



**CITY OF BOULDER**  
**PLANNING BOARD MEETING AGENDA**  
**DATE:** May 15, 2014  
**TIME:** 6 p.m.  
**PLACE:** Council Chambers, 1777 Broadway

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**6:00 -7:00 p.m. Planning Board Training**

- Criteria-based Decision Making
- Conditions of Approval
- Motion Language

**7:00 p.m. Planning Board Meeting**

**1. CALL TO ORDER**

**2. APPROVAL OF MINUTES**

The [March 6, 2014](#) Planning Board Minutes are scheduled for approval.

**3. PUBLIC PARTICIPATION**

**4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**

- A. [USE REVIEW \(LUR2014-00023\)](#):** Request to increase the floor area of an existing medical office suite located at 1455 Yarmouth, Suite 116, from 900 sq. ft. to 1,631 sq. ft. by incorporating the adjacent 731 sq. ft. professional/ technical office suite located at 1455 Yarmouth, Suite 115. The property is located at 1455 Yarmouth Ave. in the MU-1 zone district. The call-up period expires on **May 21, 2014**.

**5. PUBLIC HEARING ITEMS**

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

- A.** Ex officio board member selection for Greenways Advisory Committee, BDAB and Landmarks Board.
- B. [Comprehensive Housing Strategy/Inclusionary Housing 101](#)** (1 hour)
- C.** Resilience Update (15 Minutes)
- D. [Information Item:](#)** Pennsylvania Avenue Flood Repair/Improvement Project (20 minutes)
- E. [Information Item:](#)** 2015-2020 Greenways Capital Improvement Program

**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.

**CITY OF BOULDER**  
**PLANNING BOARD ACTION MINUTES**  
**March 6, 2014**  
**1777 Broadway, Council Chambers**

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

**PLANNING BOARD MEMBERS PRESENT:**

Aaron Brockett, Vice Chair  
Bryan Bowen  
Crystal Gray  
John Putnam  
Willa Williford, temporary board member for Agenda Item 5A only

**PLANNING BOARD MEMBERS ABSENT:**

Leonard May

**PLANNING BOARD MEMBERS ABSENT:**

**STAFF PRESENT:**

Hella Pannewig, Assistant City Attorney  
Charles Ferro, Development Review Manager for CP&S  
Elaine McLaughlin, Senior Planner  
Susan Meissner, Administrative Assistant III  
David Thompson, Civil Engineer II, Transportation  
Chandler Van Schaack, Planner I

**1. CALL TO ORDER**

Vice-Chair, **A. Brockett**, declared a quorum at 5:07 p.m. and the following business was conducted.

**2. APPROVAL OF MINUTES**

There were no minutes scheduled for approval.

**3. PUBLIC PARTICIPATION**

No one from the public spoke.

**4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**

**A.** Call-up: Staff Level Site Review (LUR2013-00051): 2360 Grove Street. Expires: March 13, 2014.

**C. Van Schaack** answered questions from the board.

This item was not called up.

## 5. PUBLIC HEARING ITEMS

- A. SITE REVIEW AMENDMENT for the redevelopment of the site at 1715 and 1725 28<sup>th</sup> St. under case no. LUR2013-00066. The proposal includes two hotels, an east hotel fronting on 28th Street planned as a select service hotel with 171 guest rooms, and a west hotel fronting on 26th Street planned as a full service hotel with 204 guest rooms both to be located at 1725 28th street. The development also includes a 42,890 square foot mixed use commercial building (Canyon 28) comprised of office and retail uses to be located at 1715 28th Street. Also proposed are two levels of below grade parking.

Applicant: Barry Gilbert  
Lou Della Cava  
Property Owner: Bison Holdings I, LLC  
LJD-Eads LLC as to 1715 28<sup>th</sup> Street

### Staff Presentation:

- C. **Ferro** introduced the item.  
E. **McLaughlin** presented the item to the board.

### Board Questions:

- E. **McLaughlin** answered questions from the board.  
D. **Thompson** answered questions from the board.

### Applicant Presentation:

Lou Della Cava, the applicant, presented the item to the board.  
Evan McCuvsky, the applicant, presented to the board.  
Eric Hartrumpf, the architect, presented to the board.  
Jim Johnson, the architect, presented to the board.

### Board Comments:

#### Consistency with BVCP, Zoning and Guidelines

- J. **Putnam** thought that this was an improved solution. It creates an appropriate and friendly entry to the city.  
C. **Gray** thought that this had an appropriate level of intensity and that the design approach will be conducive to pedestrians. She liked the permeability of the site and thought that pedestrians will use it to cut through to 29<sup>th</sup> Street.

W. **Williford** appreciated that this has evolved into a more urban scheme.

B. **Bowen** agreed with previous comments. He thought that it made sense to move open space to more interior spaces. This is a transit rich location and there is access to much other open space in Boulder. He agreed that this is the gateway to Boulder Canyon and he liked the use of materials.

**A. Brockett** applauded the flexibility in site layout and incorporation of services below grade to reserve the above ground spaces for pedestrians and hotel guests.

**C. Gray** encouraged that applicant to connect the site to the neighboring shopping complex to the north.

**A. Brockett** also encouraged the applicant to work with the neighboring property to create greater pedestrian permeability.

**C. Gray** thought that this was a great improvement and appreciated the applicant's willingness to take the board's previous comments into account. She encouraged them to screen the mechanical systems from view.

### **Building Design, Livability and Relationship to Existing or Proposed Surrounding Area**

**B. Bowen** thought the applicant did a great job with the building and site design; it met the criteria well.

**J. Putnam** thought this had the potential to become the pedestrian hub for 28<sup>th</sup> Street and Canyon. This is a great accomplishment and highlights how well the application meets the criteria.

**B. Bowen** appreciated that the project looks to meet the proposed future needs of the surrounding area. It is ahead of its time.

### **Parking Reduction**

**J. Putnam** thought a parking reduction was justified. Transit stops, pedestrian and bike opportunities are important. He thought that a B-Cycle station would be a very important addition. If B-Cycle would not be willing to do this, he suggested that the hotel could have its own bike share system.

**W. Williford** agreed with **J. Putnam**.

**C. Gray** supported the parking reduction, especially due to its transit rich location.

**A. Brockett** agreed with the parking reduction due to the flexibility of the shared garage spaces between the office and hotel uses. He would like to see a B-Cycle station in this location. If not, he would like to require that bicycle parking be included in its place.

### **Motion:**

On a motion by **J. Putnam**, seconded by **A. Brockett**, the Planning Board voted 5-0 (**L. May** absent, **W. Williford** as alternate member) to approve Site Review case no. LUR2013-00066, as described in the staff memorandum, and incorporating the staff memorandum and the attached Site Review criteria checklist as findings of fact, subject to the recommended Conditions of Approval found in the staff memorandum.

Friendly amendment by **A. Brockett**, accepted by **J. Putnam** to add a new condition 8: The B-Cycle station area shown on the plans shall at all times be reserved for bicycle amenities.

- B. Concept plan for redevelopment on an approximately eight acre property located at 3390 Valmont Rd., 3195 Bluff St., and 3200 Bluff St. that includes the former Sutherlands Lumber and Air Gas properties within the Boulder Junction neighborhood. Referred to as “S’PARK,” the mixed use development would consist of six buildings that include 180 residential apartments, 247,896 square feet of professional office space; 6,500 square feet of restaurant space; 12,610 square feet of retail; a 140 room hotel; 60,851 square foot flexible street-level commercial space along with 716 structured parking spaces, and a variety of open space and public space including area for the future rail plaza.

Applicant: Scott Holton

Property Owner: Bob Sutherland

**Staff Presentation:**

C. Ferro introduced the item.

E McLaughlin presented the item to the board.

**Board Questions:**

E. McLaughlin answered questions from the board.

**Applicant Presentation:**

Scott Holton, the applicant, presented the item to the board.

Kevin Knapp, a member of the development team, presented to the board.

Conor Merrigan C2 Sustainability, presented to the board.

Adrian Sopher, the architect, presented to the board.

Luke Sanzone, the landscape architect, presented to the board.

**Board Questions:**

Adrian Sopher and Scott Holton, answered questions from the board.

**Public Hearing:**

1. Zane Selvans, 744 Marine Street, spoke in support of the project. He recommended making the woonerf into a pedestrian street to serve the many rentals and families in new developments in the area. Allow a token amount of vehicular access. Dedicate this to humans and kids off-leash. He questioned whether the kiss and ride was necessary.
2. Marc McDonald, 3405 Valmont Rd, questioned whether a hotel was necessary. He would like to see more RH-6 zoning. He was concerned about increased traffic, nighttime traffic to the hotel and the fact that these are apartments. He would prefer to see affordable, owner occupied housing.
3. Jeff Levy, 1162 Cherryvale Rd., spoke in support of the project. He appreciated the open space. He noted concern about conflicts between the bike path and adjacent train platform. He would prefer that they be internal along the streets. He feared that an isolated strip of townhomes in the RH-6 could be problematic.
4. Cherie Goff, 3265 Foundry Place, spoke in support of the project. She lives in the Steel Yards. She thought that higher density and mixed use would sustain a vibrant place that she would like to frequent. She made suggestions.

5. **Scott Crabtree, 635 Alpine Place**, spoke in support of the project. He thought that mixed use and more commercial opportunities would be beneficial.

### **Board Comments:**

#### **Concept Consistent with TVAP**

**B. Bowen** thought the overall concept was great. He really liked the use of materials and imagery. The materials lend authenticity to the project and he was happy to see that the applicant will pursue LEAD Platinum.

**C. Gray** was excited by the proposal and thought it would provide community benefit through the provision of affordable units on site. She appreciated that the applicant aimed to create a much loved place that will embrace the Transit Village ideas. She generally liked the mass and scale but thought the consistent 55 ft roofline felt somewhat suburban; consider breaking it up. Revisit the apartment courtyard views. A portion of the woonerf could be better served by townhouses as opposed to more businesses with residential above; put residents' feet on the ground. She recommended meeting with the neighbors.

**J. Putnam** found the proposal exciting and thought that the mass and scale were necessary to make it work. He agreed with the applicant's proposal to move roads to the west to make bigger blocks of property. Give more thought to how the project relates to Valmont. It may take a long time before the rail plaza is used but he appreciated that the applicant still embraced the rail line; the plaza will be an exciting space regardless. Make the southern side of the site more exciting and connected. It could possibly relate more to the BRT.

**C. Gray** agreed with the comment that Valmont needs to be better addressed and asked the applicant to assure that it will not become the back door of the project.

**B. Bowen** encouraged the applicant to create articulation in the buildings along the west, SW and NW sides of the project and to avoid creating a sheer 55 ft wall.

**A. Brockett** appreciated that the site design embraced the aspirations of the Transit Plans. He liked the placement of office uses along the train tracks to create a sound buffer, the inclusion of individual entrances along the street, and fine grained commercial spaces; these will contribute to vibrant, livable spaces. He supported the tall buildings but recommended that the volumes be varied so as to not appear overly monolithic. Consider creating town homes along the western side and removing the units above; that would make them more livable for families. Affordability is important to achieve the public benefit.

#### **Connectivity**

**B. Bowen** liked the street layout and realignment of Junction Place. If Junction Place and Meredith Street eventually extend to Valmont, it would bolster the argument for rezoning. He liked the pairing of hotel and commercial uses adjacent to Valmont and Wilderness Place. Include many street access points to the units, create a rich streetscape and use ample traffic calming devices. Connect residential units to the ground level where possible and consider creating a community space for units above. The Air Gas site might better accommodate residential units; it is a difficult location for office. The woonerf should be as car unfriendly as

possible while still supporting businesses. The best commercial corners will be located where the woonerf meets true automotive streets. Break up the parallel parking with landscape elements. There are good examples of successful under-parked areas. The internal courtyards and woonerf need to be comfortable and should aim to be communal living rooms. The drop off area may not be needed functionally in the absence of light rail but could become a plaza flanked with strong retail uses. He saw a precedent for a covered bike path that had some breaks and some access to commercial to add eyes on the street and keep it from being a scary dark place. Turn the woonerf into the Steel Yards pedestrian way.

**A. Brockett** liked office uses along eastern and interspersed with residential locations. The southwestern portion of the site could be better served by residential uses and consider making the building along the tracks mixed use; take opportunities to provide more housing. The woonerf will pose a connectivity challenge; consider using bollards to provide functional retail opportunities while allowing for vibrant pedestrian spaces on woonerf. The teardrop shaped drop off occupies a lot of space and may not be necessary; assure that it is functional in the absence of rail. Consider creating a defined plaza at the terminus of the woonerf. He supported the location of the multi use path along the train tracks and along the east side of the site but was not convinced by its positioning under the office building.

**C. Gray** noted that the multiuse path will be very important in connecting people north of Valmont and east of 30<sup>th</sup> Street to the site and area. She recommended that the applicant consult the bike organizations and staff to discuss the bike path, possible improvements to painted bike lanes, traffic calming strategies, and future plans for an underpass under the train tracks. Create opportunities for people to see the shops; rethink retail locations if parking is removed along the woonerf. She agreed with **B. Bowen** that some of the office space would be better served as residential units.

**J. Putnam** agreed with **C. Gray** about the importance of discussing potential solutions to connect the site to Wilderness Place in the future. It would break a barrier and help to create many more opportunities for businesses. Accommodate a variety of transportation modes and pathways to satisfy different people and load roads in different ways to avoid concentrating people. He thought the woonerf would get high use but assure that there are active uses and amenities on the ground level to pull people through the southern zone. Locating the mixed use path under the building and along the tracks may pose a challenge. Pillars could calm traffic and to slow the temptation to ride too fast on the straight shot. If there is parking along the woonerf, consider separating vehicular and pedestrian traffic, incorporating parallel parking, and adding signage and technology to signal that this will not be a friendly place to drive and park. Signal if all parking spots are full.

**A. Brockett** requested that the applicant pay attention to the routing of bikes though the site. He liked the shared parking reservoir and appreciated that on-grade parking will be kept to a minimum.

**B. Bowen** also liked the sea of parking below grade. Choreograph the entry points with coffee shops and amenities.

## **Sustainability**

**J. Putnam** noted that Energy Districts pose great opportunities. He liked the reused materials and cited the City Museum in St. Louis as a good example of a place that creates amenities and places for people. Nail the amenities to attract families.

**A. Brockett** really liked the reused materials and creative uses.

## **Affordability**

**B. Bowen** noted the importance of not being able to distinguish affordable from non-affordable units.

**A. Brockett** agreed with **B. Bowen**; that is the most successful part of the Holiday and Steel Yards neighborhoods. He would have trouble asking the developer to pay for the underpass if RTD does put in rail.

## **Rezoning Consistency with TVAP**

**J. Putnam** noted that he would support rezoning if the development showed sufficient creativity, and mixture of residence types. It is critical to incorporate group amenities, calm streets, create sight lines to green space to watch kids and provide three bedroom units at an affordable price. He was open to the proposed flats above townhomes but a bit skeptical. Consider stepping flats back and giving them balconies and amenities.

**B. Bowen** liked the applicant's comment that "public space is the new anchor tenant". He agreed with **J. Putnam** that he would support a zoning change if it provided a variety of housing types.

**A. Brockett** agreed with **J. Putnam** that the change of industrial zoning is appropriate as long as it would enable families to live there. He cautioned against 55' rectangular buildings; he would support a variety of different housing types. He is not convinced about flex zoning because it would require a Comprehensive Planning update; he would need to hear a good argument.

**C. Gray** agreed with **A. Brockett**. The incorporation of a variety of housing types is very important and keeping the diversity is paramount. She doesn't know whether rezoning is necessary. She cautioned that the hotel could turn its back on the neighborhood and encouraged the applicant to meet with the neighbors to discuss the hotel.

**A. Brockett** requested parallel over diagonal parking along the private street.

**C. Gray** thought the project could be a good model and catalyst for sustainability in the Boulder Junction area. She liked **Adrian Sopher's** explanation of land uses.

**J. Putnam** thought that the parking reduction could be justified.

## **Summary**

- If there is public benefit, the board would support the proposed mass and scale and create variation.
- Pay attention to the northern neighbors and Valmont Road.

- Consider different approaches to the woonerf and keyhole drop off.
- The multi-use path is a positive addition. There was some caution about how it is treated under the building.
- Consider changing the SW office building to residential or mixed use.
- Consider underpass under train tracks.
- Pay attention to how bicycles navigate the site.
- Include parallel as opposed to diagonal parking along the private street.
- Zoning changes garnished a cautious support but the project must support larger goals of the TVAP.

### **3. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**

**A. Brockett** requested that **S. Meissner** send the Planning Board applications to the board.

### **7. DEBRIEF/AGENDA CHECK**

### **8. ADJOURNMENT**

The Planning Board adjourned the meeting at 10:29 p.m.

APPROVED BY

\_\_\_\_\_  
Board Chair

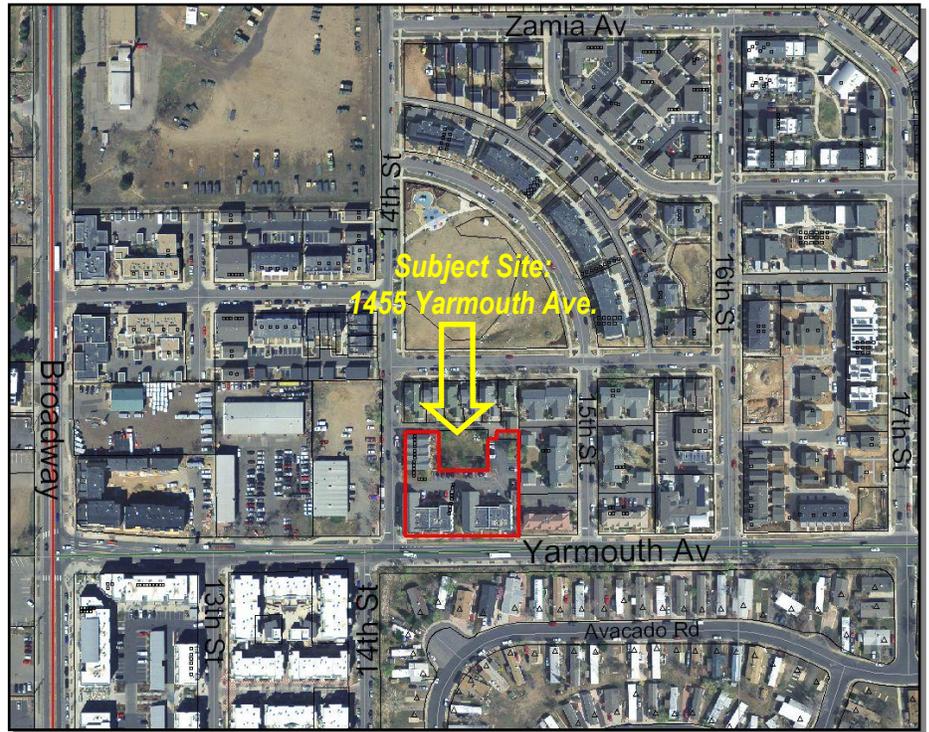
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## MEMORANDUM

**TO:** Planning Board  
**FROM:** Chandler Van Schaack, Case Manager  
**DATE:** May 15, 2014  
**SUBJECT:** **Call Up Item:** USE REVIEW (LUR2014-00023): Request to increase the floor area of an existing medical office suite located at 1455 Yarmouth, Suite 116, from 900 sq. ft. to 1,631 sq. ft. by incorporating the adjacent 731 sq. ft. professional/ technical office suite located at 1455 Yarmouth, Suite 115. The property is located at 1455 Yarmouth Ave. in the MU-1 zone district. The call-up period expires on **May 21, 2014**.

### **Background.**

The subject building is located at 1455 Yarmouth Avenue, in North Boulder just east of Broadway between 14<sup>th</sup> and 15<sup>th</sup> Streets. The property, zoned MU-1 (Mixed Use – 1), is comprised of a 36,575 square foot lot containing 4 attached townhouse units and 2, two-story mixed-use buildings with a total of 11 residential units above commercial office spaces. Per section 9-5-2(c)(2)(A), B.R.C. 1981, the MU-1 zone district is defined as “Mixed use areas which are primarily intended to have a mix of residential and nonresidential land uses within close proximity to each other and where complementary business uses may be permitted.” The site is part of the Yarmouth Park development, which is a mixed-use development consisting of 21 residential units and 9,800 square feet of professional, technical and medical/dental office uses. The area immediately to the east and west of the subject site is also zoned MU-1, while the area to the north contains mixed density residential uses zoned RMX-2 and the area to the south includes Mixed-Use 2 and Mobile Home zoning. The BMS-zoned Uptown Broadway mixed-use corridor lies two blocks to the west along Broadway Ave. Please refer to **Figure 1** for a Vicinity Map.



**Figure 1: Vicinity Map**

The Yarmouth Park development was originally approved through Site and Use Review in 1997, and included 21 residential units made up of 6 detached dwelling units, 4 townhouse units and 11 apartment units as well as 7,800 square feet of professional and technical office uses and 2,000 square feet of medical/ dental office uses. Following completion of the project, in 1999 a Use Review was approved to allow for a shift of 1,000 square feet of floor area from professional and technical office use to medical/dental office use, bringing the total allowable professional and technical office floor area to 6,800 square feet and the total allowable medical/dental floor area to 3,000 square feet. Currently, medical/dental office uses comprise approximately 2,747 square feet of floor area, with professional and technical office uses making up the rest of the occupied office space.

**Project Proposal.**

The applicant is requesting approval of a Use Review to increase the floor area of an existing medical office suite located at 1455 Yarmouth, Suite 116, from 900 sq. ft. to 1,631 sq. ft. by incorporating the adjacent 731 sq. ft. professional/ technical office suite located at 1455 Yarmouth, Suite 115. Because medical/dental office uses are only allowed through the Use Review process in this zone, expansion of such a use would trigger the requirement for a Use Review.

Medical / dental uses currently comprise 2,747 square feet out of the 3,000 square feet of the development's total allowable floor area as permitted by the original Use Review approval; therefore, this request also includes shifting 500 square feet of total allowable floor area for the Yarmouth Park development from professional and technical office use to medical/dental office use. This would result in 3,500 square feet of allowable floor area for medical/dental office uses and 6,300 square feet of allowable floor area for professional and technical office uses (following the proposed expansion of Suite 116, the total floor area of medical/dental office uses would be 3,478 sq. ft.).

Following the proposed expansion into the neighboring office space, the dental office currently located in Suite 116 would maintain its existing hours of operation from 7:00 a.m. to 5:00 p.m., Monday – Friday, and would maintain the same number of employees. No exterior changes to the existing building are proposed, and the applicant is not requesting any modifications to the land use regulations (refer to **Attachment C: Applicant's Proposed Plan**).

**Review Process.** Per the use standards found in section 9-6-1, B.R.C. 1981, approval of a Use Review is required for "medical or dental clinics or offices" to operate in the MU-1 zone district. Per section 9-4-2, B.R.C. 1981, applications for Use Review are subject to call up by the Planning Board. The proposal does not trigger or require Site Review.

**Analysis.** The proposal was found to be consistent with the Use Review criteria found in subsection 9-2-15(e), "Criteria for Review." Refer to **Attachment A** for the Notice of Disposition and **Attachment B** for the complete Use Review criteria analysis.

**Public Comment.** Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject property and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, "Public Notice Requirements," B.R.C. 1981 have been met. Staff has not received any public comments.

**Conclusion.** Staff finds that the proposed project meets the relevant criteria of section 9-2-15, "Use Review," B.R.C. 1981 (refer to **Attachment B**). The proposal was **approved** by staff on **May 7, 2014** and the decision may be called up before Planning Board on or before **May 21, 2014**. There is one Planning Board hearing scheduled during the required 14 day call-up period on **May 15, 2014**. Questions about the project or decision should be directed to the Case Manager, Chandler Van Schaack at (303) 441-3137 or at [vanschaack@bouldercolorado.gov](mailto:vanschaack@bouldercolorado.gov)

**Attachments:**

- A. Signed Disposition
- B. Analysis of Use Review Criteria
- C. Applicant's Proposed Plan



**CITY OF BOULDER**  
**Community Planning and Sustainability**

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791  
 phone 303-441-1880 • fax 303-441-3241 • www.bouldercolorado.gov

**CITY OF BOULDER PLANNING DEPARTMENT**  
**NOTICE OF DISPOSITION**

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

**DECISION:** **Approved with Conditions**  
**PROJECT NAME:** **YARMOUTH PARK USE REVIEW**  
**DESCRIPTION:** **USE REVIEW to increase the floor area of an existing medical office suite located at 1455 Yarmouth, Suite 116, from 900 sq. ft. to 1,631 sq. ft. by incorporating the adjacent 731 sq. ft. professional/ technical office suite located at 1455 Yarmouth, Suite 115. This approval decreases the total allowable professional/ technical office floor area for the Yarmouth Park development (1435-1455 Yarmouth) from 6,800 to 6,300 sq. ft. and increases the total allowable medical and dental office floor area from 3,000 to 3,500 square feet.**

**LOCATION:** **1435 and 1455 Yarmouth Ave.**  
**COOR:** **N09W06**  
**LEGAL DESCRIPTION:** **See Attached 'Exhibit A'**  
**APPLICANT/OWNER:** **Holly Harris, Yarmouth Properties, LLC**  
**APPLICATION:** **Use Review, LUR2014-00023**  
**ZONING:** **MU-1 (Mixed Use - 1)**  
**CASE MANAGER:** **Chandler Van Schaack**  
**VESTED PROPERTY RIGHT:** **NO; the owner has waived the opportunity to create such right under Section 9-2-19, B.R.C. 1981.**

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

**Approved on:**

5-7-14  
 Date

**By:**

[Signature]  
 David Driskell, Executive Director of Community Planning and Sustainability

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

**Appeal to Planning Board expires:** 5-21-14

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND FINAL PLANS FOR CITY SIGNATURE MUST BE

SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS, IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING DEPARTMENT APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12) the development within three years shall cause this development approval to expire.

### CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** dated April 29, 2014 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval. Further, the Applicant shall ensure that the approved use is operated in compliance with the following restrictions:
  - a. The approved use shall be closed from 5:00 p.m. to 7:00 a.m. Monday through Friday.
  - b. Size of the approved use shall be limited to 1,631 square feet.
2. The Applicant **shall not expand or modify the approved use**, except pursuant to subsection 9-2-15(h), B.R.C. 1981.
3. The Applicant shall **comply with all previous conditions** contained in any previous approvals, except to the extent that any previous conditions may be modified by this approval, including, but not limited to, the following: the Subdivision Agreement recorded on July 7, 1998 at Reception No 01820943, the Development Agreement recorded on May 14, 1998 at Reception No 01802539, and the Development Agreement recorded on October 8, 1999 at Reception No. 01989424,

**EXHIBIT A**

**LEGAL DESCRIPTION:**

The Real Property or its address commonly known as 1435 - 1455 Yarmouth Ave., Boulder, CO, 80304.

**PARCEL A:**

COMMERCIAL CONDOMINIUM UNITS 22, 23, 24, 25 AND 26 THE YARMOUTH PARK CONDOMINIUMS ACCORDING TO THE CONDOMINIUM MAP RECORDED JULY 29, 1999 UNDER RECEPTION NO. 1965523 AND AS DEFINED BY THE CONDOMINIUM DECLARATION FOR THE YARMOUTH PARK CONDOMINIUMS RECORDED MARCH 25, 1999 UNDER RECEPTION NO. 1920153, AMENDMENT RECORDED SEPTEMBER 8, 1999 UNDER RECEPTION NO. 1979350 AND SUPPLEMENT THERETO RECORDED JULY 29, 1999 UNDER RECEPTION NO. 1965522.

**PARCEL B:**

COMMERCIAL CONDOMINIUM UNITS 27, 28, 29, 30 AND 31 THE YARMOUTH PARK CONDOMINIUMS ACCORDING TO THE CONDOMINIUM MAP RECORDED JUNE 15, 1999 UNDER RECEPTION NO. 1949898 AND AS DEFINED BY THE CONDOMINIUM DECLARATION FOR THE YARMOUTH PARK CONDOMINIUMS RECORDED MARCH 25, 1999 UNDER RECEPTION NO. 1920153 AND AMENDMENT RECORDED SEPTEMBER 8, 1999 UNDER RECEPTION NO. 1979350 AND SUPPLEMENT THERETO RECORDED JUNE 15, 1999 UNDER RECEPTION NO. 1949899.

COUNTY OF BOULDERm STATE OF COLORADO.

Case #: LUR2014-00023

Project Name: Yarmouth Park Use Review

Date: May 15, 2014

**USE REVIEW CRITERIA**

**Criteria for Review: No use review application will be approved unless the approving agency finds all of the following:**

(1) **Consistency with Zoning and Non-Conformity:** The use is consistent with the purpose of the zoning district as set forth in **Section 9-5-2(c), "Zoning Districts Purposes," B.R.C. 1981, except in the case of a non-conforming use;**

The subject site is located in the MU-1 (Mixed Use -1) zone district, which is defined in section 9-5-2(c)(2)(A), B.R.C. 1981, as *"Mixed use areas which are primarily intended to have a mix of residential and nonresidential land uses within close proximity to each other and where complementary business uses may be permitted."*

Pursuant to section 9-6-1, "Use Standards," B.R.C. 1981, "medical or dental clinics or offices" are allowed in the MU-1 zoned if approved through a Use Review.

**"Medical or dental clinic or office"** means the office of physicians, medical doctors, chiropractors, or dentists licensed to practice medicine or dentistry in the State of Colorado, where the primary use is the delivery of health care services, where sale of merchandise is incidental to the delivery of services, and where no overnight accommodations are provided.

(2) **Rationale:** The use either:

(A) **Provides direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;**

The applicant is proposing to expand an existing dental office that has been in its current location at 1455 Yarmouth since the building was completed in 1999. During those 15 years, the dental office has provided a direct service to surrounding residential uses. There are several residential neighborhoods in close proximity to the site, including the People's Clinic and Holiday neighborhoods immediately to the north as well as the Countryside Village mobile home park to the south and Uptown Broadway development to the southwest. The purpose for the requested expansion is to allow the existing dental office to meet the growing demand for dental services from nearby residents. Given that the existing use has been in its current location for 15 years and that the demand for dental services has increased enough during that time that the owner no longer feels that their existing space is adequate, it is safe to assume that the use will continue to provide a direct service to the surrounding uses.

N/A (B) Provides a compatible transition between higher intensity and lower intensity uses;

N/A (C) Is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and non-residential mixed uses in appropriate locations, and group living arrangements for special populations; or

N/A (D) Is an existing legal non-conforming use or a change thereto that is permitted under subsection (e) of this section;

✓ 3) **Compatibility:** The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;

The subject building was approved through Site and Use Review (SI-97-10 and U-97-21 & 22) in 1997 as part of the Yarmouth Park mixed use development, which consisted of 21 residential units and 9,800 square feet of professional, technical and medical/dental office uses. Since the project was completed in 1999 there have not been any significant changes to the development other than a shift in the allowable commercial square footage to allow for additional medical/ dental office space. The existing dental office located in Suite 116 has been in its current location since 1999, and during that time has maintained hours of operation from 7:00 a.m. to 5:00 p.m. Mon. – Fri. and has maintained no more than 6 employees at a time. The current proposal to increase the floor area of the existing dental office from 900 sq. ft. to 1,631 sq. ft. by incorporating the adjacent 731 sq. ft. professional/ technical office space located in Suite 115 does not include any significant changes to the operational characteristics, and does not include any changes to the site or exterior of the building. Because the proposed expansion does not add any new floor area but only changes the use of existing floor area, it does not generate any additional required parking. Taking into consideration the fact that both the existing building and dental office have been in their current location for 15 years and have remained compatible with the surrounding properties, the proposal to expand the existing dental office while maintaining the existing operating characteristics and building size will not affect the compatibility of the use and will not create any new negative impacts.

✓ (4) **Infrastructure:** As compared to development permitted under [Section 9-6-1](#), "Schedule of Permitted Uses of Land," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a non-conforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater, and storm drainage utilities and streets;

*The infrastructure required to serve the facility is existing.*

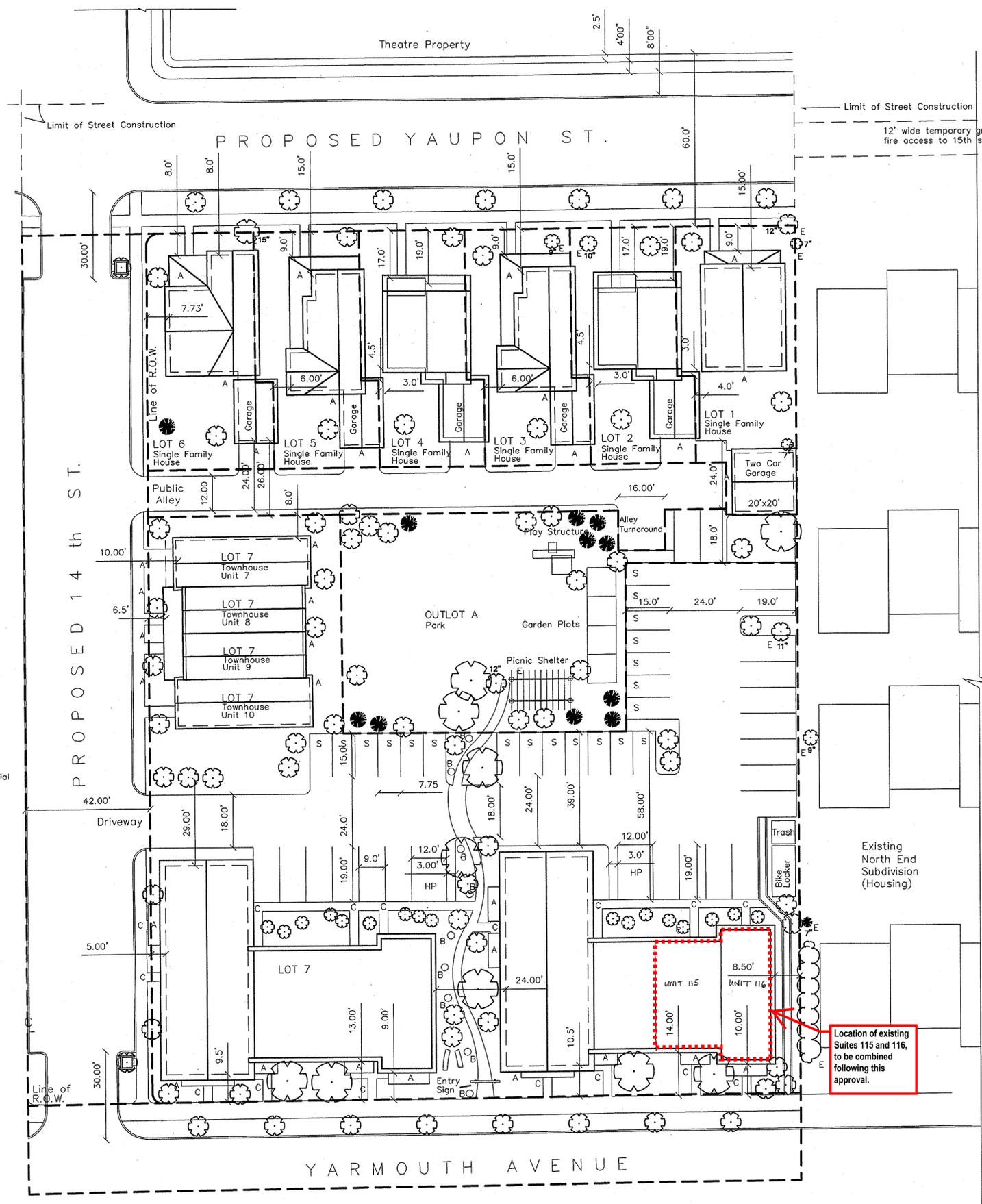
✓ **(5) Character of Area:** The use will not change the predominant character of the surrounding area or the character established by adopted design guidelines or plans for the area; and

The character of the surrounding area is a mix of residential, commercial and mixed-use areas, with higher intensity commercial and mixed-use buildings in the Uptown Broadway development to the west, and mixed density residential housing immediately to the north. The area immediately to the east and west of the subject site is zoned MU-1 and contains a mix of residential and office uses. The existing building in which the dental office is located contains a mix of office uses on the first floor and residential apartment units on the second floor. Overall, the model of first floor commercial and second floor residential uses is widespread along the north Boulder Broadway corridor. The proposal to expand the existing dental office into the neighboring tenant space will not affect the existing character of the surrounding area, as there will be no changes to the site or exterior of the building and the overall existing mix of uses in the building and neighborhood will be maintained.

N/A **(6) Conversion of Dwelling Units to Non-Residential Uses:** There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts set forth in [Subsection 9-5-2\(c\)\(1\)\(a\)](#), B.R.C. 1981, to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.

Not applicable, as this proposal is for the conversion of an existing professional office space into medical/ dental office space, and does not affect any of the existing residential units within the development.





**NOTES:**

**LANDSCAPE:**

- |   |   |
|---|---|
| <p><b>REQUIRED</b></p> <p>Lot 1-5 Single Family Houses<br/>(2) 2" caliper deciduous trees each lot<br/>(10) 5 gallon shrubs each lot<br/>(1) street tree</p> <p>Lot 6 Single Family House<br/>(1) 2" caliper deciduous trees<br/>(10) 5 gallon shrubs<br/>(3) street trees</p> <p>Lot 7 Townhouses (units 7-10)<br/>* the following values are for each unit<br/>(1) 2" caliper deciduous trees<br/>(5) 5 gallon shrubs<br/>(1) street tree</p> <p>Lot 7 Apartments above Office space<br/>(5) 2" caliper deciduous trees<br/>(25) 5 gallon shrubs<br/>(8) street trees</p> <p>Outlot A<br/>(6) 2" caliper deciduous trees<br/>(25) 5 gallon shrubs</p> | <p><b>PROPOSED</b></p> <p>Lot 1-5 Single Family Houses<br/>(3) 2" caliper deciduous trees each lot<br/>(10) 5 gallon shrubs each lot<br/>(1) 2" caliper deciduous trees</p> <p>Lot 6 Single Family House<br/>(5) 2" caliper deciduous trees<br/>(10) 5 gallon shrubs<br/>(1) 5' tall coniferous</p> <p>Lot 7 Townhouses (units 7-10)<br/>* the following values are for each unit<br/>(1) 2" caliper deciduous trees<br/>(5) 5 gallon shrubs<br/>(1) 2" caliper deciduous trees</p> <p>Lot 7 Apartments above Office space<br/>(24) 2" caliper deciduous trees<br/>(35) 5 gallon shrubs<br/>(8) 2" caliper deciduous trees</p> <p>Outlot A<br/>(21) 2" caliper deciduous trees<br/>(28) 5 gallon shrubs<br/>(10) 5' tall coniferous</p> |
|---|---|

- Outlot A and Lot 7 to be sprinkler irrigated

**PARKING:**

- |   |   |
|---|---|
| <p><b>REQUIRED</b></p> <p>-1.5 spaces required for each detached dwelling unit<br/>-1 space required for each attached dwelling unit with 1 or 2 bedrooms<br/>-1.5 spaces required for each attached dwelling unit with 3 bedrooms<br/>-1:500 square feet for non-residential use.</p> <p>Lot 1-6 Single Family Houses<br/>(9) off street parking spaces required</p> <p>Lot 7 Townhouse/Unit 7 (3 bedroom)<br/>(1.5) off street parking spaces required</p> <p>Lot 7 Townhouse/Units 8 and 9 (2 bedroom)<br/>(1) off street parking space required</p> <p>Lot 7 Townhouse/Unit 10 (3 bedroom)<br/>(1.5) off street parking spaces required</p> <p>Lot 7 Apartments above Office space<br/>(11) off street parking spaces required for apartments 11-21</p> <p>Lot 7 Office space<br/>(10) off street parking spaces required for 9500 square feet of non-residential use space</p> <p>Total required spaces 43</p> | <p><b>PROPOSED</b></p> <p>-1.5 spaces proposed for each detached dwelling unit<br/>-1 space proposed for each attached dwelling unit with 1 or 2 bedrooms<br/>-1.5 spaces proposed for each attached dwelling unit with 3 bedrooms</p> <p>Lot 1-6 Single Family Houses<br/>(9) off street parking spaces proposed</p> <p>Lot 7 Townhouse/Unit 7 (3 bedroom)<br/>(1.5) off street parking spaces proposed</p> <p>Lot 7 Townhouse/Units 8 and 9 (2 bedroom)<br/>(1) off street parking space proposed</p> <p>Lot 7 Townhouse/Unit 10 (3 bedroom)<br/>(1.5) off street parking spaces proposed</p> <p>Lot 7 Apartments above Office space<br/>(11) off street parking spaces proposed for apartments 11-21</p> <p>Lot 7 Office space<br/>(26) off street parking spaces proposed for 9500 square feet of non-residential use space</p> <p>Total proposed spaces 50<br/>-20 spaces are small car which is 40% of total spaces<br/>-2 spaces are reserved accessible</p> |
|---|---|

**FENCING:**

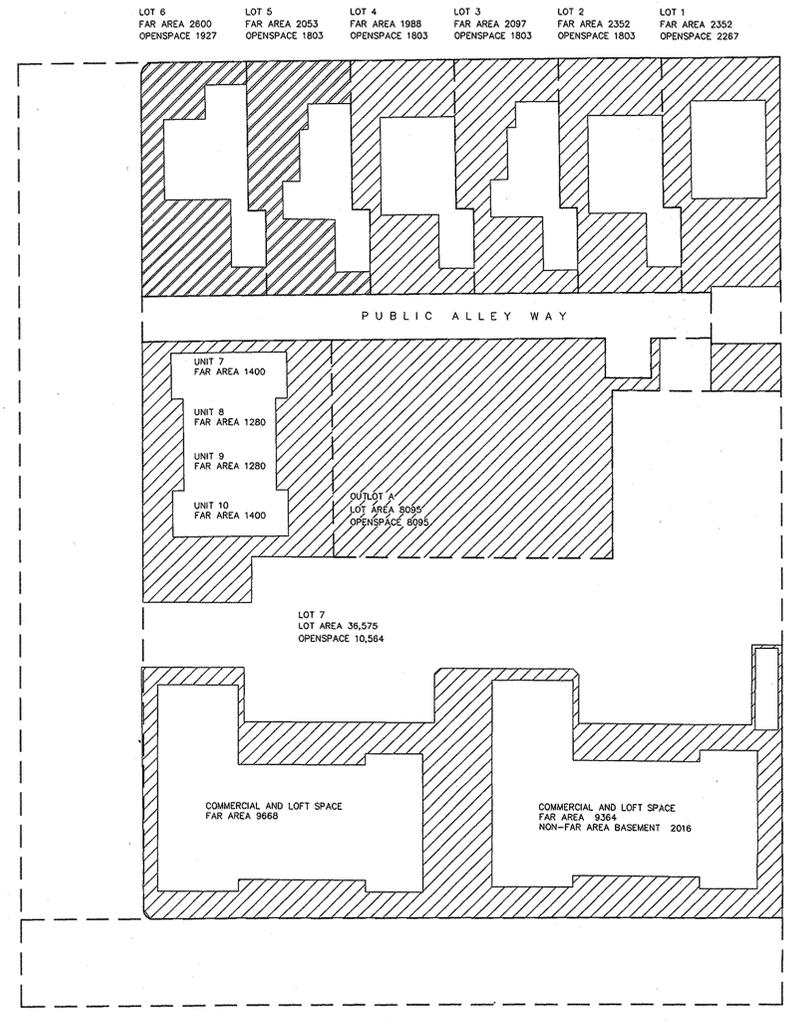
- Location and types of fencing; all fencing shall be 50% transparent and colored green as approved by the Yarmouth Park homeowners Association.
- on the north or Yaupon side of the single family residences fences shall be no taller than 3 foot high.
  - on the south alley side of the single family residences fences shall be no higher than 4 foot high with gates into the alley.
  - between the single family units and at the east side of lot 1 fences 7' high and 0% transparent are allowable.
  - any fencing on Lot 7 is to be no higher than 4' and 50% opaque, except along the east side where 7' 100% opaque is permitted

**LIGHTING:**

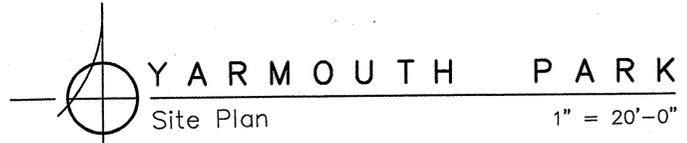
- A Porch, back door, and garage door lights to be A lamp 40 Watt max.
- B Pagoda landscape lights, 9 Watt Fluorescent, 18" high
- C Wall mounted, near door, 40 Watt max.

**SIGNAGE:**

- House number to be next to front door of single family and townhomes
- Office numbers are on doors
- Apartment numbers are next to doors
- Office signs mounted on wall next to door with sign light
- Entry sign at drive to be 2'6" high x 4'0" wide



DEFINES OPENSACE AREAS	TOTAL AREA INCLUDING OUTLOT	63,057
	TOTAL FAR AREA = 0.6	37,834
	TOTAL OPEN SPACE = 34%	21,970



JIM LOGAN ARCHITECTS

Revised 1. 10. 98

**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM**

**MEETING DATE: May 15, 2014**

**AGENDA TITLE:** Comprehensive Housing Strategy.

**REQUESTING DEPARTMENT:**

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

**OBJECTIVE:**

Staff is requesting feedback on the following in preparation for a May 27 Council Study Session:

1. Foundations work (housing market analysis and research on why people make certain housing choices);
2. Initial draft project goals;
3. Draft list of potential policies and tools to create an implementation toolkit;
4. Suggested “early wins” (i.e., policies and tools to pursue in the short term while longer term strategies are further developed and evaluated during the coming year; and
5. Initial inventory of “housing opportunity sites” for further analysis.

**EXECUTIVE SUMMARY**

The Comprehensive Housing Strategy (CHS) 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.
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.

The strategy will set forth a creative mix of policies, tools and resources to make progress on multiple fronts, in a manner consistent with the Boulder community’s priorities, values and overarching sustainability framework. It will help inform and guide Council decisions on which policies and tools to pursue in the short, medium, and long term within the context of the broader housing strategy. The CHS is envisioned as a “living document” that will guide ongoing work related to housing policies and programs. In other words, adoption of the strategy will not signal the end of the city’s housing-focused discussions, but rather inform annual work program priorities aimed at continual monitoring, evaluation and action to strengthen and expand housing opportunities through a variety of tools and coordinated strategic initiatives.

**Questions:**

1. Do you have questions or feedback related to the foundations work (housing market analysis and research on why people make certain housing choices)?
2. Do you have feedback on the draft goals?
3. Do you have questions or feedback on the proposed community engagement strategy and project work plan?

**MEMO ORGANIZATION**

- I. Background
- II. Public Feedback
- III. Work to Date
- IV. Summary of Housing Market and Choice Analysis
- V. Draft Project Vision and Goals
- VI. Draft List of Potential Policies and Tools
- VII. Early Wins
- VIII. Opportunity Sites
- IX. Next Steps

**BACKGROUND**

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 1999 Comprehensive Housing Strategy, conditions have changed and a new strategy, built upon the current one, is needed to address current and future challenges. The new Comprehensive Housing Strategy is intended to expand and preserve diverse, affordable housing choices in Boulder. The Strategy will take a broad look at housing from the perspectives of land use policies, city investments, affordable housing programs, and market-rate housing production with a focus on the following key issues:

- The shrinking of Boulder's economic middle (households earning \$65-150K annually) and how to create policies, programs and tools to reverse this trend.
- The tale of two Boulder housing types: detached single-family homes are increasingly only affordable to the wealthy in Boulder, while attached homes, such as condos and apartments, provide better affordability for middle-income households (however, are less attractive to families).
- The growing 59% of Boulder workers who live in surrounding communities, including city employees, CU faculty, police and fire professionals, school teachers, and service workers.
- Shifting demographics and changes in housing preferences (e.g., millennials, seniors, single-person households).
- The challenge of limited land supply and how to redevelop existing areas in ways that respond to the community's evolving housing needs in a manner consistent with other community values and priorities.

To the greatest extent possible, the Comprehensive Housing Strategy is being coordinated and integrated with the following strategic planning initiatives to ensure complementary and logical outcomes that advance Boulder's established sustainability initiatives, climate commitment and resilience:

- Transportation Master Plan;
- Economic Sustainability Strategy;
- Envision East Arapahoe;
- North Boulder Subcommunity Plan Update;

- Access Management and Parking Strategy;
- RTD's Northwest Area Mobility Study; and
- 100 Resilient Cities Initiative.

In particular, it is anticipated that the Comprehensive Housing Strategy and other 2014 planning initiatives will inform key areas of focus in the 2015 update of the Boulder Valley Comprehensive Plan.

## **PUBLIC FEEDBACK**

A CHS kick-off event is scheduled for May 12 at the West Senior Center (5-7pm) to request community input on the project timeline, purpose, goals, and the draft list of policies and tools.

In addition, Inspire Boulder has an ongoing online conversation to generate interest and feedback on the strategy. <http://www.inspireboulder.com/topics/14866/boulder-s-comprehensive-housing-strategy>

Staff is also meeting with key stakeholders early in the project to ensure coordination and ongoing participation in developing the strategy. Specifically, staff is coordinating weekly with Boulder Housing Partners and has met with the Boulder Valley School District, Boulder County Aging Advisory Council, University of Colorado, PLAN Boulder, and the Boulder Area Realtors Association. Continued public engagement, including broad community outreach and continued stakeholder participation is planned, as outlined later in this memo.

## **WORK TO DATE**

Providing affordable and diverse housing options is a long-standing community concern and a key policy priority articulated in the Boulder Valley Comprehensive Plan. Limited supply of undeveloped land, very low rental vacancies, a vibrant economy, and a high quality of life have caused rents and home prices to rise faster in the city than other parts of the region.<sup>1</sup> As discussed with Council in study sessions last year, 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 choosing to purchase detached single family homes in other communities due to lower costs for comparable properties.

In 1999, Boulder completed a [Comprehensive Housing Strategy](#) (CHS). The key outcomes of that effort included:

- 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](#) updates as well as planning efforts such as the Transit Village Area Plan identified opportunities to expand the amount and choice of housing in the community (e.g. designation of sites for mixed use development, 28<sup>th</sup> Street frontage road, Boulder Junction). The 2010 update also affirmed the city's commitment to supporting the following goals:

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

- 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 consider potential improvements to the city's affordable housing goals and programs. The task force resulted in a report and recommendations in eight areas. Many of the innovative policies and tools identified by that effort will be included in this planning effort.

In 2013, Council recognized that the city's housing challenges require more than minor adjustments to current programs. 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 provided feedback on a proposed project purpose statement, key assumptions, and guiding principles. The one-page document in [Attachment A](#) summarizes the revised purpose statement, key assumptions and guiding principles based on feedback received at that time.

In 2013, a [Housing Market Analysis](#) was completed. Plans for further analysis, including a community survey and focus groups, were postponed in Fall 2013 due to the flood emergency, with the project work recommencing in early 2014. That work was completed in late April and includes a more refined analysis to understand who lives, works and studies in Boulder, 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 to reach a broader segment of the community. Additional focus groups with Spanish and Nepali speakers were also completed in March. The Housing Choice Survey and Analysis is summarized later in this memo and the full report will be available online shortly.

In early 2014, Council requested data on population, jobs, and housing over the past decade. Staff updated the [2014 Community Profile](#) which shows ten year trends in population, jobs, and housing. In addition, a similar profile was completed specific to affordable housing. The 2014 Affordable Housing Development Trends shows progress towards the city's 10 percent affordable housing unit goal, the total number of permanently affordable units produced by source of funding, and the amount of cash-in-lieu funding the city has received over the past ten years. This document will be a handout at the meeting.

## **SUMMARY OF HOUSING MARKET AND CHOICE ANALYSES**

The following are the key findings of the foundations work and in particular the recently completed Housing Choice Survey and Analysis conducted by BBC:

1. Before the 1990s, Boulder housing was moderately priced—the median price of an owned home in 1990 was just \$122,700. Home values were comparable to the rest of the county and region. Then, between 1990 and 2005, home prices increased rapidly, rising by 273%, much faster than the county. By 2010, median home value was \$344,000 in the county while the city exceeded \$500,000.
2. The strongest increases in home prices occurred between 2000 and 2005, when Boulder saw an 11% compound *annual* increase in the median priced home. Although the rate of increase slowed considerably after 2005, prices remained high and it became increasingly hard to find an affordable home to buy in Boulder: In 2000, 497 units, or 26% of all units were listed at less than \$200,000 and 1,015 or 52% were listed for less than \$300,000. By 2012, this had dropped to 281 or 13% for less than \$200,000 and 541 or 26% for less than \$300,000. These units are nearly all attached and many are deed-restricted properties.
3. The premium the market placed on residential housing in Boulder has made it increasingly difficult for low

and middle income workers to buy and rent in the city. Yet, because of early policies to maintain an affordable inventory in the city, many low and moderate income workers have been able to make Boulder their home. Many of these workers have made significant trade-offs to live in Boulder, living in a smaller home, buying an attached home and/or taking on additional mortgage debt.

4. Some workers, such as teachers and nurses, bought homes in Boulder before wealth and equity became a necessity for homeownership in Boulder. If price increases continue, when they retire, younger teachers and nurses that replace them will not be able to live in most single family neighborhoods unless they rent. This is already occurring for non-student, minority workers in the service industries in Boulder. Hispanic and Nepalese residents who participated in focus groups currently rent and work numerous jobs to afford to live in Boulder. Most aspire to home ownership, but feel they will need to leave Boulder to buy a home.
5. Overall, in-commuters are similar to Boulder residents in terms of age profiles, racial and ethnic diversity and even income levels. Yet they are more likely to have children, own a single family home and be commute-tolerant than Boulder workers. In-commuters are not lower income than Boulder residents—in fact, overall, they have slightly higher incomes. This suggests that for many households housing choice is associated more with product size, type and amenities than affordability (price is a factor, but the primary consideration is a house of certain size and character).
6. Many in-commuters would like to live in Boulder and consider making “trade-offs” to live in the city. Of middle income commuters, 53% would consider moving to Boulder in the future. They would mostly be willing to live in an older home in decent condition (84%) or a smaller single family detached home (75%). Half of in-commuters would be willing to live in a townhome to live in Boulder; one-third would live in a duplex/triplex/fourplex. They are much less willing to live on a busy street or in a condominium to live in Boulder.
7. Given Boulder’s land constraints, the in-commuters Boulder is most likely to capture are those willing to live in lower density attached product (townhome/duplex/triplex/fourplex). These in-commuters are similar demographically to all in-commuters—yet they are more likely to be renters. The lure of homeownership and a Boulder lifestyle is likely to be very compelling to this segment of the in-commuter market, as well as living near open space and having a short commute.
8. One-fourth of all seniors said they plan to leave Boulder after retirement and 43% said they would consider leaving Boulder to find housing to meet their needs. The average senior has \$480,000 in home equity and prefers to remain in the city. Yet they worry about the lack of senior friendly housing in the city and may move to find the housing type (e.g., patio homes, senior only communities) they need.
9. Persons with disabilities identified lack of affordability as a barrier to staying in Boulder, not lack of accessibility.

## **DRAFT PROJECT VISION AND GOALS**

### A Vision for Housing in Boulder

The Boulder Valley Comprehensive Plan sets forth a vision for Boulder’s physical development, guided by a commitment to comprehensive, integrated social, economic and environmental sustainability. Importantly, the form and shape of the city’s physical development helps create and sustain the city’s social fabric, supports livelihoods, and helps reduce and mitigate the environmental impacts of human activity.

Housing is the largest single land use in the city, and arguably the most critical building block of the city’s neighborhoods and overall quality of life. It also represents one of the largest costs for Boulder households, and for many, their largest lifetime investment. Housing is personal, financial, and emotional.

Envisioning Boulder’s housing future must therefore encompass a holistic view. While analyses of “numbers of units,” “household incomes,” “product types” and “market demand” (among many other factors) are essential to ensuring a successful strategy, these quantitative approaches must be guided by a values-based vision that’s about creating community, sustaining diversity, protecting the environment and supporting human development.

The Boulder Valley Comprehensive Plan sets forth a number of important policies that help define the community’s vision and values for housing and residential neighborhoods. While the following summary is not comprehensive, it helps to highlight some of the core elements of the current vision that Boulder has for its housing future:

- Meet the housing needs of low and moderate income households;
- Increase the proportion of permanently affordable housing units to at least 10% of the existing housing stock;
- Encourage development for housing for populations with special needs;
- Strengthen partnerships and regional cooperation;
- Provide and maintain a mixture of housing types;
- Preserve and rehabilitate existing housing stock;
- Encourage housing for current and future households;
- Balance housing supply with employment base;
- Integrate permanently affordable units throughout community; and
- Minimize displacement of low-income populations during redevelopment.

#### Draft Project Goals

Handout at meeting.

### **DRAFT LIST OF POTENTIAL TOOLS**

The CHS is envisioned as a both a strategic framework and implementation toolkit that will guide the city’s planning and action initiatives over the coming years. To start the process of determining an appropriate set of tools for the CHS, staff has compiled a list of potential tools for consideration and evaluation over the coming months.

An expanded list of potential policies and tools is being drafted to begin a community discussion over the summer. Many of the tools were proposed in the 1999 Comprehensive Housing Strategy, but many additional tools were identified by the 2010 Housing Task Force and other stakeholders over the past several years. Staff will continue to add to the list and evaluate the tools against the project goals over the summer and fall. It is envisioned that an initial evaluation effort – guided by community, stakeholder, board and council input – will help to shape a shorter list of tools, with subsequent evaluation being in more depth to help determine which tools should be the priority focus for the CHS. The draft list of tools will be a handout at the meeting.

### **EARLY WINS**

A central tenet of the CHS initiative is to embrace the need for ongoing attention and action related to Boulder’s affordable housing challenges. To that end, Council has suggested that staff identify and move forward with some “early wins” that could help improve conditions even as more significant policy work is undertaken in the coming months and year.

Evaluation criteria used to identify potential early wins included:

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- 1) Meets one or more of the 3 project focus area subjects:
  - a) strengthening the city's affordable housing programs for low- and moderate-income households;
  - b) expanding housing opportunities for middle-income households;
  - c) exploring innovative approaches to providing additional housing and a broader range of housing options;
- 2) Generally consistent with existing policies or existing conditions (i.e., it helps improve application of existing policies, rather than represent a significant departure);
- 3) Can be accommodated in the existing work plan with existing resources (i.e., the scope is fairly narrow, and can be kept so, so that the "win" can be achieved in the near-term); and
- 4) The specifics of the issue are largely known (i.e., does not require extensive research or data analysis).

Following is a summary of the potential early wins identified to date, including a brief description, required resources to accomplish it, estimates on timing, pros and cons, and any known issues. Currently, staff is preparing potential code amendments related to open space and parking and does not have capacity to address all of the following immediately. Therefore, it is recommended to sequence early wins over the next year in the following order.

#### A.) Right-of-way (ROW) and density calculation ordinance

**What is it?** In areas of the city subject to adopted area plans or transportation network plans, the city has identified new public streets and connections needed to realize more gridded, interconnected neighborhoods where present conditions are more large lot and suburban. These connections are typically obtained through redevelopment of sites through the Site Review process. Under current land use code restrictions, the number of dwelling units allowed is calculated after ROW dedications are subtracted from the land area of sites, which reduces the number of overall units. This scenario in some cases significantly reduces the number of units to the extent that redevelopment becomes less feasible due to multiple dedications, and creates situations in which two community benefits (desired new housing units, and improved connectivity) are placed in competition with each other. The modification will allow calculation of the gross site area prior to dedication in determining the maximum number of units that might be achieved through the Site Review process. Importantly, the Site Review criteria and other regulatory controls that ensure context sensitive outcomes would remain in place (e.g., setbacks, height controls, BVCP land use densities, etc.). This code change would, however, remove an impediment to achieving housing densities in areas of redevelopment.

**Where applied?** Areas where there are adopted area and transportation network plans.

**Required resources?** Accomplished within existing city resources.

**Estimates on timing:** Planning Board recommended approval on May 1; Council consideration is scheduled for June.

**Issues:** None identified, although Planning Board expressed a desire to also look at how open space requirements are used to control housing density as part of a future code update effort. This issue has also been identified by staff previously, but is seen as a more substantial work effort.

#### B.) Council call-up of Concept Review applications

**What is it?** At the 2014 retreat, City Council indicated a desire to help shape key projects early in the process. This would allow City Council to weigh in early on Concept Reviews (after Planning Board review and comment) as a method to inform the design and configuration of large scale, complicated proposals and help property owners gain a higher level of confidence in determining whether their proposals are consistent with city goals and policies. The land use code could be revised to require all Concept Plans to be subject to City Council call up.

**Where applied?** In the near term, specific projects could include 2100 30th St., the car dealership between

Pearl and Walnut, where a Concept Plan has been submitted proposing re-zoning from BR-1 to MU-4 to provide a greater number of residential units; and the Hogan Pancost property near the East Boulder Community Center, for which the owner is expected to submit a new Concept Plan in the coming months.

**Required resources?** Accomplished within existing city resources.

**Estimates on timing:** Council consideration in Summer 2014.

**Issues:** Would potentially increase staff work load and number of applications for City Council to consider, with additional memorandums and presentations to City Council for those proposals that are actually called up.

C.) Senior housing in single family neighborhoods.

**What is it?** The number of seniors is expected to double between now and 2028 to approximately 30,000. In partial response to this trend, senior advocates have identified a need for a housing model that allows multiple, unrelated seniors to share a single family home in a single family neighborhood. The idea is for 4-6 older adults to share a large house, companionship, and living costs. A concierge service would provide many basic needs, but one model includes a live-in caregiver as one of the 4-6 residents.

**Where applied?** To be determined.

**Required resources?** May require additional city resources.

**Estimates on timing:** Council consideration in Fall 2014.

**Issues:** Although a process exists currently to raise the occupancy limits for group home facilities, this type of use requires custodial care and treatment in a protective living environment to the handicapped or aged person (60 years or older). Options to allow seniors to share a single-family home include exempting seniors from occupancy limits or creating conditional use criteria specifically for this situation. Additional legal and policy analysis is required to ensure compliance with state and federal fair housing laws.

D.) 1-to-1 unit replacement ordinance for 100% permanently affordable

**What is it?** Many affordable housing developments in Boulder were built prior to existing zoning districts. As a result, these developments have more residential dwelling units than current zoning districts allow. There are an estimated 21 affected projects that are unable to rebuild to the number of units currently existing on the site. In order to retain the total number of units in these developments, nonprofit organizations have been incrementally rehabbing these properties, with funding assistance from the city's Division of Housing in the form of CDBG, HOME and Affordable Housing funds. The incremental approach is often more expensive than demolishing the existing buildings and developing new projects. Boulder Housing Partners owns the majority of affected properties, but Thistle and Boulder Housing Coalition also have properties.

**Where applied?** The ordinance would apply only to existing affordable properties that are nonconforming.

**Required resources?** Accomplished within existing city resources.

**Estimates on timing:** Council consideration in Fall 2014.

**Issues:** None identified.

E.) Minor fix to ADU/OAU

**What is it?** The intent of the Accessory Dwelling Unit (ADU)/Owner's Accessory Unit (OAU) ordinance was to enable the cost-effective and efficient use of existing single family homes in Boulder. In particular it was hoped that ADU's would offer supplemental income and possible services to older residents and to single parent households, allowing them to stay in their homes. The resulting units are small, inherently more affordable due to size, and provide additional housing choice and opportunity within existing single family neighborhoods, though typically only attractive or available to one or two person households.

**Where applied?** To be determined.

**Required resources?** Depending on the scale of the project, may require additional city resources.

**Estimates on timing:** Council consideration in Winter 2014-2015.

**Issues:** ADUs and OAU's have a long and complicated history in Boulder and will be documented as part of developing the strategy. The existing ordinance has numerous restrictions on the construction of ADUs. An early win would involve repealing one or more of the current restrictions to encourage this housing type. Of the existing barriers, three that could be accomplished within existing resources are removing the concentration restrictions (no more than 10% ADUs in a specified area), removing the parking requirement, and the neighborhood notice requirement. Currently, there are six people on the waiting list to build an ADU/OAU, but are restricted by the concentration restriction. Parking is a common concern, but providing an off-street parking space is a significant barrier considering that the occupancy limits for unrelated people are the same for a home with or without an ADU/OAU. Finally, the requirement for notice creates expectations with neighbors that it is a discretionary review process when it is not. ADU/OAU's are allowed by right.

### **OPPORTUNITY SITES FOR HOUSING**

At the 2014 retreat, City Council requested staff identify opportunity sites for housing. These are specific parcels where the city could help facilitate the construction of needed housing in the near term. Listed below are two city owned sites and **Attachment B** lists partner owned opportunity sites. City owned sites offer the greatest opportunity for the city to have an influence in providing housing in the near term. Specifically, staff is asking Council to indicate which sites, of the two city owned sites below, to focus on in the next 3-6 months with a specific proposal to develop housing.

Other opportunities are privately owned sites where the property owner is interested in a zoning change to provide more housing. In cases where the Comprehensive Plan (BVCP) land use designation is consistent with the proposed new zoning, the zoning change request can be processed with a Site Review application. If a Concept Plan is required, the zoning change would be included in the Concept Plan proposal that Planning Board reviews. One of the early win tools recommended by staff (in the section above) is to allow City Council to weigh in on Concept Plans. This would give applicants more certainty early on in the development review process.

#### **City Owned**

##### **1) 4525 Palo Parkway**

The city owns 4525 Palo Parkway, a 3.2 acre site for which Boulder Housing Partners, in partnership with Habitat for Humanity, has submitted a proposal. The proposal is to develop 35 one, two and three bedroom affordable rental units and nine affordable homeownership units in a plan similar in scale and design to BHP's Red Oak Park. The site plan and density reflect the established character and development patterns in the area.

The site is in Area II. Because it has contiguity with Area I land, it is eligible for annexation. The annexation process could occur concurrently with the Concept Plan and Site Review process. The annexation and Site Review process could begin immediately, with construction completion in approximately two years.

Land Use Designation:	Area II, Medium Density Residential
Zoning:	NA (zoning would be established at annexation)
Parcel Size:	3.2 acres
Potential new units:	44, based on BHP/Habitat proposal
Process:	Annexation and Site Review
Timing:	Annexation and entitlement process could begin immediately
Pros:	

- In the middle of an established residential neighborhood

- Close to park and recreation facilities and greenways
- Proposal consistent with established development patterns
- Could begin the process immediately with delivery of units in approximately two years
- Site was originally purchased from the Boulder Valley School District, anticipating development as affordable housing

Cons:

- Developing the site prior to completing the CHS removes its potential to pursue other CHS goals.

## 2) 2360 30<sup>th</sup> St. (northwest corner of 30<sup>th</sup> & Pearl)

This site is in Boulder Junction. The city purchased this property in 2004 with the goal of providing a transit-oriented mixed use development close to the future RTD bus station, with a substantial amount (up to 50 percent) affordable housing and a mix of ownership and rental units in addition to commercial and ground floor retail uses. Since then, the city has leased back most of the property to the previous owner, Pollards Motors. The current lease will likely be extended through 2016. This is an opportunity to achieve identified outcomes of the CHS through a design competition for the site that would explore new housing types (senior and family friendly designs).

The Transit Village Area Plan calls for three- to four-story mixed use buildings in this district (Pearl Street Center), with either commercial or residential as the predominant use. The plan also states that urban-format, mid-box uses may be considered near the busy, highly visible Pearl & 30<sup>th</sup> intersection.

At a July 31, 2012 City Council study session, staff provided an updated analysis on the development potential for the site. The developable area – and therefore the estimated number of residential units - has been reduced since original purchase due to a numbers of factors, including ¾ acres for a future pocket park; the realignment/redesign of Junction Place, 30<sup>th</sup> Street and Pearl Parkway; the siting of the historic depot building; and other public improvements around the site.

Land Use Designation:	Mixed Use Business
Zoning:	MU-4
Parcel Size:	5.5 acres of which 4.3 acres are developable
Potential new units:	60-85, based on analysis for July 31, 2012 City Council study session
Process:	Site Review
Timing:	Leased to Pollard Motors through 2016
Pros:	

- Purchased and planned for mixed use development, including affordable housing
- Will contribute to creating a Boulder Junction “neighborhood”
- Close to future RTD bus service and the Goose Creek Greenway
- Full range of retail services nearby

Cons:

- Not available until after 2016

## NEXT STEPS

The full project schedule is shown in [Attachment C](#).

Council Adoption of Goals for the Comprehensive Housing Strategy. Staff will schedule a matters item for Council to consider formally adopting goals based on the outcome of the discussions.

Best Practices. BBC and Clarion Associates will be holding a focus group with local developers, including affordable housing providers, to review national best practices and identify their potential for use in the Boulder housing market. This event is scheduled for late May.

Working Groups. As identified in the work plan, working groups will be formed to explore creative solutions to Boulder's affordable housing challenges. These groups will be comprised of stakeholders in various focus areas. The working groups are an opportunity to learn and understand the issues. The groups will not make specific recommendations, but rather identify a specific set of potential policies and tools to explore and understand.

An opening symposium will be held in June with guest speakers to provide a big-picture perspective and inspiration. Each working 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 working groups together to share insights and findings.

Fair Housing Focus Groups. The city's Division of Housing staff is currently preparing an Analysis of Impediments to Fair Housing Choice (AI) in conjunction with the Boulder/Broomfield HOME Consortium. The AI is a federally required review of barriers to fair housing choice with a focus on "protected classes." Federally designated protected classes include disability, familial status, national origin, race, color, religion, and sex. The AI assists in building public support for fair housing efforts. At the end of May, city staff will be holding a series of focus groups with staff from agencies that work directly with members of protected classes as well as with housing experts such as nonprofit housing providers, realtors, and lenders. Findings and recommendations from these focus groups as well as from the larger AI process will inform the Comprehensive Housing Strategy.

Bang for your buck analysis. Staff will refine the list of potential policies and tools and analyze them against the project goals. This "bang for your buck" analysis will emphasize what level of effort is necessary or which actions or combinations of actions are needed to achieve the project goals.

Council and Board Direction on Strategy. A Council session is tentatively scheduled for 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. Included in the draft report will be a summary of community input and how that input shaped the contents of the strategy. The draft strategy will be reviewed by Planning Board and Council and then refined and finalized for Council consideration in February 2015.

Planning Board Input on Policies and Tools. Staff will return in summer with a draft Implementation Toolkit for board input on specific policies and tools.

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

## **ATTACHMENTS**

- A. [Draft Project Purpose Statement, Key Assumptions and Guiding Principles](#)
- B. [Opportunity Sites: Partner Owned](#)
- C. [Project Timeline](#)

## **DRAFT PROJECT PURPOSE STATEMENT, KEY ASSUMPTIONS AND GUIDING PRINCIPLES**

The following statements were reviewed in initial draft form at the City Council’s second study session on the Comprehensive Housing Strategy last year (in May 2013). The draft text below reflects input received at that time.

### **Purpose Statement**

Define priorities and goals for the expansion and preservation of diverse, affordable housing choices in Boulder and 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.”

## OPPORTUNITY SITES

At the 2014 retreat, City Council requested staff identify opportunity sites for housing. These are specific parcels where the city could help facilitate the construction of needed housing in the near term. Listed below are partner owned opportunity sites.

### Partner Owned

#### 1) Red Oak Park II (2625 Valmont)

Boulder Housing Partners (BHP) acquired the former Wallace Vacuum and Sewing property in 2012 to add to the recently developed, award-winning Red Oak Park I neighborhood to the east. Red Oak Park I converted the Boulder Mobile Manor mobile home park into a neighborhood of 59 attached and detached, fixed-foundation homes.

This site's current land use designation and zoning are for business, but these could be changed with a rezoning as part of the Site Review process.

BHP recently hosted a design charrette with the support of Housing Colorado and the University of Colorado to look at the potential development of this property and the remaining Red Oak Park I vacant "front lots" along Valmont, as well as commercial properties along Folsom Street, including the 7-11 at the corner of Folsom & Valmont and the lot adjacent to the north. The charrette looked at two scenarios: one was just for the property owned by BHP (2625 Valmont and the Red Oak Park I front lots); the other also included the privately owned 7-11 property and the lot to the north, as a potential mixed use, public-private partnership. More detailed information on the scenarios will be available on the BHP website after May 15.

<b>Land Use Designation:</b>	General Business
<b>Zoning:</b>	BC-1
<b>Parcel Size:</b>	0.78 acres (1 acre if other lots included)
<b>Potential new units:</b>	46 if just BHP property is developed, or 75 if two private lots are included, based on BHP charrette analysis
<b>Process:</b>	Rezoning and Site Review
<b>Timing:</b>	BHP is planning to begin the development process in 2014, possibly 2015

#### Pros:

- Purchased and planned for affordable housing
- Will augment and strengthen adjacent Red Oak Park I neighborhood
- Phased design and implementation could ensure integration of the entire Folsom & Valmont corner
- Could be designed in concert with commercial properties along Folsom to create a mixed use center for the broader neighborhood
- Higher density could allow for a range of unit types, levels of income and mixed need populations

#### Cons:

- Expanded scenario requires partnerships with current business owners so timing for this option is uncertain

## 2) 2121 Broadway (Spruce & Broadway northwest corner)

This site is a parking lot owned by CAGID (Central Area General Improvement District) established to serve the parking demand of downtown. At the city's request, an exploratory, schematic plan for adding housing to the site was prepared by Shears-Adkins Architects in 2003. It showed five levels of parking (153 stalls), a commercial wrap at grade, two levels of residential wrap on parking levels two and three, and residential on the fourth level. However, it assumed waivers for setback and open space requirements, would exceed the allowable FAR and was not consistent with the downtown design guideline regarding height within the first 35 feet of street frontage.

<b>Land Use Designation:</b>	Regional Business
<b>Zoning:</b>	DT-2
<b>Parcel Size:</b>	0.48 acres
<b>Potential new units:</b>	Shears-Adkins sketch plan showed 17 units
<b>Process:</b>	Additional analysis and decisions by city staff, council, the Downtown Management Commission (CAGID advisory board) and CAGID board of directors prior to an RFP process; later, Site Review would include with review by Landmarks Board and Boulder Design Advisory Board
<b>Timing:</b>	Not yet determined

### Pros:

- Downtown location
- Removing surface parking could increase vitality and visual interest at a key downtown intersection

### Cons:

- CAGID property has the sole purpose to serve parking for downtown uses; providing parking for new housing units could reduce the parking available for businesses. The primary use on the site needs to serve the purpose of CAGID or the property value needs to be translated into additional parking capacity for the downtown. The decision would have to be made to use a CAGID property for non CAGID uses, sell the property and use the proceeds for parking. An analysis would have to be done from the CAGID perspective if this was an appropriate use of CAGID property.
- Relatively small parcel size reduces economy of scale for building housing units and structured parking

## 3) CU Family Housing Site (17<sup>th</sup> Street to Folsom, south of Arapahoe)

CU Boulder owns much of the land south of Arapahoe and Naropa and between 17<sup>th</sup> Street and Folsom. They are envisioning rebuilding much of this area as family-friendly student housing at higher densities than exist today.

Multiple studies and workshops have been held about this site. Currently CU Boulder has design consultants studying the area. CU Environmental Design Faculty Michael Tavel and David Kahn just had their students study the area as part of that Program's [Praxis Semester](#) and their work will be on line by mid-May. Their topic was "What would a child-friendly, high density, sustainable urban neighborhood look like for Boulder."

<b>Land Use Designation:</b>	High Density Residential (mostly)
<b>Zoning:</b>	P (mostly)

**Parcel Size:** 40 acres of developable land  
**Potential new units:** 1,200 +/-  
**Process:** Collaborating with CU Boulder  
**Timing:** Build-out over next 5-15 years, approximately

**Pros:**

- Opportunity for dense, family-friendly urban neighborhood development close to public transit, bike paths, downtown and CU
- Opportunity for mixed-income and cultural diversity
- Opportunity for mixing CU family housing needs with city needs
- Opportunity to provide comprehensive solution to CU Boulder and City of Boulder interface

**Cons:**

- Much of land within 100 year floodplain
- No daycare permitted within 100 year floodplain

**Other Sites**

The following city and partner-owned sites were identified as possible opportunity sites. These sites are not recommended to pursue at this time due to the complexity of the issues, the amount of public process, and/or the need for actions by other organizations to make these projects feasible as a short term housing opportunity.

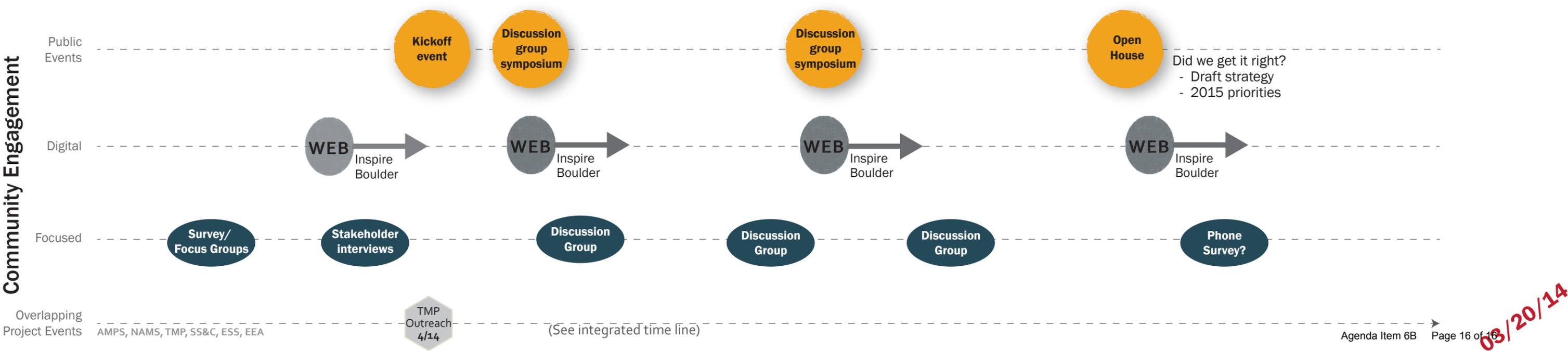
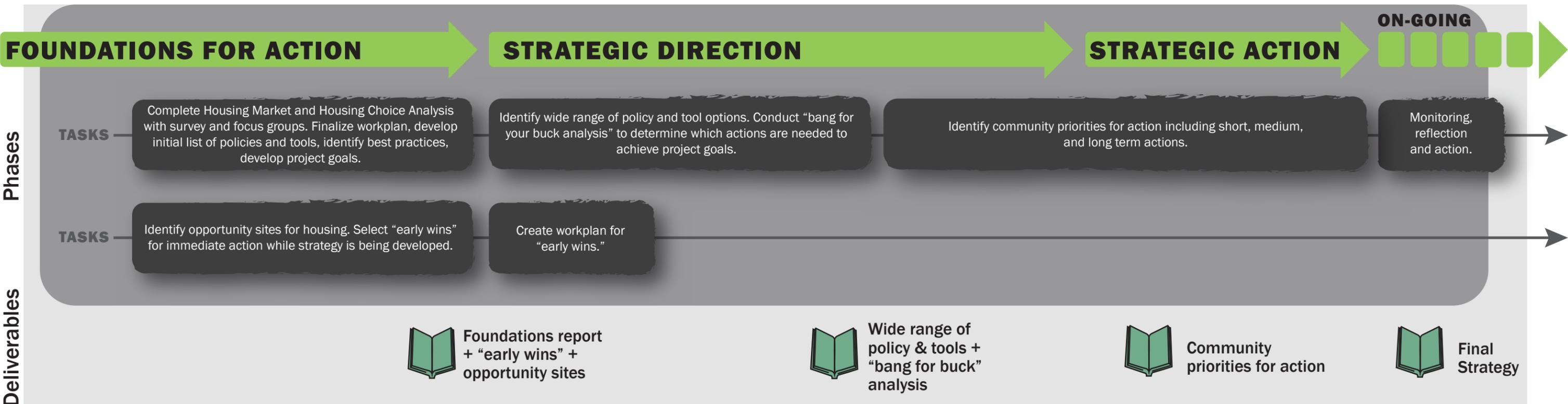
1. 3300 Airport Road (IG zoning): This is part of the Boulder Airport property. Its land use designation was changed from Public to Light Industrial in the 2010 BVCP Update. Other land use options considered at that time were Medium or High Density Housing.
2. Mapleton ball fields (P zoning): This is a Parks & Recreation property. It was discussed last year as a potential alternative location for the Scott Carpenter Park Fire Station, which is subject to flood hazard, possibly combined with structured parking and affordable housing.
3. 0 Longbow in Gunbarrel (northwest of Longbow & 63<sup>rd</sup> intersection) (P zoning): BHP owns this 3.14-acre site and has not indicated that it's a near-term opportunity. It is surrounded by IM zoned property.
4. Foothills Community II (RM-1 zoning): This BHP-owned site is adjacent to Foothills Community I in North Boulder, built by BHP in 2000. Although additional housing is possible here based on the zoning, the timing and extent of future development is dependent on flood hazard re-mapping and mitigation for Fourmile Canyon Creek. BHP has indicated an interest in potentially coordinating development of this site with redevelopment of Ponderosa mobile home park, which is currently privately owned and in Area II but also subject to flood hazard and at risk for failing infrastructure.
5. Civic Area: Both the East and West Ends of the Civic Area have been identified in the Civic Area Plan as possible locations for housing in combination with other uses. Work on this is proceeding as part of Civic Area Plan implementation.



# Comprehensive Housing Strategy Timeline

2014 February March April May June July August September October November December January February 2015

City Council, PB



03/20/14

**CITY OF BOULDER  
INFORMATION ITEM FOR:**

**TRANSPORTATION ADVISORY BOARD – May 12, 2014**  
**ENVIRONMENTAL ADVISORY BOARD – May 14, 2014**  
**OPEN SPACE BOARD OF TRUSTEES – May 14, 2014**  
**PLANNING BOARD – May 15, 2014**  
**WATER RESOURCES ADVISORY BOARD – May 19, 2014**  
**PARKS AND RECREATION ADVISORY BOARD – May 19, 2014**

**GREENWAYS ADVISORY COMMITTEE AGENDA ITEM**  
**MEETING DATE: May 22, 2014**

**SUBJECT:**

Pennsylvania Avenue Flood Repair/Improvement Project

**REQUESTING DEPARTMENT:**

Anne Noble – Flood and Greenways Engineering Coordinator  
Katie Knapp – Utilities Project Manager  
Bill Cowern – Traffic Engineer

**PURPOSE:** The Pennsylvania Avenue flood repair/improvement project is being provided to board members as an information item. If you have any comments or concerns regarding the project, please pass them along to your Greenways Advisory Committee representative. If you have questions on this material, please contact Katie Knapp at 303-441-4077 or [knappk@bouldercolorado.gov](mailto:knappk@bouldercolorado.gov)

**GREENWAYS ADVISORY COMMITTEE ACTION REQUESTED:**

Staff requests a recommendation from the Greenways Advisory Committee concerning the proposed repair/improvements of Pennsylvania Ave.

**EXECUTIVE SUMMARY:**

During the flood events of September 2013, Gregory Canyon Creek overtopped and severely damaged the Pennsylvania Avenue roadway. The roadway was not immediately repaired because it looked like there was an opportunity to increase the flood conveyance capacity and improve the riparian habitat for what was initially considered to be a similar cost to replace the culvert pipe and repair the roadway. Therefore, prior to making repairs to the roadway, three different alternatives were assessed:

Alternative 1: Replace the existing culvert and rebuild the roadway.

Alternative 2: Remove the culvert and damaged roadway above the creek, close the road to through traffic, and build a pedestrian bridge over the creek.

Alternative 3: Remove the culvert and construct a new roadway with a significantly larger culvert or a vehicular bridge over the creek.

The following table summarizes the findings:

<b>Comparison of Alternatives</b>			
<b>Criteria</b>	<b>Alternate 1</b>	<b>Alternate 2</b>	<b>Alternate 3</b>
Flood Conveyance	No Effect	Positive	Positive
Wetlands and Wildlife Habitat	No Effect	Positive	No Effect
Vehicular/Emergency Access	No Effect	Negative	No Effect
Pedestrian Access	No Effect	Positive	No Effect
Estimated Construction Start	2 Weeks	4-6 Months	4-6 Months
Cost	\$4,000	\$95,000	\$225,000

**STAFF RECOMMENDATION:**

After evaluation of the three alternatives, the utilities department recommends immediate implementation of Alternative 1: replace the damaged culvert and rebuild the roadway to pre-flood condition, while further evaluating Alternative 2: remove the culvert and damaged roadway above the creek, close the road to through traffic, and build a pedestrian bridge over the creek. This approach was selected for the following reasons:

- Repairing the roadway to pre-flood conditions is cost effective and can be done quickly. It can be completed while school is out for summer break.
- The initial repair work will allow the damaged roadway and creek area to be stabilized to prevent further erosion and the accumulation of trash in the area.
- Once the roadway is repaired, the blockades can be removed, clearing the area of additional obstructions to flood waters and eliminating the rental and maintenance costs associated with the blockades.
- There are many positive benefits associated with Alternative 2 and a high level of public support for the construction of a pedestrian bridge in this location.
- A flood mitigation study for Gregory Canyon Creek is currently underway to explore mitigation opportunities along the entire creek corridor. Alternative 2 can be assessed as part of the mitigation study so that improvements in this area can be coordinated with other mitigation projects along Gregory Canyon Creek, maximizing the benefits.

Attached is information concerning the proposed repair/improvements of Pennsylvania Ave. for review and consideration.

Attachment A: Pennsylvania Avenue Flood Repair/Improvement Alternatives Analysis

PENNSYLVANIA AVENUE  
FLOOD REPAIR/IMPROVEMENT  
ALTERNATIVE ANALYSIS

ATTACHMENT A



APRIL 2014

## EXECUTIVE SUMMARY

During the flood events of September 2013, Gregory Canyon Creek overtopped and severely damaged the Pennsylvania Avenue roadway. The roadway was not immediately repaired because it looked like there was an opportunity to increase the flood conveyance capacity and improve the riparian habitat for what was initially considered to be a similar cost to replace the culvert pipe and repair the roadway. Therefore, prior to making repairs to the roadway, three different alternatives were assessed:

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Alternative 3: Remove the culvert and construct a new roadway with a significantly larger culvert or a vehicular bridge over the creek.

The following table summarizes the findings:

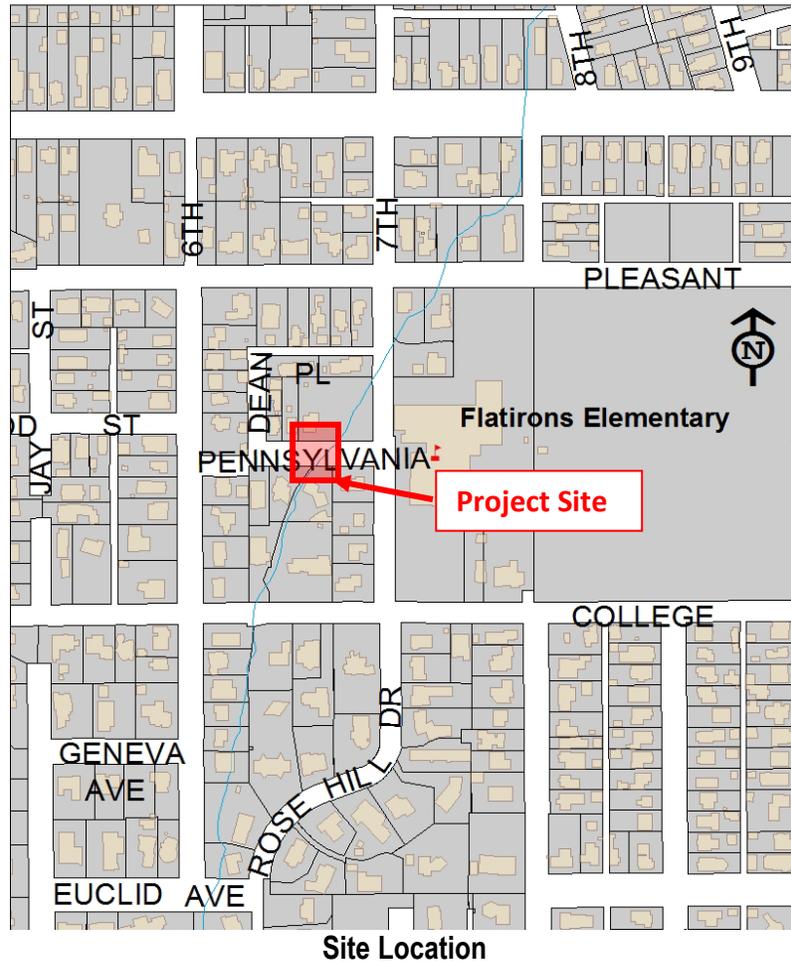
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Estimated Construction Start	2 Weeks	4-6 Months	4-6 Months
Cost	\$4,000	\$95,000	\$225,000

After evaluation of the three alternatives, the utilities department recommends immediate implementation of Alternative 1: replace the damaged culvert and rebuild the roadway to pre-flood condition, while further evaluating Alternative 2: remove the culvert and damaged roadway above the creek, close the road to through traffic, and build a pedestrian bridge over the creek. This approach was selected for the following reasons:

- Repairing the roadway to pre-flood conditions is cost effective and can be done quickly. It can be completed while school is out for summer break.
- The initial repair work will allow the damaged roadway and creek area to be stabilized to prevent further erosion and the accumulation of trash in the area.
- Once the roadway is repaired, the blockades can be removed, clearing the area of additional obstructions to flood waters and eliminating the rental and maintenance costs associated with the blockades.
- There are many positive benefits associated with Alternative 2 and a high level of public support for the construction of a pedestrian bridge in this location.
- A flood mitigation study for Gregory Canyon Creek is currently underway to explore mitigation opportunities along the entire creek corridor. Alternative 2 can be assessed as part of the mitigation study so that improvements in this area can be coordinated with other mitigation projects along Gregory Canyon Creek, maximizing the benefits.

**BACKGROUND:**

Gregory Canyon Creek crosses under Pennsylvania Avenue between 6<sup>th</sup> Street and 7<sup>th</sup> Street, east of the Flatirons Elementary School.



During the flood events of September 2013, Gregory Canyon Creek overtopped and severely damaged the Pennsylvania Avenue roadway. The roadway was not immediately repaired because it looked like there was an opportunity to increase the flood conveyance capacity and improve the riparian habitat for what was initially considered to be a similar cost to replace the culvert pipe and repair the roadway.



When the damaged asphalt pavement was removed, the existing culvert pipe was assessed. The pipe was determined to be in poor condition and therefore could not be reused.

Remnants of old bridge abutments were also revealed. The city's Historic Preservation Planners visited the site and determined that the old bridge abutments were not significantly intact and did not require preservation. It was recommended that salvaged stones from the abutments be used in the repair project, if possible.



Different options for repairs and improvements to the area were suggested by city staff and residents in the area. Prior to making repairs to the roadway it was decided that the different alternatives would be assessed.

**ALTERNATIVE ANALYSIS:**

Three alternatives for repairing the flood damaged roadway were evaluated:

**Alternative 1: Replace the existing culvert and rebuild the roadway.**

The first alternative would involve replacing the existing culvert pipe and repairing the roadway back to pre-flood conditions. This is the most economical solution and could be completed for approximately \$4,000. It would also be the quickest to implement because it would not require a floodplain analysis or any flood or wetland permits. If selected, this alternative could be implemented in early June, once the school is out for summer break.



**Alternative 1**

This alternative would not increase the flood conveyance or include flood mitigation improvements, but it would allow the area to be stabilized the fastest. Future flood mitigation options for the area would be assessed as part of the Gregory Canyon Creek Flood Mitigation Study, a separate project currently underway to identify flood mitigation opportunities along Gregory Canyon Creek between Flagstaff Road and Boulder Creek.

Repairing the roadway to the pre-flood conditions would restore the historic traffic patterns and emergency access, and allow the existing traffic barricades and safety fencing to be removed in the shortest timeframe.

**Alternative 2: Remove the culvert and damaged roadway above the creek, close the road to through traffic, and build a pedestrian bridge over the creek.**

The second alternative would involve removing the existing culvert pipe and adjacent asphalt roadway, and building a multi-use trail with a bridge across the creek. This alternative would cost approximately \$95,000. This alternative would change the geometry and the flow characteristics of the creek and would therefore require a floodplain analysis and flood and wetland permits. Permanent closure of the roadway would also require Planning Board approval in accordance with the City Street Closure/Traffic Restrain Policy (**Appendix A**). The floodplain analysis, design work, approval process and permitting would take approximately four to six months before construction could begin.



**Alternative 2**

Installing a pedestrian bridge would provide additional flood capacity at this location which could decrease the flooding risks for properties in the area. This option provides the greatest wildlife and wetland habitat benefits by minimizing the impervious area above and adjacent to the creek and increasing the length of open channel and riparian area.

Permanently closing the roadway to vehicular traffic would change the historic traffic patterns. Residents in the area reported that prior to the flood, there was high speed and dangerous traffic on Pennsylvania Ave. in the morning and afternoon when students were dropped-off and picked-up from the Flatirons Elementary School. Pedestrian access would be improved by eliminating the through traffic and installing a pedestrian bridge. A traffic study (**Appendix B**) was conducted to evaluate the impacts of closing the road. The conclusions of the study are as follows:

- This narrow discontinuous one-block segment of Pennsylvania Avenue, a local access roadway, does not play a large role in the overall connectivity of the grid of streets in this part of Boulder.
- Local access traffic that is diverted as a result of this closure is being easily accommodated by the surrounding grid of streets.

- This block of Pennsylvania Avenue will still provide bicycle and pedestrian connectivity in the area, and will still provide on-street parking for parents who are picking up their children from Flatirons Elementary School.
- It was determined that the road closure would not create adverse impacts related to noise or safety.
- The proposed closure meets the “extraordinary circumstances” traffic related criteria of the City’s street closure policy.

**Alternative 3: Remove the culvert and construct a new roadway with a significantly larger culvert or a vehicular bridge over the creek.**

The third alternative would involve removing the existing culvert pipe and rebuilding the roadway with a vehicular bridge or a larger box-style culvert across the creek. This alternative would cost approximately \$225,000. This alternative would change the geometry and the flow characteristics of the creek and would therefore require a floodplain analysis and flood and wetland permits. The floodplain analysis, design work and permitting would take approximately four to six months before construction could begin.



**Alternative 3**

Installing a vehicular bridge or larger culvert would provide additional flood capacity at this location which could decrease the flooding risks for properties in the area. Historic traffic patterns would also be restored.

## **Comparison of Alternatives:**

The following table summarizes the findings:

<b>Comparison of Alternatives</b>			
<b>Criteria</b>	<b>Alternate 1</b>	<b>Alternate 2</b>	<b>Alternate 3</b>
Flood Conveyance	No Effect	Positive	Positive
Wetlands and Wildlife Habitat	No Effect	Positive	No Effect
Vehicular/Emergency Access	No Effect	Negative	No Effect
Pedestrian Access	No Effect	Positive	No Effect
Estimated Construction Start	2 Weeks	4-6 Months	4-6 Months
Cost	\$4,000	\$95,000	\$225,000

Alternative 1: Replace the existing culvert and rebuild the roadway.

Alternative 2: Remove the culvert and damaged roadway above the creek, close the road to through traffic, and build a pedestrian bridge over the creek.

Alternative 3: Remove the culvert and construct a new roadway with a significantly larger culvert or a vehicular bridge over the creek.

## **PUBLIC COMMENT:**

To gather public input, an open house was held on Feb. 6, 2014 and a project website was developed with an online survey form. The first two alternatives were initially considered because the costs were originally estimated to be of similar magnitude. A few people requested that a third alternative, construction of a vehicular bridge, be evaluated. The third alternative was included in the analysis and the project website was updated to provide an opportunity for additional comments on all three alternatives.

The majority of the local residents showed a high level of support for Alternative 2, closure of the road and installation of a pedestrian bridge. There was a concern raised that improving the natural habitat along the creek, Alternative 2 would encourage additional bear and mountain lion activity along the creek and near the elementary school.

A compilation of the public input received from the open house and online surveys is included in **Appendix C.**

## **STAFF FINDINGS AND RECOMMENDATIONS**

Flood recovery work has been ongoing since the September flood event with several different contractors working on various repairs. Repairing Pennsylvania Avenue to pre-flood conditions was included in a flood repair bid in order to get a cost for the repair work and give the city the option to quickly move forward with the repairs. The \$4,000 cost to repair the roadway was less than initially anticipated. After evaluation of the three alternatives, the utilities department recommends immediate implementation of Alternative 1 while further evaluating Alternative 2. This approach was selected for the following reasons:

- Repairing the roadway to pre-flood conditions is cost effective and can be done quickly. It can be completed while school is out for summer break.

- The initial repair work will allow the damaged roadway and creek area to be stabilized to prevent further erosion and the accumulation of trash in the area.
- Once the roadway is repaired, the blockades can be removed, clearing the area of additional obstructions to flood waters and eliminating the rental and maintenance costs associated with the blockades.
- There are many positive benefits associated with Alternative 2 and a high level of public support for the construction of a pedestrian bridge in this location.
- A flood mitigation study for Gregory Canyon Creek is currently underway to explore mitigation opportunities along the entire creek corridor. Alternative 2 can be assessed as part of the mitigation study so that improvements in this area can be coordinated with other mitigation projects along Gregory Canyon Creek, maximizing the benefits.

**APPENDICIES:**

Appendix A: City Street Closure/Traffic Restraint Policy

Appendix B: Traffic Analysis

Appendix C: Public Input Summary

MEMORANDUM

June 29, 1984

TO: City Council  
FROM: James W. Piper, City Manager  
SUBJECT: Street Closure/Traffic Restraint Policy

This memorandum focuses on the recent study session where Council considered alternative street closure policies. The staff recommendation was that streets could only be considered for closure as part of a larger neighborhood comprehensive plan or local improvement district and then only if certain criteria were met.

Council discussion, which acknowledged the need to preserve the integrity of the existing transportation system, favored an approach to street closures as expressed in the proposed policy statement shown below:

Proposed Policy Statement

In recognition of the need to provide safe and convenient access for local residents while retaining mobility within the larger transportation system, street closures will not be considered for traffic management purposes.

Exceptions to this policy may be considered only within the context of a comprehensive neighborhood planning effort conducted by the City or as part of a local improvement district. If extraordinary circumstances are found during the planning process which suggest a possible street closure, the following criteria will need to be met:

1. The street under consideration for closure must be a local street as shown on the Comprehensive Plan.
2. Sufficient funding must be available, through City or other resources, to cover the City cost of study requirements and any recommended project improvements.
3. The request must meet all legal considerations.
4. The closure cannot substantially impair emergency access. Fire response time to and through the neighborhood cannot be increased by more than 30 seconds, nor can the total response time exceed 6 minutes.

5. The request must be evaluated against a traffic analysis which is based on current accepted engineering practice and professional judgement. This would include an evaluation of noise, speed, accident history, existing mix of through and local traffic, safety considerations, etc.
6. The proposed neighborhood plan and potential closure must be approved by the Planning Board.

JWP/LH/rm



April 4, 2014

Mr. Bill Cowern  
Traffic Operations Engineer  
Transportation Division  
City of Boulder

Re: Traffic Study Report for Pennsylvania Avenue Closure – 6<sup>th</sup> Street to 7<sup>th</sup> Street

Dear Bill,

At your request I have completed a transportation evaluation for the proposed permanent closure of Pennsylvania Avenue between 6<sup>th</sup> Street and 7<sup>th</sup> Street on the west edge of Boulder. This block of Pennsylvania Avenue was effectively closed to through traffic when a portion of the roadway washed away during last September's flooding. It is my understanding that the proposal is for this one block segment of Pennsylvania Avenue to remain closed to automobile traffic where it was washed out, and that a pedestrian bridge will be installed to maintain connectivity for pedestrians and bicyclists.

This transportation evaluation is intended to address applicable "extraordinary circumstances" criteria as listed in the City's street closure policy statement dated June 29, 1984 (copy attached).

In making this evaluation I have:

- conducted a site visit and toured the roadway grid in this part of Boulder;
- observed traffic patterns in the area during the afternoon student pick-up period at the adjacent Flatirons Elementary School;
- determined the number of homes directly impacted by the road closure;
- estimated the amount of traffic that is being diverted onto adjacent roadways;
- and commented on the potential of the surrounding roadway grid to accommodate the redirected traffic.

On this basis I offer the following observations and findings:

**Existing and Historic Roadway Conditions:**

1. This portion of west Boulder is served by a grid of streets as illustrated on Figure 1.
2. Figure 2 provides a closer view of the roadways in the immediate area.
3. Pennsylvania Avenue is discontinuous in this part of Boulder. It does not extend west of 6<sup>th</sup> Street, and does not extend east of 7<sup>th</sup> Street, where it is blocked by the Flatirons Elementary School site and the Pioneer Gateway Cemetery. Pennsylvania Avenue does not continue again until east of 9<sup>th</sup> Street.

- 
4. The one block long segment of Pennsylvania Avenue (between 6<sup>th</sup> Street and 7<sup>th</sup> Street) that is being considered for permanent closure primarily serves as a local access roadway for adjacent residences. It is unlikely that this block served any significant “through traffic” as part of Boulder’s grid of streets.
  5. The surrounding grid of streets is still intact, with 6<sup>th</sup> Street and 7<sup>th</sup> Street providing north south access, and College Avenue, Pleasant Street, and University Avenue providing east-west access.
  6. This block of Pennsylvania Avenue is narrow (20 feet of asphalt +/- with no curb and gutter) and a bit crooked from end to end (see attached photographs).
  7. There is a temporary pedestrian pathway through the road closure area.
  8. Currently Pennsylvania Avenue is used by parents of school children for parking during the afternoon pick-up period, with parent vehicles parked on both sides of the road closure.
  9. Dean Place provides a “dog leg” connection to 7<sup>th</sup> Street on the north side of Pennsylvania Avenue (see Figure 2). This connection is narrow and feels more like an alley than a through street.
  10. Both Dean Place and Pennsylvania Avenue are low speed narrow roadways whose primary purpose is residential access.

**Traffic Access and Diversion Caused by the Closure:**

11. Dean Place and Pennsylvania Avenue provide access to approximately 20 residential properties. Of these, approximately 15 dwellings may have their access route affected by the road closure. These 15 dwellings likely generate less than 150 one-way automobile access trips per day.
12. With the Pennsylvania Avenue closure in place, it is estimated that the following daily traffic volume changes are occurring (relative to historic traffic levels):
  - 6<sup>th</sup> Street north of Pennsylvania: + 75 vehicle trips per day
  - 6<sup>th</sup> Street south of Pennsylvania: + 75 vehicle trips per day
  - 7<sup>th</sup> Street, College to Pennsylvania: - 75 vehicle trips per day
  - 7<sup>th</sup> Street, Pleasant to Pennsylvania: - 75 vehicle trips per day
  - College Avenue, 6<sup>th</sup> to 7<sup>th</sup>: + 75 vehicle trips per day
  - Pleasant Street, 6<sup>th</sup> to 7<sup>th</sup>: + 30 vehicle trips per day
  - University Avenue, 6<sup>th</sup> to 7<sup>th</sup>: + 45 vehicle trips per day
13. The traffic diversions listed above are relatively low and are being easily accommodated by the surrounding roadway grid. It is unlikely that this level of traffic diversion is very noticeable (5 to 10 vehicles per hour during the highest hour of the day) to residents along those roadways.

**Conclusion:**

- This narrow discontinuous one-block segment of Pennsylvania Avenue, a local access roadway, does not play a large role in the overall connectivity of the grid of streets in this part of Boulder.
- Local access traffic that is diverted as a result of this closure is being easily accommodated by the surrounding grid of streets.
- This block of Pennsylvania Avenue will still provide bicycle and pedestrian connectivity in the area, and will still provide on-street parking for parents who are picking up their children from Flatirons Elementary School.
- I am not aware of any prior or current traffic issues related to noise, safety, or accident history that would be adversely affected by the proposed closure of this one block to through automobile traffic.
- In this context I believe that the proposed closure meets the “extraordinary circumstances” traffic related criteria of the City’s street closure policy.

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I hope this information is helpful. Please let me know if you have any questions.

Sincerely,

**FOX TUTTLE TRANSPORTATION GROUP, LLC**

A handwritten signature in blue ink, appearing to read "William C. Fox".

William C. Fox, P.E.  
Principal

Attachments: Area Photographs and Figures

**Area Photographs:**



Eastbound on Pennsylvania

Westbound on Pennsylvania



Northbound on Dean Place



Eastbound on College at 6th

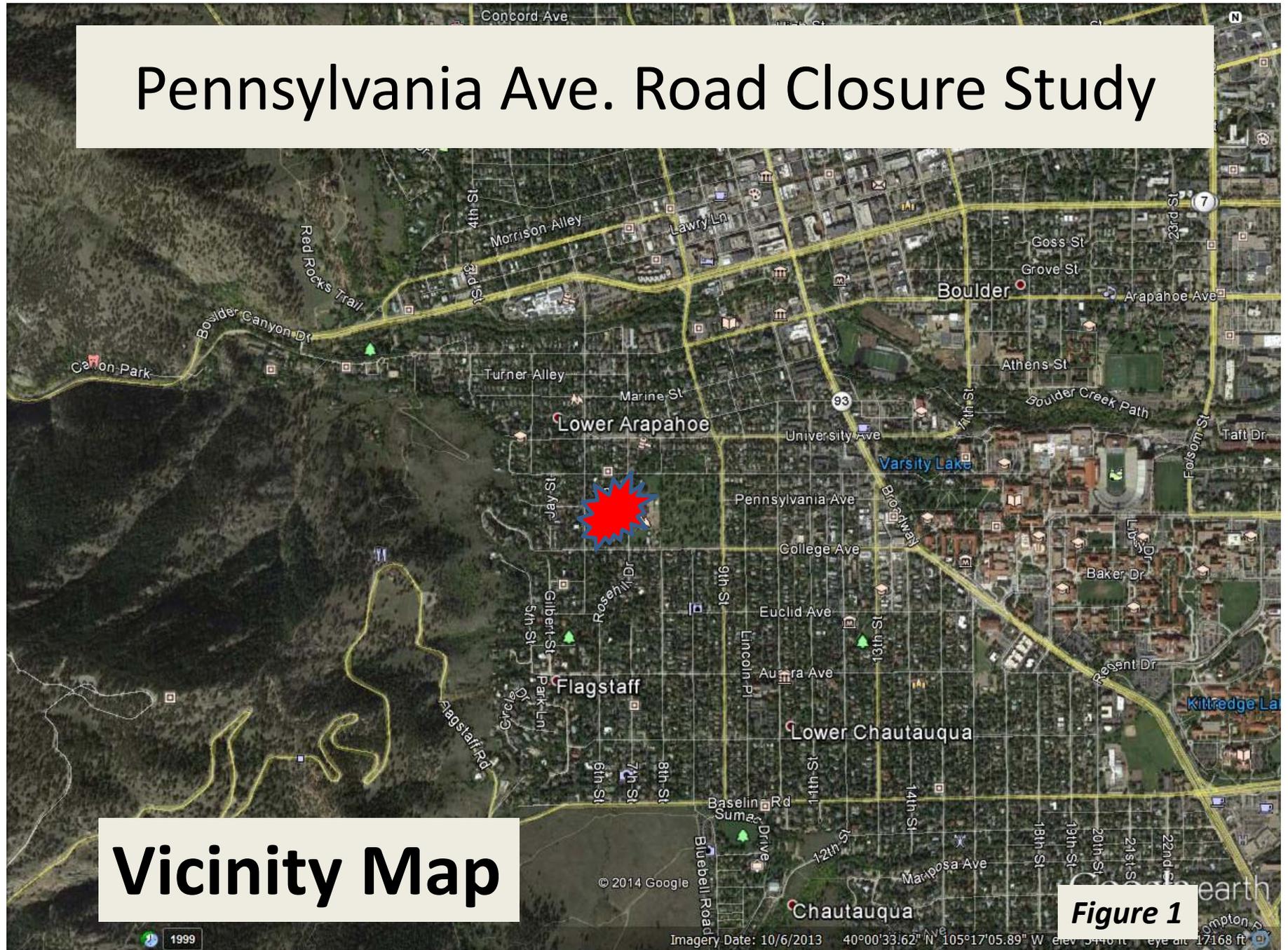


Southbound on 6th



Westbound on Pleasant

# Pennsylvania Ave. Road Closure Study



**Vicinity Map**

**Figure 1**

# Pennsylvania Ave. Road Closure Study



**Area Map**

**Figure 2**

MEMORANDUM

June 29, 1984

TO: City Council  
FROM: James W. Piper, City Manager  
SUBJECT: Street Closure/Traffic Restraint Policy

This memorandum focuses on the recent study session where Council considered alternative street closure policies. The staff recommendation was that streets could only be considered for closure as part of a larger neighborhood comprehensive plan or local improvement district and then only if certain criteria were met.

Council discussion, which acknowledged the need to preserve the integrity of the existing transportation system, favored an approach to street closures as expressed in the proposed policy statement shown below:

Proposed Policy Statement

In recognition of the need to provide safe and convenient access for local residents while retaining mobility within the larger transportation system, street closures will not be considered for traffic management purposes.

Exceptions to this policy may be considered only within the context of a comprehensive neighborhood planning effort conducted by the City or as part of a local improvement district. If extraordinary circumstances are found during the planning process which suggest a possible street closure, the following criteria will need to be met:

1. The street under consideration for closure must be a local street as shown on the Comprehensive Plan.
2. Sufficient funding must be available, through City or other resources, to cover the City cost of study requirements and any recommended project improvements.
3. The request must meet all legal considerations.
4. The closure cannot substantially impair emergency access. Fire response time to and through the neighborhood cannot be increased by more than 30 seconds, nor can the total response time exceed 6 minutes.

5. The request must be evaluated against a traffic analysis which is based on current accepted engineering practice and professional judgement. This would include an evaluation of noise, speed, accident history, existing mix of through and local traffic, safety considerations, etc.
6. The proposed neighborhood plan and potential closure must be approved by the Planning Board.

JWP/LH/rm



# Pennsylvania Avenue Flood Repair Public Comments

05.12.2014

## Purpose

- *Pennsylvania Avenue was damaged during the September 2013 flood and the City of Boulder is evaluating different options for repairs of the section of road between 6<sup>th</sup> and 7<sup>th</sup> streets, where Gregory Canyon Creek crosses the roadway. We asked members of the community to choose one of three alternatives or share another alternative with us.*
  - *Alternative 1: Replace the existing culvert (drainage pipe) and rebuild the roadway to pre-flood conditions.*
  - *Alternative 2: Remove the culvert and roadway above the creek, close the road to through traffic and build a pedestrian bridge over the creek.*
  - *Alternative 3: Remove the culvert and construct a new roadway with a significantly larger culvert or a vehicular bridge over the creek.*

## Summary of Public Comments

### General Comments

- **Alternative 1: 4 in favor**
  - Traffic on the road and school access is better mitigated on option 1. Option 2 looks like it would cause more blockage.
  - There would be through traffic, less congestion, a paved road, and less mud. School parking traffic will be decreased if back to pre-flood conditions. There would be less speeding traffic to suddenly stop at the closed road and dead end to turn around.
  
- **Alternative 2: 114 in favor**
  - Alternative two is much better for our neighborhood.
  - The culvert will continue to get clogged and spill over.
  - This has the greatest opportunity to mitigate future property damage from structure blockage and volume.
  - The culvert narrowing the creek bed at Pennsylvania caused the flooding west of the creek; Therefore if it is restored as it was there will be a problem of liability. It also seems that option two is less expensive.
  - Regardless of the alternative, the type of maintenance upstream to the head waters is critical for safety. The flood in September 2013 highlighted the limitations of culverts. Alternative two is consistent with City Council's goals of encouraging pedestrian traffic as opposed to vehicular traffic.

- I would like the peaceful space and green belt. There would be calmer traffic during school when kids are walking and a significant water flow improvement during flood episodes.
- It's very nice to see the creek again from the bridge. We can manage very well without this street and have been doing so since mid-September. Thank you for finding some funding to get started on the Gregory Creek flood plain mitigation. We know there are lots of mitigation needs elsewhere, but please don't forget that Gregory Creek needs more attention sometime in the future.
- Adequate access exists without Pennsylvania. Why rebuild it?
- The chance of the road washing out again will be lessened. A pedestrian bridge would be nice for the neighborhood. We walk our dog in the neighborhood a lot. Option two is a safer alternative. The children at Flatiron Elementary will have to contend with less traffic on Pennsylvania. Option one would risk rocks getting caught in the culvert again.
- If option two is selected, please move the west-side cul-de-sac further west.
- Great for habitat/wildlife restoration and a safe route for bikes, pedestrians and flood mitigation.
- Use the east side of the bridge area as a family meeting area for walking and cycling families. Pennsylvania can be a riding route to 6<sup>th</sup>. 6<sup>th</sup> should be a marked bike route to University and down to the Boulder Creek Path. Benches and bike racks should be provided. Thanks!
- This will not eliminate future flooding. The culvert under 7<sup>th</sup> gets blocked every time we have a severe thunderstorm. The grate catches debris and blocks very quickly.
- Pedestrian friendly.
- Better neighborhoods.
- This street hardly has any traffic to begin with. The pedestrian bridge close to the school would be a great addition!
- Option #2 sounds like a much better fit for the neighborhood!
- This would be so nice for walking my kids to school!
- This culvert caused my house to flood! Rebuilding it the same way is just plain stupid! Having a pedestrian bridge and cul-de-sac is the best idea I have heard from the city in years!
- I think a pedestrian bridge here would be a great addition for no extra cost! These kinds of options continue to make Boulder the special place it is.
- It seems like option 2 is clearly the right solution. Why rebuild something that will be blown out again? Let the stream run naturally as it was intended. Thanks for the opportunity to provide this input.
- I visit the neighborhood often and would enjoy walking over the foot bridge and seeing the stream below. There doesn't seem to be enough traffic to warrant rebuilding the road/culvert.
- Having seen firsthand the devastation that the clogged culverts caused throughout Boulder with the floods in September, I'm inclined to say where

there is an opportunity to allow water to flow in a more natural manner and still allow access to communities, this is the appropriate way to proceed.

- I am a fan of anything to improve pedestrian access to our beautiful creek.
- As someone who grew up in the neighborhood and still lives in town I like the second idea. Seems to be a much better idea for flood control and the idea of an open creek bed through there seems kind of nice. If it floods again you're going to have the exact same problem if you build it back.
- Let the stream flow!
- The pedestrian bridge option is a great one for this neighborhood!
- Pennsylvania Ave has a number of issues that make for an accident waiting to happen. These issues include: Icy conditions - due to lack of snow removal and direct sunlight, steep grades - west side, blind corners - Dean Pl. Reducing the amount of traffic by replacing the culvert with a foot bridge would lessen the risk of an accident on this street.
- I live on Pennsylvania and Gregory Creek goes under my deck. I would LOVE Option 2 with a pedestrian bridge. I think it offers a safe route to school for students walking or biking as well as slows down and/or lessens the traffic impact before and after school. In terms of emergency vehicles, since Pennsylvania only runs between 6th and 7th, it is already confusing and difficult to find so improved mapping and signage could effectively bring attention as to how to reach us on the West side via 6th or Dean Place. I also really like that this option allows for better wildlife and habitat restoration along with flood mitigation, in particular for the folks downstream.
- I am a big proponent of Alternative Two. I think any chance to restore a stream corridor should be capitalized on. There are ecological/habitat benefits, safety benefits regarding flood control and aesthetic benefits for those living there. I'm all for number 2!
- Very hopeful that we can begin a small step of prioritizing people traffic over car traffic.
- This is a really great opportunity to decrease flood risk while re-building! The extra cost of a pedestrian bridge is absolutely worth it for the downstream flood reduction.
- This seems like a great opportunity to increase multi-use pathways in Boulder. I have been in this area often and agree that drivers often speed through, even though there is a school nearby. It is such a beautiful area, would love to see it become more pedestrian friendly.
- I live at 637 Pennsylvania Ave and would like the pedestrian bridge please
- Given the proximity to the school building I think it makes sense to reduce some traffic in this area.
- Option #2 would improve the pedestrian character of the neighborhood and provide important flood relief that could not easily be obtained by a culvert.
- It seems like an option to take into account future flooding would be a good idea. Does local traffic require a bridge?

- Option 2 is a nice compromise. Flood improvements for future storms but at more than half the cost of a vehicular bridge.
- #2 has the most positive attributes.
- great job with some good alternatives --thanks staff
- Versus option 1, Option 2 seems like the better long-term compromise that's potentially a good investment capable of preventing damage otherwise in the future. With flooding though, it's a zero-sum game---every link of the chain would need to be more robust in order to prevent problems. Making one link stronger may have little net positive effect to the city. If this is one of the weakest links, then by all means, please treat as such.
- As a parent of students at Flatirons Elementary, I love the idea of closing this dangerous street to vehicles and walking my kids to school over a pedestrian bridge.
- It is imperative to our neighborhood that Alternative TWO is implemented, since the pre-flood condition is the one which enabled the flooding in the first place. The cost to restore our home is now close to \$50,000, and we know that others in our area have spent as much or more. We are asking the city in good conscience and good faith to help us to keep this from happening again.
- It is option number two which is most beneficial to our neighborhood, as it would allow more flood conveyance AND, very importantly, would interrupt the speeding and dangerous driving on Pennsylvania. The school already has good access on nearby streets, and the pedestrian bridge would be available for everyone. Thanks for your work on this.
- I live adjacent to the existing culvert and am in strong support of increasing the flood conveyance capacity. Option 2 is the most reasonable cost option that accomplishes this.
- Alt. 2 has, by far, the strongest support from those effected by this problem - those who were directly flooded by the breach of Penn. Ave. It does feel like the estimate for this repair could be greatly reduced by looking at simpler options for the bridge. Perhaps a use of pressure treated lumber beams instead of metal. The city cannot really choose Alt. 1 since that would put it in the position of intentionally creating a greater risk of flood and the possible liability. And since it is 7 months since the flood and nothing has been done, I see no value at this point of its being the fastest fix. That time is long past. It also seems the estimate for this job is way too low. Alt. 3 is too expensive and there is no good reason to do it. A final cheapest alternative would be to simply remove the ton of gravel that the city dumped in the hole, which raised the likelihood of further flooding, and fence the whole creek gap off on both sides at Penn. Ave. and have no access.
- Yes to a pedestrian bridge!
- Pedestrian Bridge seems wonderful!
- I hope this can still be received. I live on Pennsylvania and think this option is the best solution; for pedestrian/bike safety and access, wildlife habitat and flood mitigation.

- **Alternative 3: 7 in favor**
  - Car bridge or better yet, a draw bridge.
  - Square opening (rock wall exposed in flood) with roadway over (open to cars).
  - Build a vehicular/pedestrian bridge or street and keep flow way open.
  - Car bridge.
  - Re-engineer the culvert to convey flow consistent with expected flow from culverts above and open street to vehicle traffic as well as pedestrian traffic. Flatirons Elementary School has been open well over 50 years and will be most affected by the decision. It is considered by Flatirons staff that closing the street would have a negative effect on the traffic flow relative to school operations.
  - The biggest push to close the street thus far has come from a resident who moved in to the neighborhood 8 months ago and has stated he was "tired of having cars from the school park on Pennsylvania" and was going to try to get the street shut down.
  - I actually prefer alternative 2 EXCEPT the fact that Flatirons Elementary School is located in the area. Students with special needs, combined with the occasional presence of bears and mountain lions, makes it critical for fast emergency response times.
  - I support alternative 3 because it is the most comprehensive and it is the best for the nearby elementary school due to the access for emergency vehicles (which is negatively impacted by alter #2). This culvert was supposed to be replaced in 1996, but the project ran out of money. It is long overdue. Also, given that mountain lions have begun to hunt around gregory creek in town, it is a bad idea to create an ""attractive"" environment for wildlife as suggested by alter. 2. Due to the school and the number of small children, we must put public safety first and select option 3. The price is commensurate with the benefits.
  
- **Other options: 4 in favor**
  - Reduce parking on east side of stream. Turn that area into a gathering place for kids and parents. Allow residents to access their drives, but reduce traffic and parking.
  - I'm not advocating for any particular solution, but do have the following concern: if the capacity at Pennsylvania is increased, does that just mean that the flooding as the Creek goes under 7th will be that much worse? Or further down, as it goes under Pleasant? Or University? Or Eighth? It seems to me that having the creek top over and go sluicing down broad streets during a flood is not the worst solution -- it keeps the flood shallow enough not to drown anyone, or to cause major structural damage (just wet basements, which one can recover from.)
  - alternative 2 is probably best, but i would like a draw bridge.
  - alternative two or alternative 3 with a drawbridge.

**CITY OF BOULDER  
INFORMATION ITEM FOR:**

**TRANSPORTATION ADVISORY BOARD – May 12, 2014**  
**ENVIRONMENTAL ADVISORY BOARD – May 14, 2014**  
**OPEN SPACE BOARD OF TRUSTEES – May 14, 2014**  
**PLANNING BOARD – May 15, 2014**  
**PARKS AND RECREATION ADVISORY BOARD – May 19, 2014**  
**WATER RESOURCES ADVISORY BOARD – May 19, 2014**

**GREENWAYS ADVISORY COMMITTEE AGENDA ITEM**  
**MEETING DATE: May 22, 2014**

<p><b>SUBJECT:</b> 2015-2020 Greenways Capital Improvement Program</p>
<p><b>REQUESTING DEPARTMENT:</b> Kurt Bauer – Flood and Greenways Engineering Project Manager</p>
<p><b>PURPOSE:</b> The 2015-2020 Greenways Capital Improvement Program is being provided to board members as an information item. If you have any comments or concerns regarding the 2015-2020 Greenways Capital Improvement Program, please pass them along to your Greenways Advisory Committee representative. If you have questions on this material, please contact Kurt Bauer at 303-441-4232 or <a href="mailto:bauerk@bouldercolorado.gov">bauerk@bouldercolorado.gov</a>.</p>
<p><b>GREENWAYS ADVISORY COMMITTEE ACTION REQUESTED:</b> A recommendation from the Greenways Advisory Committee to the City’s Planning Board and City Council concerning the proposed Greenways Capital Improvement Program is requested.</p>

Attached is information concerning the proposed 2015-2020 Greenways Capital Improvement Program (CIP) for review and consideration. A recommendation by the Greenways Advisory Committee to the city’s Planning Board and Council will be requested at the May 22, 2014 GAC meeting.

- Attachment A: Greenways 2015-2020 Capital Improvement Program Overview
- Attachment B: Greenways 2015-2020 Capital Improvement Program Summary Spreadsheet
- Attachment C: Greenways Program CIP Map
- Attachment D: Timeline for Floodplain Mapping, Mitigation Planning and Capital Improvements

## Attachment A: Greenways 2015 - 2020 CIP Program Overview

### GREENWAYS 2015 - 2020 CAPITAL IMPROVEMENTS PROGRAM

The city of Boulder Greenways System is comprised of a series of corridors along riparian areas including Boulder Creek and its 14 tributaries, which provide an opportunity to integrate multiple objectives, including habitat protection, water quality enhancement, storm drainage and floodplain management, alternative transportation routes for pedestrians and bicyclists, recreation and cultural resources.

The Greenways CIP follows an opportunistic approach, contributing funding toward projects that are being completed by other departments or private development in order to meet the various objectives of the Greenways Program. The Greenways CIP also looks to leverage funds with outside agencies in order to move projects forward that meet more than one objective of the Greenways Program, but may not be the highest priority when evaluating any one particular objective. Projects included in the Greenways CIP are typically called out in the Greenways Master Plan and are projects that Greenways staff can take the lead in coordinating.

#### Funding Overview

The total 2015 Greenways capital budget is \$320,441, with \$105,000 in the operating budget. Greenways projects are funded from the Transportation Fund, Stormwater and Flood Management Utility Fund, and the Lottery Fund. Annual funding distribution for the Greenways Capital Program for 2015 is as follows:

Transportation	-	\$97,500
Flood Utility	-	\$97,500
Lottery Fund	-	\$125,441

Starting in 2015, the Lottery contribution is expected to be reduced to \$125,441, based on Greenways receiving 15% of the city's funding allocation, with a projection of total Lottery proceeds being \$836,275.

#### Accomplishments and Highlights

The following presents a summary of the projects that were completed prior to the flood in 2013:

- The Boulder Creek Flood Mapping Update was submitted to FEMA in early 2013.
- Significant progress was made on the design of the Wonderland Creek Greenways and Flood improvement projects (Foothills to 30th and 30th to Winding Trail) including hiring an artist and working through design details with the Burlington Northern Railroad.
- The Wonderland Creek Diagonal to Winding Trail CEAP was completed in early 2013.
- Upper Goose Creek and Twomile Canyon Creek Flood Mapping Study was presented to WRAB in a public hearing in May.
- High resolution LiDAR (light and radar) data was collected in the spring of 2013 to update the city's topographic and GIS data.

- Staff completed a periodic update to the city's asset management database for all drainage infrastructure along all major drainageways in the spring of 2013.

In September 2013, a major storm event brought unprecedented rainfall to our region causing significant flooding, loss of life and widespread damage. The following provides a summary of the efforts completed following this event:

- Staff performed damage assessments along Boulder Creek and the 14 major drainageways and determined the limits of the flood boundary associated with the September flood for each drainageway.
- Seven Open Houses were conducted in coordination with the Community Planning and Sustainability Department to share flood extent and flood recovery information with the public.
- Emergency channel repair work and sediment removal was completed along Twomile Canyon Creek, Wonderland Creek and Boulder Creek in conjunction with the Urban Drainage and Flood Control District.
- A post-flood evaluation of the Fourmile Canyon Creek and Wonderland Creek flood mapping was initiated in December.

#### **Projects Completed in 2014**

- Goose Creek Restoration Project includes restoration improvements along Goose Creek between Foothills Highway and 55<sup>th</sup> Street. This project is expected to be completed in 2014. This project is primarily being funded through a Section 206 Restoration grant through the U.S. Army Corps of Engineers. The city's 35% funding match is being met mostly through credits from city owned real estate.
- A flood mitigation major drainageway plan for South Boulder Creek is anticipated to be completed by the end of 2014.
- The Urban Drainage and Flood Control District also completes maintenance projects along the major drainageways. In 2014 this includes a request for sediment removal along Wonderland Creek from Foothills Parkway to the confluence with Goose Creek. This maintenance project will help provide the necessary conveyance capacity required when the Wonderland Creek Greenways Improvement Project is completed.

#### **Projects Expected for Completion in 2015**

- Fourmile Canyon Creek at 19<sup>th</sup> Street is in preliminary design but was put on hold following the September 2013 flood event. It is anticipated that development of this project will continue in late 2014 with a CEAP completed in 2015.
- Flood mapping studies for Upper Goose and Twomile Canyon Creeks; Skunk, Kings Gulch and BlueBell Canyon Creeks; Boulder Slough and Bear Canyon Creek are anticipated to be completed in 2015.

#### **Projects Starting in 2015, but Not Completed**

- Construction of the Wonderland Creek Foothills to 30<sup>th</sup> Greenways Improvement Project is anticipated to begin in 2015.
- Construction of the Wonderland Creek (28<sup>th</sup> Street) Diagonal to Winding Trail Greenways Improvement Project is anticipated to begin in 2015.
- A flood mitigation plan was initiated in 2014 for Boulder Creek, Bear Canyon Creek and

Gregory Canyon Creek and is anticipated to be completed 2015.

### **Highlights of 2015 – 2020 Projects**

The focus of the 2015-2020 Greenways CIP is on flood mitigation, bicycle and pedestrian multi-use paths and underpasses, and habitat and water quality improvements along the Fourmile and Wonderland Creek corridors. In addition to the projects along Fourmile Canyon Creek and Wonderland Creek, possible habitat restoration projects during the next few years include:

- Stream bank restoration along Boulder Creek at Eben Fine Park
- Confluence of Bear Creek and Boulder Creek at Foothills Community Hospital
- Dry Creek habitat improvements through Flatirons Golf Course
- Goose Creek, railroad to 47<sup>th</sup> Street tree plantings
- Fish Passage enhancement projects in association with Fishing is Fun grants
- South Boulder Creek minimum stream flow
- Removal of Russian Olive trees east of 75<sup>th</sup> Street along Boulder Creek

### **Relationship to Guiding Principles and Master Plan and Prioritization**

Greenways projects address many of the CIP guiding principles. Greenways projects are identified in multiple master plans and meet the community sustainability goals. Most of the Greenways projects leverage outside or interdepartmental funding. Greenways habitat improvements seek to be sustainable and are intended to reduce the future maintenance required.

The Greenways CIP has been developed within the context of and is consistent with the Boulder Valley Comprehensive Plan (BVCP), the Transportation Master Plan (TMP), the major drainageway plans, the Comprehensive Flood and Stormwater Master Plan and the Greenways Master Plan. The Greenways Master Plan was updated in 2011 to reflect improvements that had been completed, and adopted changes that have been made in other master plans, city policies and ordinances that affect the Greenways Program since the last Master Plan update in 2001. Information from other existing master plans for seven additional tributaries was also incorporated into the Greenways Master Plan update. Future opportunities will also be coordinated with the Open Space and Mountain Park's Grassland Plan and Visitor Master Plan and Trail Study Area plans where appropriate.

Many of the Greenways projects shown in the CIP are being designed and constructed in coordination with major flood or transportation improvements. The Greenways funding associated with these projects focuses on habitat restoration, water quality improvements and trail connections. In addition to leveraging funding with the Transportation and Flood Utilities budgets, funding for Greenways projects is also available through the Urban Drainage and Flood Control District and Federal Transportation funds.

It should be noted that the city is still recovering from the September 2013 flood event that resulted in extensive flooding along most of the city's major drainageways. Following the flood, additional funds have been allocated in the Flood Utility CIP to reflect an increased interest in pursuing flood mitigation efforts along the city's major drainageways. Continued evaluation of the impacts from this event may result in additional changes to the Flood Utility and Greenways CIP in upcoming years.

### **New Projects**

The 2015 - 2020 CIP continues to focus on Fourmile Canyon and Wonderland Creeks. The Flood Utility is currently updating the flood mapping for the following creeks and tributaries: Boulder Creek, Boulder Slough, Upper Goose Creek, Twomile Creek, Skunk Creek, Bluebell Creek and King's Gulch. Once the new mapping has been approved by FEMA, a flood mitigation analysis will be completed for each of these tributaries to determine if it is economically feasible to reduce the flood risk through construction of capital improvements. A flood mitigation plan is being initiated in 2014 for Boulder Creek, Gregory Canyon Creek and Bear Canyon Creek. This plan will identify potential economically feasible CIP projects which may provide opportunities for future Greenways Improvements. **Attachment B** presents a spreadsheet of proposed funding for these upcoming projects. **Attachment D** graphically presents the anticipated timeline for these projects.

### **Operation and Maintenance Impacts**

\$105,000 is budgeted each year for Greenways operations and maintenance. \$80,000 of the operating budget is dedicated to habitat maintenance. The Greenways habitat crew works closely with Parks and Open Space maintenance staff to provide on-going maintenance, as well as on collaborative projects as part of the operations budget. Major drainageway improvements are maintained by the flood maintenance staff and multi-use paths and underpasses are maintained by either Transportation or Parks maintenance, depending upon jurisdiction.

### **Deferred Projects, Changes and Unfunded Needs**

Since the Greenways Program is opportunistic, taking advantage of projects that are funded through other departments, there are no unfunded needs.

The Wonderland Creek from Foothills to 30<sup>th</sup> Street was granted Federal Transportation Improvement Program (TIP) funds in the amount of \$2 million (2012-2014). Additional TIP funding was granted for the Wonderland Creek at 28<sup>th</sup> Street project in the amount of \$900,000 (2013-2014).

### **Emerging Needs**

None

### **BOARD ACTION**

The Greenways Advisory Committee will review the Greenways CIP on May 22, 2014 and will be asked to make a recommendation for approval to the Planning Board and City Council.

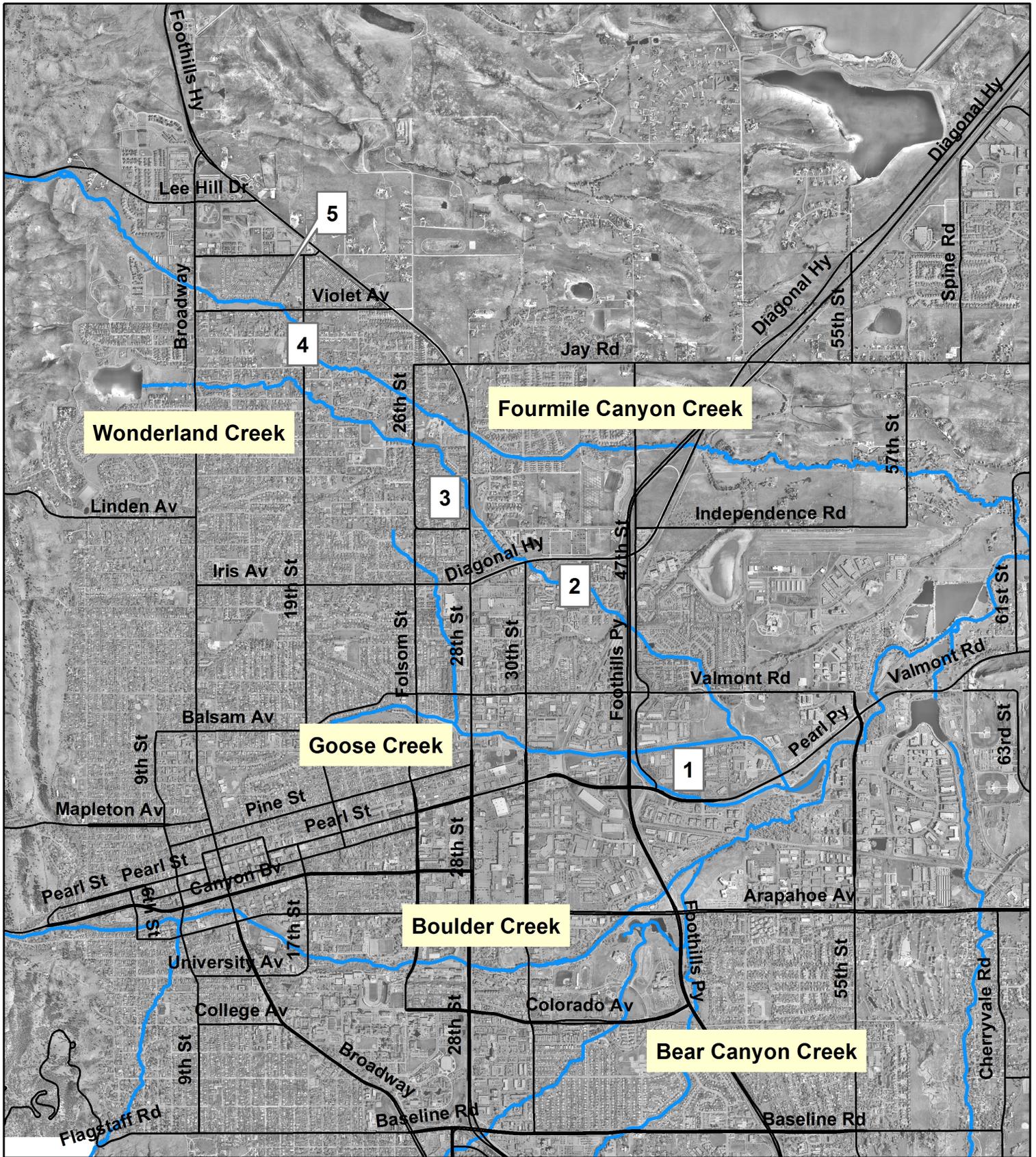
**CITY OF BOULDER  
CAPITAL IMPROVEMENTS PROGRAM**

<b>GREENWAYS PROGRAM 2015-2020 SUMMARY SHEET with Carry Overs from 2013 to 2014</b>											
<b>CAPITAL IMPROVEMENTS PROGRAM</b>	<b>Total Greenways</b>	<b>Expended in Prior Years</b>	<b>2013 Carry Over</b>	<b>2014 Budget</b>	<b>2014 Budget + Carry Over</b>	<b>2015 Projected</b>	<b>2016 Projected</b>	<b>2017 Projected</b>	<b>2018 Projected</b>	<b>2019 Projected</b>	<b>2020 Projected</b>
1 Goose Creek Restoration	\$120,000	\$80,382	\$39,618	\$0	\$39,618						
2 Wonderland Foothills to 30th Street	\$391,716	\$42,689	\$349,027		\$349,027						
3 Wonderland 28th Street Underpass	\$565,441	\$0	\$0	\$295,000	\$295,000	\$270,441					
4 Fourmile 19th to 22nd	\$747,900	\$29,072	\$718,828	\$0	\$718,828						
5 Fourmile Upland to Violet	\$1,352,205	\$0	\$0	\$0	\$0		\$270,441	\$270,441	\$270,441	\$270,441	\$270,441
6 Restoration, Water Quality and Trail Improvements		\$0	\$104,288	\$50,000	\$154,288	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
7 CU Bike/Ped Bridge Replacement	\$200,000	\$0	\$200,000	\$0	\$200,000						
<b>TOTAL GREENWAYS BUDGET</b>			<b>\$1,411,761</b>	<b>\$345,000</b>	<b>\$1,756,761</b>	<b>\$320,441</b>	<b>\$320,441</b>	<b>\$320,441</b>	<b>\$320,441</b>	<b>\$320,441</b>	<b>\$320,441</b>

<b>FLOOD FUNDING BY YEAR</b>										
<b>CAPITAL IMPROVEMENTS PROGRAM</b>	<b>Expended in Prior Years</b>	<b>2014 Budget + Unencumbered Carry Over</b>	<b>2015 Projected</b>	<b>2016 Projected</b>	<b>2017 Projected</b>	<b>2018 Projected</b>	<b>2019 Projected</b>	<b>2020 Projected</b>	<b>Total</b>	
1 Goose Creek Restoration	\$0	\$0							\$0	
2 Wonderland Foothills to 30th	\$1,033,092	\$0	\$10,000,000						\$11,033,092	
3 Wonderland 28th Street Underpass	\$265,216	\$0	\$6,075,000						\$6,340,216	
4 Fourmile 19th to 22nd	\$296,793	\$1,282,655							\$1,579,448	
5 Fourmile Upland to Violet	\$0			\$500,000	\$500,000	\$500,000	\$750,000	\$2,500,000	\$4,750,000	
6 Bear Canyon Creek	\$0		\$100,000	\$500,000					\$600,000	
7 Gregory Canyon Creek	\$0		\$100,000	\$500,000					\$600,000	
8 Boulder Creek	\$0	\$100,000	\$500,000	\$2,500,000	\$2,500,000				\$5,600,000	
9 Boulder Slough	\$0	\$788,164							\$788,164	
10 Twomile Canyon Creek	\$0				\$100,000	\$500,000			\$600,000	
11 Bluebell Canyon / Kings Gulch Creek	\$0				\$100,000	\$500,000			\$600,000	
12 Skunk Creek	\$0				\$100,000	\$500,000			\$600,000	

<b>TOTAL PROJECT FUNDING</b>					
<b>CAPITAL IMPROVEMENTS PROGRAM</b>	<b>All Years Greenways</b>	<b>Pre-flood Funds</b>	<b>Flood Funds</b>	<b>TIP</b>	<b>Project Total</b>
1 Goose Creek Restoration	\$120,000		\$0		\$120,000
2 Wonderland Foothills to 30th Street	\$391,716		\$11,033,092	\$2,000,000	\$13,424,808
3 Wonderland 28th Street Underpass	\$565,441		\$6,340,216	\$900,000	\$7,805,657
4 Fourmile 19th to 22nd	\$747,900		\$1,579,448		\$2,327,348
5 Fourmile Upland to Violet	\$1,352,205		\$4,750,000		\$6,102,205

<b>POTENTIAL 2014 TIP SUBMITTALS</b>
1 Skunk Creek at 30th Street
2 Sunk Creek at Moorehead
3 Fourmile Canyon Creek 19th to Violet



Wonderland Creek

Fourmile Canyon Creek

Goose Creek

Boulder Creek

Bear Canyon Creek

- Projects
- 1 Goose Creek Restoration
  - 2 Wonderland Foothills to 30th Street/
  - 3 Wonderland 28th Street Underpass
  - 4 Fourmile - 19th to 22nd
  - 5 Fourmile - Upland to Violet

2015 - 2020  
**Greenways Program CIP**  
**Attachment C**



2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>Fourmile Canyon and Wonderland</b>																						
Mapping Study	Mapping Study					FEMA Approval																
Mitigation Planning	Mitigation Study																					
Capital Improvements																						
Wonderland Valmont Rd to Goose	Construction	LOMR																				
Wonderland Underpass at 30th St				Design	Construction				LOMR													
Wonderland Foothills to 30th										CEAP			Design	Construction	LOMR							
Wonderland 30th to Winding Trail													CEAP	Design	Construction	LOMR						
Fourmile 22nd St to Upland Ave													CEAP	Design on hold due to remapping								
Fourmile Upland to Broadway														CEAP	Design on hold due to remapping							
<b>South Boulder Creek</b>																						
Mapping Study			Mapping Study					FEMA Approval														
Mitigation Planning																						
Capital Improvements															CEAP	Grant App/Design						
<b>Upper Goose and Twomile</b>																						
Mapping Study																						
Mitigation Planning																						
<b>Skunk, King's Gulch, Bluebell</b>																						
Mapping Study																						
Mitigation Planning																						
Capital Improvements																						
Broadway to Moorhead		CEAP	Design/Construction					remap														
<b>Gregory</b>																						
Mapping Study																						
Mitigation Planning																						
Mini-mitigation Plans											BCW		WH Pacific									
Capital Improvements																						
<b>Boulder Creek</b>																						
Mapping Study																						
Mitigation Planning																						
Capital Improvements																						
Broadway Bridge																						
<b>Boulder Slough</b>																						
Mapping Study (Broadway to 30th St)																						
Mapping study (30th St to Foothills)																						
Capital Improvements																						
30th to Foothills																						
<b>Bear Canyon Creek</b>																						
Mapping Study (lower Bear and Harrison Ave. Levee)																						
Mitigation Planning																						
Capital Improvements																						
Arapahoe to Foothills & Harrison Ave. levee			CEAP	Design/Construction			remap															
<b>Lower Goose Creek</b>																						
Mapping Study																						
Mitigation Planning																						
Capital Improvements																						
30th Street to Folsom																						
<b>Elmer's Twomile</b>																						
Capital Improvements																						
Juniper to Goose Creek																						