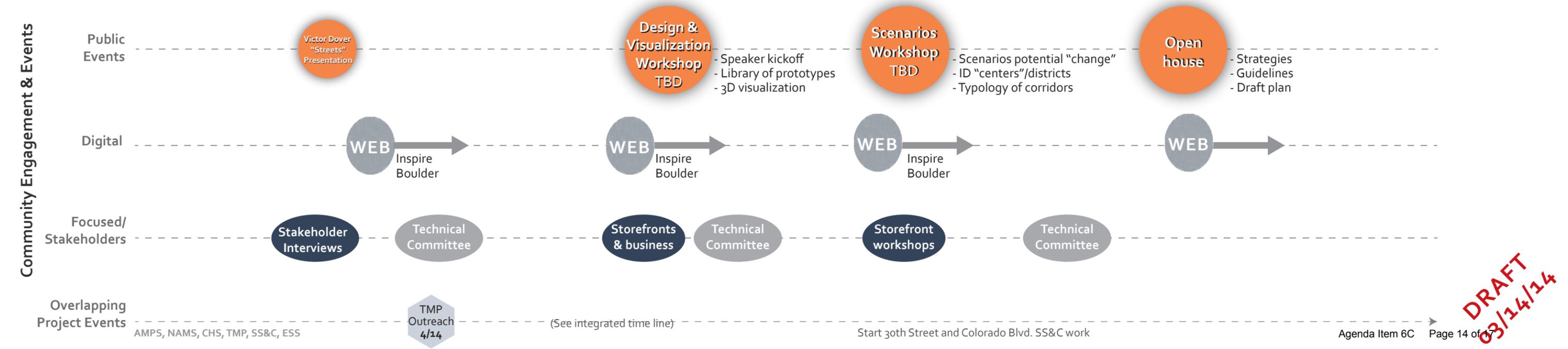
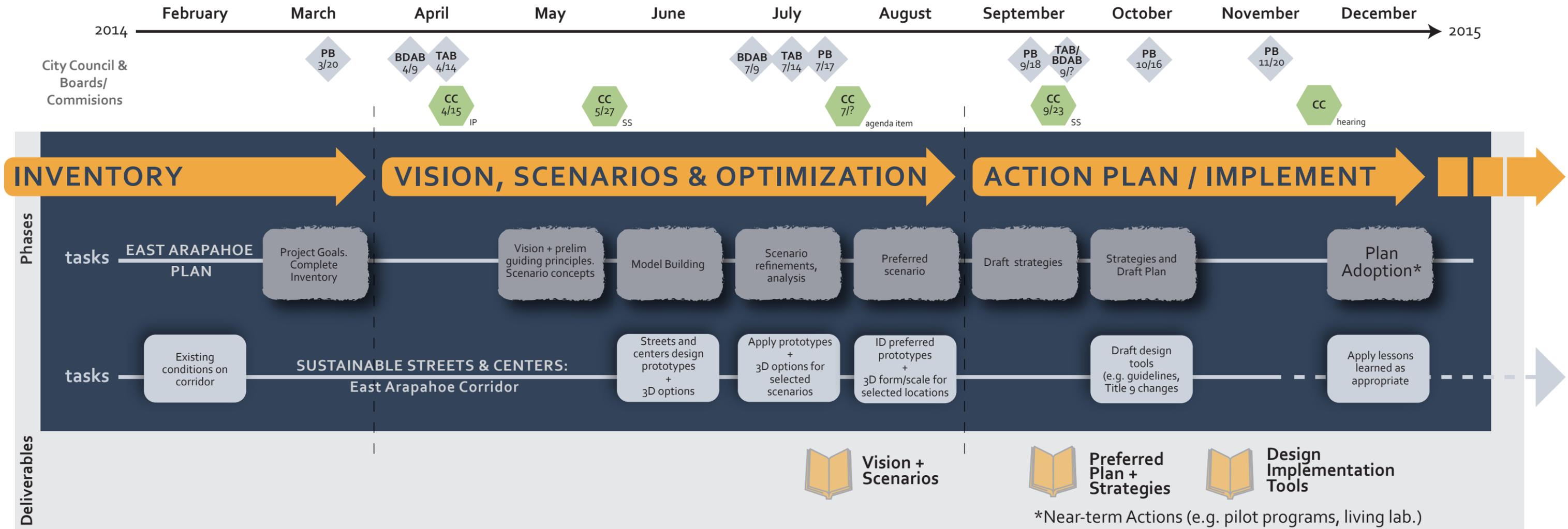
## Types of Engagement:

- **Stakeholder interviews** Staff will interview business, institutions, and neighborhood representatives (March and April 2014).
- **Idea Inspiration about Retrofitting Suburban Corridors** - Victor Dover presentation on streets in 3/26 will help inform some ideas. Staff will identify other possible speakers for June.
- **Workshops** - A co-design/visualization workshop with speakers, a scenario building workshop, and an open house will allow the community to roll up sleeves and engage.
- **Boards and Commissions** – Staff will seek guidance at periodic advisory board meetings (i.e., Planning Board, Transportation Advisory Board, and Design Advisory Board, and others depending on issues). Planning Board provides plan approval.
- **City Council** – Staff will seek direction and plan approval with council (i.e., May 27 study session, July or August agenda item (tbd), and Sept. 23 study session).
- **Inspire Boulder and web-based** engagement will occur at major milestones when workshops occur.
- **Storefront / Dine-in** – The planning team will go to places with people (e.g., Ozo coffee meetings, lunch or breakfast at big businesses or institutions, etc.)
- **Bicycle or Walk Tours** – Walk audits are resuming and may be planned for the area for employees.
- **Student Studios** - Work with students at CU College of Environmental Design and younger Growing Up Boulder students and youth as appropriate.
- **Technical Committee** – Staff may work with a small team of agencies (e.g., CDOT, RTD, county, etc.)



# ENVISION EAST ARAPAHOE: 2014 Timeline

East Arapahoe and Sustainable Streets & Centers



**DRAFT**  
09/14/14

## Attachment C:

### Envision East Arapahoe – Transformative Vision Ideas

#### How do you Envision East Arapahoe? What would make it a great place in 20 years? What would you like to see change in the next few years?

##### 1 - How bold or inspired should East Arapahoe’s vision be? *For instance:*

- A. **STATUS QUO+:** Arapahoe Avenue continues as a suburban corridor with an important economic vitality function. People mostly drive between work and home. Change over time will be shaped by the market. Investment focuses on response to the market and maintenance, not transformation.
- B. **MODERATE:** The corridor and districts for people to work, eat, and live transform around a more complete street with transit that is improved in look and function to connect places. Moderate investment in infrastructure and transit at selected areas that are most in need of change and improvements. It will take some partnerships and focused planning for selected locations within the area.
- C. **BOLD:** Over time, Arapahoe Avenue transforms to a transit-oriented corridor with amenities for workers and neighborhoods, a mix of land uses, and vibrant people-oriented places. People walk a lot, and live, work, eat, and recreate in complete neighborhoods and districts. A high level of investment occurs in the street and block transformation, BRT boulevard/complete street, mobility hub, and infrastructure occurs to support the desired transformation. This approach will require partnerships, programming, comprehensive planning approach and multiple sources of funding.

##### 2 – What kind of transformation is desired – where and for what aim?

- A. What type of “complete” street should East Arapahoe Avenue become?
  - a. How do people move travel along it?
  - b. Is it designed with distinct characteristics according to the desired function as a “through” street or a place people are going “to”?
  - c. Does it have separated bus lanes, bicycle lanes, etc? (BRT?)
  - d. Does it have a lot of landscaping, street trees, and separated medians?
  - e. Is there a mobility hub and where?
  - f. Does it have fiberoptics and other utilities built in? Does it treat stormwater or generate energy?
  - g. Does it have bridges or connections from north to south or are there certain intersections?
- B. What kinds of people-oriented places flank Arapahoe Avenue? Where?
  - a. Where should there be “centers” or destinations along the corridor and what types?
  - b. What types of work places, housing, commercial services, institutions are located along the corridor?
  - c. What types of public outdoor spaces?

- d. What other activities are people doing here (e.g., recreating, dining, learning, providing child care, viewing art, accessing nature or parks, etc.)?
- C. How does it look overall?
  - a. How do buildings relate to the street?
  - b. What type of place, unified theme(s), height, mix of activities?
  - c. How suburban vs. urban?
  - d. How much public art, culture, and design?

***(for instance/Some ideas we've heard....)***

***A people-oriented place -- to live, work, learn, play, that:***

- ***continues to be an economic engine supporting business investment, ingenuity, and invention...***
- ***attracts people to spend time in and walk in vibrant districts...***
- ***includes great neighborhoods with choices in housing and nearby parks, open space, services, and jobs that are within short walk radius...***
- ***allows people to move east and west along a boulevard with multiple transportation options, including excellent transit service (BRT?)...***
- ***connects easily to downtown and the west side of Boulder...***
- ***boasts beautiful architecture and public spaces...***
- ***provides safe and welcoming places for pedestrians and bicycles...***
- ***has nearby high quality amenities and facilities for businesses and neighborhoods such as restaurants and parks...***
- ***has reliable utilities and services...***
- ***includes exciting cultural resources and public art...***

**SUGGEST IDEAS!!**

**What are the key character areas (districts/corridors) along East Arapahoe, and how should they take shape? Within each -- what type of:**

- Overall character
- land use patterns and types (type, mix, density/intensity)
- transportation and mobility factors (street function, bicycle pedestrian and sidewalks, transit service, street connections)
- housing and neighborhoods
- commercial and industrial development and jobs
- parks, open space, and cultural facilities or resources (location, access, amount, type)
- community identity and livability
- urban services and utilities
- design features
- etc.

**Envision East Arapahoe Stakeholders**

Draft - 03/14/14

| <b>Commercial/Industrial - Employers</b> |                     |
|--|---------------------|
| <b>Company</b>                           | <b>Contact</b>      |
| Ball Aerospace                           | Guy Fromme          |
| Boulder Chamber                          | John Tayer          |
| Small Business Bureau                    | Sharon King         |
| Premier Members Credit Union             | Branda Abbot        |
| Flatirons Subaru/Acura                   | Scott Crouch        |
| Flatirons Subaru/Acura                   | Ann Morris          |
| Fisher Honda/Kia                         | Craig Fisher        |
| Avery Brewing                            | Adam Avery          |
| Boulder Valley Credit Union              | Michael Shepard     |
| Boulder Dinner Theater                   | Michael Duran       |
| Daily Camera                             | Al Manzi            |
| EcoCycle                                 | Marti Matsch        |
| ReSource                                 | Jared D'Arcey       |
| EVOL Foods                               | Christian Robbilard |
| Viewpoint Office Park                    | Brian Shrifrin      |
| Elevations Credit Union                  | Dennis Paul         |
| Boulder Community Hospital               | Ron Secrist         |
| Boulder Community Hospital               | Kai Abelkis         |
| Naropa (East Campus)                     | Todd Kilburn        |
| Boulder Valley School District           | Briggs Gamblin      |
| Western Disposal                         | Frank Bruno         |
|  |                     |

| <b>Residential / Property Managers</b>   |                   |
|--|-------------------|
| The Peloton (Housing)                    | Regan             |
| Arapahoe East (Boulder Housing Partners) |                   |
| Canterwood Apartments                    |                   |
| Fairway Apts. (Thistle Comm. Housing)    |                   |
| East Foothills Neighborhood Assn.        | Shelly Schlender  |
| BHP                                      | Stuart or Betsey? |
|  |                   |

| <b>Institutions/Agencies - Possible Technical Team</b> |                                  |
|--|----------------------------------|
| CU - East Campus / Facilities Planning                 | Phil Simpson                     |
| CU - Acting Vice Chancellor?                           | Steve Thweat                     |
| CU - Transportation and Parking Management             | Dave Cook                        |
| CU - Transportation and Parking Management             | David Lieb                       |
| RTD  | Bill Van Meter                   |
| RTD  | Chris Quinn                      |
| CDOT - Transportation Operations Manager               | David Averill                    |
| Boulder County - Land use Planning                     | Dale or Denise                   |
| Boulder County - Transportation                        | Jared Hall (or Scott or George?) |
|  |                                  |
|  |                                  |