

## Meissner, Susan

---

**From:** Steve Pomerance [stevepom335@comcast.net]  
**Sent:** Thursday, May 22, 2014 4:07 PM  
**To:** boulderplanningboard  
**Subject:** observations on plans for the City

To the Planning Board:

Relative to your considerations of a housing plan, overall growth in Boulder, and the recent emphasis on "resiliency" and "sustainability", here's some information that you might consider:

I started with the latest statistical projections from the City:

<https://www-static.bouldercolorado.gov/docs/2014-boulder-colorado-community-profile-1-201404171641.pdf>

As you can see from the Profile, commercial and residential growth rates are projected to continue at the same pace (interesting that both are 0.58%/year, a suspicious coincidence). Currently Boulder has almost 60,000 in-commuters and almost 10,000 out-commuters. (These numbers are rough; no one says their numbers are spot on.)

Given the matching growth rates and the current large surplus of jobs, the in-commuting numbers would reasonably be expected to continue to grow. And many of the out-commuters are to jobs at the Federal Center and Denver, and would not be expected to shift back to Boulder, even with more commercial growth, IMO.

As a data point, the Denver Metro area jobs/pop ratio was about 2/3 (that is pre-Recession). Boulder's jobs/pop ratio is almost exactly 1/1, per the Profile. So adding enough housing just for the current in-commuters, and not trying to address future job growth, would increase the population by 50,000-90,000, depending on the ratio of workers to others, and how you do the calculations.

Based on the City's data and my own observations, many of our major intersections are already at or beyond capacity during rush hours, with multiple light cycle delays. A graph of congestion versus traffic numbers yields a hockey stick shaped curve; as you might expect, once capacity is reached, congestion rises very fast with very little further increase in traffic volume, and travel times increase equivalently. And measuring traffic by the standard used in the TMP (number of intersections below LOS D) is deceptive, since that can go from anything slightly below free flow to total gridlock, and obviously there's a huge difference in the acceptability by those who must use the roads to actually get somewhere. (BTW, VMT can be stable but congestion can increase if trips are moved from intra to inter-city.)

Here's a link to the LOS definitions: [http://en.wikipedia.org/wiki/Level\\_of\\_service](http://en.wikipedia.org/wiki/Level_of_service)

Of course, increased job growth fuels demand for housing, driving up housing prices. It is not the only factor -- relative quality of life, housing type availability, etc. are also important - but it is critical. So the city staff (and the boards and the council) are working at cross purposes in this realm also. Besides, our housing standard (10% PA) in no sense will produce what appears to be the community goal --economic diversity,

Looking at the finances for services other than transportation, per the work done in the 2001-03 Jobs/Pop Study, non-residential development pays for its O&M costs, but not its capacity costs -- that is, the infrastructure improvements necessary to maintain levels of service in some of the various ways that the City provides services are not covered. Residential development does not pay adequately for these either -- Boulder's development excise taxes and impact fees are inadequate for maintaining LOS for parks, rec centers and

libraries. (I know this latter from having studied the report on which they are based and discussed this with the consultant who did the work.)

None of the fees or taxes are adequate (or even close) to being able to fund whatever might "solve" the long-term transportation issue; there is no solution on the table that realistically will get us there, much less the money to do it. (There are approaches that have a chance of working, but they would impact developers' profits, and so are not currently acceptable, or so it would seem.)

As to schools, the Legislature has so far refused to allow school districts to charge impact fees, so as growth continues, these costs will come due for the taxpayers at some point. And people will not like it, especially when they realize that the City could have solved this problem with its own excise taxes, but has apparently abandoned that attempt.

Re. our water supply, I don't claim to be an expert, but I have followed the issues since I first got involved when I led the effort to have the City to do the Raw Water Master Plan in 1987. Here is some info: Boulder's tap fees on new development go into the utility's coffers, and so have the effect of reducing rates; it's been a while since we have spent significant money attempting to buy new water supply. The justification for this is the look that was done at possible climate change impacts (this was done some years ago.) It had the City likely being able to maintain current standards (really targets, like no more than one watering restriction in 20 years, not legal standards) for some amount of more growth under most climate scenarios. The effect of climate change on the mountains west of Boulder was especially uncertain at the time of the study -- different models gave different results.

However.....with new data on changing weather patterns (Arctic "blocking", etc.), and the dramatic worsening of the Colorado River situation (Lake Mead is going dry), there is the potential for a real battle over West Slope water. Per the 1922 Colorado River Compact, signed after many years of unusually wet weather, the Upper Basin states are junior to the Lower Basin states. (Some temporary deals have been cut in recent years, but I don't think anyone really knows how these will play out over the long term, and the Compact says what it says - see below.)

Boulder's water supply, which depends significantly on the relatively junior rights of the Colorado-Big Thompson Project that delivers water from the Colorado River drainage area on the west side of RMNP, might be affected in a major way. Boulder's East Slope water (Barker Reservoir, Watershed) will of course also be affected by climate change, with the potential for reducing stream flows if supply levels fall, or timing of flows changes due to earlier runoff, which affects the relationship of the various water rights. But the big multiplier effect of reductions in run-off is from the Compact; the Upper Basin will likely have to first meet the demands of Lower Basin if runoff is permanently reduced, so that every acre foot of reduction in runoff will likely come out of the Upper Basin's share, multiplying the percentage effect.

Here's one of many articles on Lake Mead:

<http://www.cbsnews.com/news/lake-mead-is-shrinking-and-with-it-las-vegas-water-supply/>

Below is a link plus the actual language of the Compact. Also there is a link plus a discussion of the recent developments -- from Wikipedia. It's actually worth reading the Compact language, because contrary to assertions that the Upper and Lower Basins have equal shares, the language in Article III (c) and (d) is pretty clear re priority. And given the estimates of prehistorical flows plus the recent severe drops in averages flows, IMO the Lower Basin will get 7,000,000 Af and the Upper Basin will just have to absorb all the cut-backs as average flows decrease.

One wild card on the water demand side and on other infrastructure issues is development of the Planning Reserve (the hundreds of acres north east of US36 across from North Boulder - light green on the Profile map) added on top of the potential for 60,000 more jobs to what the Planning Staff calls "reasonable buildout" under the current zoning, plus added housing as is being pushed for. (The numbers on the Profile chart above are only through 2035, not that I give the dates much credence, and do not include some likely policy changes. BTW, if Boulder were built out to the current zoning, that would add something over 100,000 more workers, per numbers given by the Planning staff not too many years ago.) Apparently some on the Council seem to be pretty hot on developing the Planning Reserve -- at least that's the only reason I can see for the push to eliminate the County's veto power in the Boulder Valley Comprehensive Plan agreement.

Another wild card is CU, which is exempt from taxes, zoning, growth restrictions, etc., but not some fees. CU's growth has significant effects on traffic growth, as well as on housing supply/demand, and thus housing prices and affordability, etc.

Just some things to think about....

Steve Pomerance

<https://www.usbr.gov/lc/region/pao/pdfiles/crcompct.pdf>

ARTICLE III

(a) There is hereby apportioned from the Colorado River System in perpetuity to the Upper Basin and to the Lower Basin, respectively, the exclusive beneficial consumptive use of 7,500,000 acre-feet of water per annum, which shall include all water necessary for the supply of any rights which may now exist.

(b) In addition to the apportionment in paragraph (a), the Lower Basin is hereby given the right to increase its beneficial consumptive use of such waters by one million acre-feet per annum.

(c) If, as a matter of international comity, the United States of America shall hereafter recognize in the United States of Mexico any right to the use of any waters of the Colorado River System, such waters shall be supplied first from the waters which are surplus over and above the aggregate of the quantities specified in paragraphs (a) and (b); and if such surplus shall prove insufficient for this purpose, then, the burden of such deficiency shall be equally borne by the Upper Basin and the Lower Basin, and whenever necessary the States of the Upper Division shall deliver at Lee Ferry water to supply one-half of the deficiency so recognized in addition to that provided in paragraph (d).

(d) The States of the Upper Division will not cause the flow of the river at Lee Ferry to be depleted below an aggregate of 75,000,000 acre-feet for any period of ten consecutive years reckoned in continuing progressive series beginning with the first day of October next succeeding the ratification of this compact.

[http://en.wikipedia.org/wiki/Colorado\\_River\\_Compact](http://en.wikipedia.org/wiki/Colorado_River_Compact)

From Wikipedia:

## Criticism and renegotiation<sup>[edit]</sup>

---

In recent years, the compact has become the focus of even sharper criticism, in the wake of a protracted decrease in rainfall in the region. Specifically, the amount of water allocated was based on an expectation that the river's average flow was 16,400,000 acre feet (20.2 km<sup>3</sup>) per year (641 m<sup>3</sup>/s). Subsequent **tree ring** studies, however, have

concluded that the long-term average water flow of the Colorado is significantly less. Estimates have included 13,200,000 acre feet (16.3 km<sup>3</sup>) per year (516 m<sup>3</sup>/s),<sup>[10]</sup> 13,500,000 acre feet (16.7 km<sup>3</sup>) per year (528 m<sup>3</sup>/s),<sup>[11]</sup> and 14,300,000 acre feet (17.6 km<sup>3</sup>) per year (559 m<sup>3</sup>/s).<sup>[12]</sup> Many analysts have concluded that when the compact was negotiated, the period used as the basis for "average" flow of the river (1905–1922) included periods of abnormally high rainfall,<sup>[13]</sup> and that the recent **drought** in the region is in fact a return to historically typical patterns. The decrease in rainfall has led to widespread dropping of **reservoir** levels in the region, in particular at **Lake Powell**, created by the **Glen Canyon Dam** in 1963, where the exposure of long-inundated canyons has prompted calls for the deliberate permanent extinction of the reservoir.

In December 2007, a set of interim guidelines on how to allocate Colorado River water in the event of shortages was signed by the Secretary of the Interior.<sup>[2][14]</sup> The guidelines are described as interim because they extend through 2026, and are intended to allow the system operators to gain experience with low-reservoir conditions, while the effect of climate change on the Colorado River's flow undergoes further evaluation.<sup>[15]</sup> The agreement specifies three levels of shortage conditions, depending on the level of **Lake Mead**:

- **Light shortage.** When the surface elevation at Lake Mead is below 1,075 feet (328 m) relative to mean sea level but above 1,050 feet (320 m), the Lower Basin states will receive 7,167,000 acre feet (8.840 km<sup>3</sup>) per year: 4,400,000 acre feet (5.4 km<sup>3</sup>) to California, 2,480,000 acre feet (3.06 km<sup>3</sup>) to Arizona, and 287,000 acre feet (0.354 km<sup>3</sup>) to Nevada.
- **Heavy shortage.** When the surface elevation of Lake Mead is below 1,050 feet (320 m) but above 1,025 feet (312 m), 7,083,000 acre feet (8.737 km<sup>3</sup>) per year will be delivered to the Lower Basin states: 4,400,000 acre feet (5.4 km<sup>3</sup>) to California, 2,400,000 acre feet (3.0 km<sup>3</sup>) to Arizona, and 283,000 acre feet (0.349 km<sup>3</sup>) to Nevada.
- **Extreme shortage.** The most severe shortage considered in the interim guidelines is when the level of Lake Mead drops below 1,025 feet (312 m), in which event 7,000,000 acre feet (8.6 km<sup>3</sup>) per year will be delivered to the Lower Basin states: 4,000,000 acre feet (4.9 km<sup>3</sup>) to California, 2,320,000 acre feet (2.86 km<sup>3</sup>) to Arizona, and 280,000 acre feet (0.35 km<sup>3</sup>) to Nevada.

## Meissner, Susan

---

**From:** Adrian Sopher [asopher@sopherarchitects.com]  
**Sent:** Monday, May 26, 2014 12:43 PM  
**To:** boulderplanningboard  
**Cc:** Council; Driskell, David; Assefa, Samuel  
**Subject:** Housing Study  
**Attachments:** S-Arch echop CURRENT.tif; OS & Area defined zones.pdf

During the Planning Board's Public Comment period for the Comprehensive Housing discussion, members of the Planning Board requested that I provide a written statement reflecting the concern I raised at the meeting, regarding how the zoning code can directly dis-incentivize additional housing opportunities. Specifically of concern would be the ability to build more smaller units in zones limited directly by units per lot size or units as defined by open space.

I have attached a spreadsheet to highlight the point, using two zones that meet the criteria:

- OS/unit limited zones – incentivize larger townhouses over 1000 sf units (did not review for flats, but likely similar)
- units/lot area limited zones – incentivize larger townhouses and flats over 1000 sf townhouses. Interestingly, the RH-6 zone used here as an example is supposed to be a townhouse-oriented zone. However it fortuitously allows for flats at the corners, which otherwise would have made smaller units undoable in this 'high-density' district.

Also, not mentioned at that time but I believe equally significant in terms of missed opportunity...

The city should be looking for places where the original zoning of major streets no longer make sense in relation to the activity of the street today. Probably most of our major transit corridors began as low density uses on low intensity streets that are now no longer appropriately scaled to the current level of auto activity.

Ex:

- Broadway north of Evergreen
- Iris east of Broadway
- Broadway south of Baseline
- 28th south of Baseline (otherwise known as Morehead & Apache)
- Table Mesa east of Broadway
- Balsam between Broadway & 28th
- Baseline east of 28th

This may seem to some as radical in view, but remember, these are no longer dirt roads with low level of service or impacts.

To prove the point, it might be worth a brief survey to illustrate the point...

- how many of the single family residences that front on these streets are rentals (easily determined by checking the county assessor's records of the owner's address and comparing it to the street address for the property)?
- how many of these residences have 6' fences separating the the major street from the property?

- what percentage of these have frontage roads that are themselves an attempt to mitigate the speed of the street relative to the use?

These factors alone can tell us that there is a mis-match between the zoning and the street itself. In other words, for the first two questions above, the property owners have recognized that though the land is valuable, the use is not appropriately supported by the street, and vice versa. For the last question, the city has recognized the same, but has only adjusted for the level of service of the street, and not for the land use fronting on it.

**Adrian Sopher, AIA**

SOPHER ARCHITECTS  
1919 14TH Street, Suite 610  
Boulder, Colorado 80302

303•444•6902

[asopher@sopherarchitects.com](mailto:asopher@sopherarchitects.com)



## Meissner, Susan

---

**From:** Steve Pomerance [stevepom335@comcast.net]  
**Sent:** Saturday, May 31, 2014 11:14 AM  
**To:** boulderplanningboard  
**Subject:** more info for growth discussions  
**Attachments:** City of Boulder Growth Projections 140111.pdf

I just found this City document. Gives you and even more comprehensive picture of the demands that expected growth will put on our infrastructure than the one I sent to you last week...the totals are rather staggering...  
Steve Pomerance

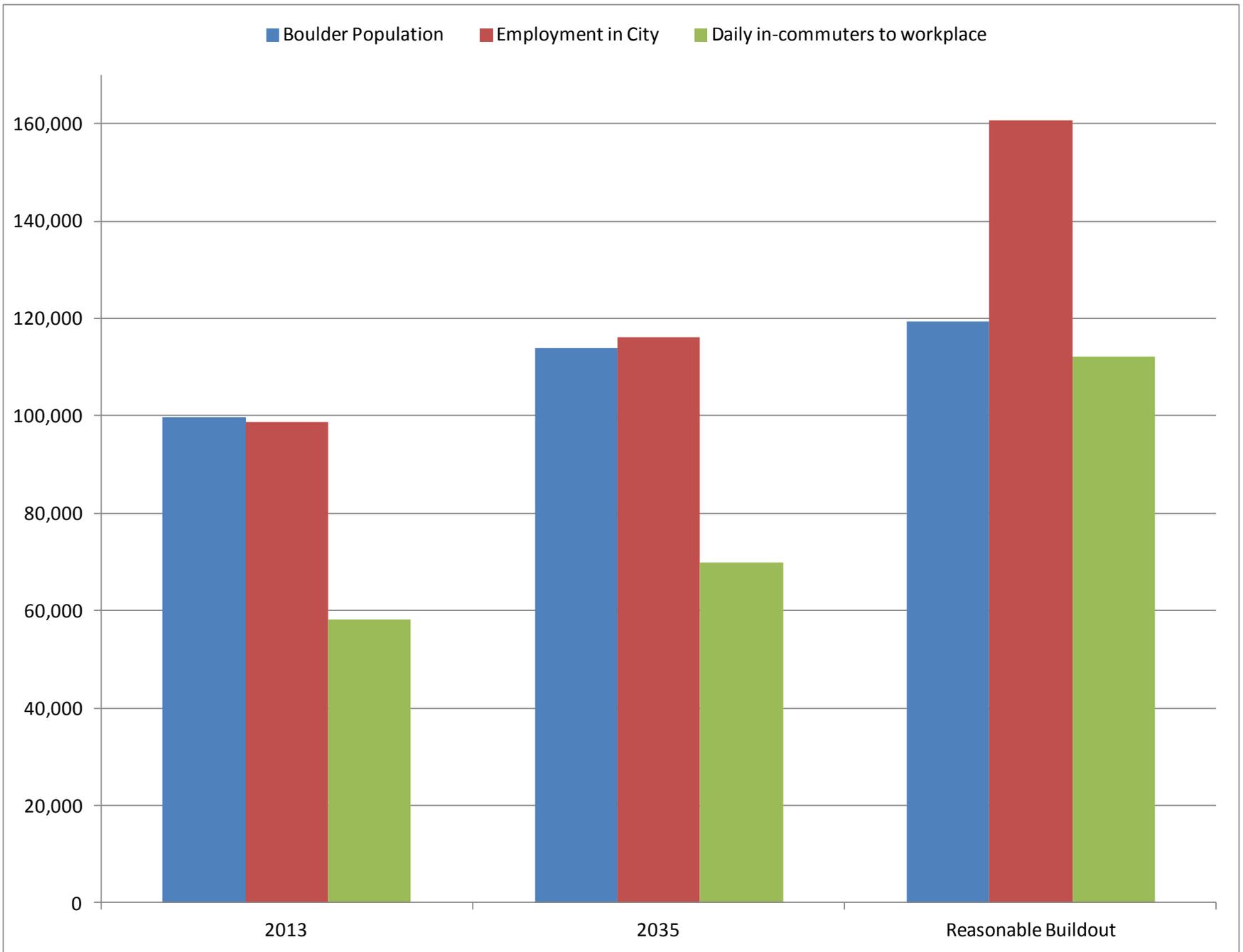
## City of Boulder Population, Employment, and Commuting Projections

2011 Census Data - American Community Survey results		COB 2013 Community Profile	2013	COB 2013 Community Profile	2035	Reasonable Buildout Projections	Reasonable Buildout
Total Population	98,903	Total Population	99,716	Total Population	114,025	Total Population	119,400
Households	40,117	Households	43,791	Households	49,900	Households	52,252
Jobs in Boulder	90,830	Jobs in Boulder	98,800	Jobs in Boulder	116,280	Jobs in Boulder	160,800
# Boulder residents who are employed	58,869	% Boulder residents who are employed	59.52%	% Boulder residents who are employed	59.52%	% Boulder residents who are employed	59.52%
% Boulder residents who are employed	59.52%	# Boulder residents who are employed	59,353	# Boulder residents who are employed	67,870	# Boulder residents who are employed	71,069
		Portion of employed Boulder residents who work in Boulder	68.25%	Portion of employed Boulder residents who work in Boulder	68.25%	Portion of employed Boulder residents who work in Boulder	68.25%
		Portion of employed Boulder residents who work outside of Boulder	31.75%	Portion of employed Boulder residents who work outside of Boulder	31.75%	Portion of employed Boulder residents who work outside of Boulder	31.75%
		% Boulder jobs held by employed Boulder residents	41.00%	% Boulder jobs held by employed Boulder residents	39.84%	% Boulder jobs held by employed Boulder residents	30.16%
		% Boulder jobs held by in-commuters	59.00%	% Boulder jobs held by in-commuters	60.16%	% Boulder jobs held by in-commuters	69.84%
		<b>Boulder Residents working in Boulder</b>	<b>40,508</b>	<b>Boulder Residents working in Boulder</b>	<b>46,321</b>	<b>Boulder Residents working in Boulder</b>	<b>48,504</b>
		<b>In-commuters working in Boulder</b>	<b>58,292</b>	<b>In-commuters working in Boulder</b>	<b>69,959</b>	<b>In-commuters working in Boulder</b>	<b>112,296</b>

### Decoder Ring

Cell contents	Input Data or City of Boulder Projections	Assumptions	Calculated Outputs
Cell color			

Assumptions	1) City of Boulder 2013 Community Profile and Planning Department data and 2035 projections for residential population, Boulder residents who hold jobs, number of jobs located in Boulder	2) City of Boulder 2010 Planning staff updates for Reasonable Buildout case as reported in Does Dense Make Sense report from PLAN Boulder	3) Proportion of Boulder residents who are employed stays similar in the future to 2011 census figures	4) Proportion of employed Boulder residents who hold jobs in Boulder remains the same as 2013 City of Boulder Community Profile



**Meissner, Susan**

---

**From:** Douglas Neithercut [douglas@cq-graphics.com]  
**Sent:** Monday, June 02, 2014 9:57 PM  
**To:** boulderplanningboard  
**Subject:** 3000 Pearl

Hi,

I want to say that I'm encouraged by the proposal for re-developing the site at 3000 Pearl Pkwy. I encourage the Boulder Planning Board to approve the site plan, as is! Thanks, DN

Douglas Neithercut  
3225 6th St.  
Boulder, CO 80304  
303-442-5460(h)  
303-818-2353(m)

**Meissner, Susan**

---

**From:** greggrubich@aol.com  
**Sent:** Wednesday, June 04, 2014 9:15 AM  
**To:** boulderplanningboard  
**Subject:** 3000 Pearl St

I think this project fits with the rest of the area as it is moving forward  
I am for approval  
Greg

## Meissner, Susan

---

**From:** Hollister, Butch [BHOLLISTER@nada.org]  
**Sent:** Wednesday, June 04, 2014 10:24 AM  
**To:** boulderplanningboard  
**Subject:** Butch Hollister

To the City of Boulder, Colorado Planning Board.

I am the Managing Partner of Hollister Properties, LLLP, the owner of the 2100 and 2170 30th Street properties that are currently being reviewed by the Boulder Planning Board. The Hollister family has owned those properties for over 30 years. During that period of ownership, our family and subsequent tenants have conducted a new and used vehicle sales and service business.

When our family purchased those properties, they were on the outskirts of Boulder. Now, they are in what is becoming the heart of the City of Boulder. The character of the properties adjacent to our properties is changing to a mix of residential, office, and retail usage. Our family believes that the development of our properties as proposed by Southern Land Company would be beneficial to the area and fit in with the surrounding developments. For that reason, we support Southern Land Company's proposed development plan for our properties.

Proudly a life time resident of Boulder, Colorado.

Butch Hollister  
Managing General Partner  
Hollister Properties, LLLP  
303-776-8875 home  
303-772-7345 Office  
[bhollister@nada.org](mailto:bhollister@nada.org)

If you no longer wish to receive fax communications from NADA and its subsidiaries, please send your opt-out request by email to [subscribe@nada.org](mailto:subscribe@nada.org), by fax at (703) 442-3179, or by telephone at (800) 248-6232 x 2878 and provide your name and fax number, along with a statement that you do not wish to receive faxes from NADA and its subsidiaries so that we can process your request.