BOULDER CITY COUNCIL MEETING
COUNCIL CHAMBERS, 1777 Broadway
Tuesday, October 21, 2014
6:00 p.m.

AGENDA

1. **CALL TO ORDER AND ROLL CALL**

   A. **Report from Fire and Police on Mobile Home Fire**

2. **OPEN COMMENT and COUNCIL/STAFF RESPONSE** (limited to 45 min.) Public may address any city business for which a public hearing is not scheduled later in the meeting (this includes the consent agenda and first readings). After all public hearings have taken place; any remaining speakers will be allowed to address council. All speakers are limited to three minutes.

3. **CONSENT AGENDA** (to include first reading of ordinances) Vote to be taken on the motion at this time.

   A. Consideration of a motion to **accept** the **study session summary on** the **a proposal to ban smoking on selected city properties from September 23, 2014**

   B. Introduction, **first reading** and consideration of a motion to order published by title only, an **ordinance to rezone** the property located at **5400 Spine Road**, from Industrial – General **to Business Community-2**, consistent with the Boulder Valley Comprehensive Plan land use designation of Community Business

   C. Introduction, **first reading** and consideration of a motion to order published by title only, the following **ordinances**:

      1. An **ordinance amending Title 9, "Land Use Code,"** B.R.C. 1981, **to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) create new land use – based bicycle parking standards; and**

      2. An **ordinance amending the Design and Construction Standards (DCS) related to bicycle parking design standards**

   D. Introduction, **first reading** and consideration of a motion to published by title only, an **ordinance to remove the sunset provision to Ordinance No. 7941 allowing electric assisted bicycles on certain hard-surfaced, multi-use paths, but excluding those on Open Space and Mountain Park property**

   E. Introduction, **first reading** and consideration of a motion to order published by title only, an **ordinance vacating and authorizing** the City Manager to execute **a deed of vacation**

for four sidewalk easements and one public roadway easement at 28th and Canyon (LUR2014-00075)

F. Introduction, **first reading** and consideration of a motion to order published by title only, an **ordinance designating** the building and property at **1919 14th St.**, to be known **as the Colorado Building, as an individual landmark** under the city's Historic Preservation Ordinance

Owner/Applicant: 1919 14th Street, LLC

G. Consideration of a **motion approving the proposed 2015 budget, operating plan and board nominations for the Downtown Boulder Business Improvement District** (DBBI)

4. **POTENTIAL CALL-UP CHECK IN**
Opportunity for Council to indicate possible interest in the call-up of an item listed under agenda Item 8-A1.

ORDER OF BUSINESS

5. **PUBLIC HEARINGS - Items A thru G will be considered as one public hearing**

A. Consideration of the following **items relating to the 2015 Budget:**

1. **Public hearing on** the proposed 2015 City of Boulder Budget; and

2. Second reading and consideration of a motion to adopt **Ordinance No. 8001 that adopts a budget** for the City of Boulder, Colorado, **for** the fiscal year commencing on the first day of January **2015** and ending on the last day of December 2015, and setting forth details in relation thereto; and

3. Second reading and consideration of a motion to adopt **Ordinance No. 8002 that establishes the 2014** City of **Boulder property tax mill levies** which are to be collected by the County of Boulder, State of Colorado, within the City of Boulder in 2015 for payment of expenditures by the City of Boulder, County of boulder, State of Colorado, and setting forth details in relation thereto; and

4. Second reading and consideration of a motion to adopt **Ordinance No. 8003 that appropriates money to defray expenses and liabilities** of the City of Boulder, Colorado, **for** the **2015** fiscal year of the City of Boulder, commencing on the first day of January 2014, and ending on the last day of December 2014, and setting forth details in relation thereto; and

5. Second reading and consideration of a motion to adopt **Ordinance No. 8004** that amends Chapters 3-8-3 and 4-20 of the B.R.C. 1981 **changing certain fees**, and setting forth details in relation thereto

Consideration of a motion to adjourn from the Boulder City Council and convene as the Central Area General Improvement District Board of Directors

B. Consideration of a motion to adopt **three resolutions pertaining to the 2015 budget of the City of Boulder Downtown Commercial District Fund** (formerly known as the Central Area General Improvement District Fund):

1. A resolution concerning the City of Boulder Downtown Commercial District Fund (formerly known as the Central Area General Improvement District Fund), **adopting a budget for** the fiscal year beginning January 1, **2015**; and

2. A resolution **establishing the 2014** City of Boulder Central Area General Improvement District **Property Tax Mill Levy** for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and

3. A resolution **appropriating money to defray the expenses and liabilities** of the City of Boulder Downtown Commercial District Fund (formerly known as the Central General Improvement District Fund) for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the CAGID Board of Directors and to convene as the university Hill General Improvement District (UHGID) Board of Directors

C. Consideration of a motion to adopt **three resolutions pertaining to the 2015 budget of the City of Boulder University Hill Commercial District Fund** (formerly known as the University Hill General Improvement District Fund):

1. A resolution concerning the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill General Improvement District Fund), **adopting a budget for** the fiscal year beginning January 1, **2015**; and

2. A resolution **establishing the 2014** City of Boulder University Hill General Improvement District **Property Tax Mill Levy** for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and

3. A resolution **appropriating money to defray the expenses and liabilities** of the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill Commercial District Fund) for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the UHGID Board of Directors and convene as the Boulder Municipal Property Authority Board of Directors

D. Consideration of a motion to adopt **a resolution** formally **adopting the 2015 budget for the Boulder Municipal Property Authority**; and

Consideration of a motion to adjourn from the Boulder Municipal Property Authority Board of Directors and convene as the Forest Glen Transit Pass General Improvement District Board of Directors

E. Consideration of a motion to adopt **three resolutions pertaining to the 2015 budget of the City of Boulder Forest Glen Transit Pass General Improvement District Fund**:

1. A resolution concerning the City of Boulder Forest Glen Transit Pass General Improvement District, **adopting a budget for** the fiscal year beginning January 1, **2015**; and

2. A resolution **establishing the 2014** City of Boulder Forest Glen Transit Pass General Improvement District **Property Tax Mill Levy** for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and

3. A resolution **appropriating money to defray the expenses and liabilities** of the City of Boulder Forest Glen Transit Pass General Improvement District for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the City of Boulder Forest Glen Transit Pass General Improvement District Board of Directors, and convene as the Boulder Junction Access Commission General Improvement District – Parking Board of Directors

F. Consideration of a motion to adopt **three resolutions pertaining to the 2015 budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund**:

1. A resolution concerning the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund**, adopting a budget** for the fiscal year beginning January 1, **2015**; and

2. A resolution **establishing the 2014** City of Boulder, Boulder Junction Access Commission General Improvement District – Parking **Property Tax Mill Levy** for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and

3. A resolution **appropriating money to defray the expenses and liabilities** of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Parking Board of Directors and convene as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Travel Demand Management

G. Consideration of a motion to adopt **three resolutions pertaining to the 2015 budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund**:

1. A resolution concerning the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund, **adopting a budget for** the fiscal year beginning January 1, **2015**; and

2. A resolution e**stablishing the 2014** City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management **Property Tax Mill Levy** for payments of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and

3. A resolution **appropriating money to defray the expenses and liabilities** of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Travel Demand Management Board of Directors and reconvene as the City Council

H. Consideration of a **Landmark Alteration Certificate to demolish a contributing accessory building, construct a 6' x 6' rear deck, flagstone patio, and basketball court, retaining walls and fire pit with concrete base at 437 Highland Ave.** in the Mapleton Hill Historic District, per Section 9-11-16 of the Boulder Revised Code (HIS2014-00176). This hearing will be held under the quasi judicial hearing procedures of the Boulder Revised Code

Owner/Applicant: Andrew Horning

6. MATTERS FROM THE CITY MANAGER

A. **Update to City Council on 2014 City-Wide Special Events**

7. MATTERS FROM THE CITY ATTORNEY

None

8. **MATTERS FROM MAYOR AND MEMBERS OF COUNCIL**

A. **Potential Call-Ups**

1. **Land use review for 1750 14th Street for a four story, 52-foot tall, mixed-use building within the Downtown (DT-5) zoning district**. Board vote: 6-1 (Payton opposed). IP Date: October 21 Last opportunity for call-up: October 21

B. **Consideration of a motion directing a compensation study for the three City Council employees**

C. **Board and Commission appointments**

D. **Discussion of proposed controlled burn at Rocky Flats**

E. Consideration of a motion to authorize the City Manager to sign **agreements formalizing the existence of a regional group known as "Making Local Foods Work"**

9. **PUBLIC COMMENT ON MATTERS** (15 min.) Public comment on any motions made under Matters.

10. **FINAL DECISIONS ON MATTERS** Action on motions made under Matters.

11. **DEBRIEF** (5 Min.) Opportunity for Council to discuss how the meeting was conducted.

12. **ADJOURNMENT**

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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE: Consideration of a motion to accept the September 23, 2014 study session summary on a Proposal to Ban Smoking on Selected City Properties.

PRESENTERS
Jane S. Brautigam, City Manager
Thomas A. Carr, City Attorney
Maureen Rait, Executive Director of Public Works
Greg Testa, Police Chief
Tracy Winfree, Director of Public Works – Transportation
Karen Rahn, Director of Human Services
Mike Patton, Director of Open Space and Mountain Parks
Molly Winter, Director of Downtown and University Hill Management Division and Parking Services
Jeff Dillon, Interim Director of Parks and Recreation
David Gehr, Deputy City Attorney
Sandra Llanes, Senior Assistant City Attorney
Marni Ratzel, Senior Transportation Planner
Lane Landrith, Downtown and University Hill Business Coordinator
Andy Pelster, OSMP Land and Facilities Operations Supervisor
Curtis Johnson, Deputy Police Chief
Lisa Martin, Urban Parks Manager
Eric M. Ameigh, Public Works Projects Coordinator

EXECUTIVE SUMMARY
This agenda item provides a summary of the Sept. 23, 2014 study session on a Proposal to Ban Smoking on Selected City Properties. The purpose of this study session was to present the proposal, in the form of a draft ordinance, to council for its consideration and discussion. Council supported the proposal but directed staff to expand the ban to include:

- the entirety of the Chautauqua Area;
- the Flatirons Golf Course;

- all alleys within the Business Improvement District boundaries;
- 25 feet from all transit stops; and
- the area around Boulder High School.

Council was also informed that the city manager intends to adopt a rule that will prohibit smoking on public property in the area from Broadway to 17th Street, and from Arapahoe Avenue to University Avenue. This is considered an interim measure and will be replaced by a subsequent ordinance.

Because the Environmental Advisory Board (EAB) was not previously consulted along with other boards and commissions, the EAB's input will be solicited before the amended ordinance goes to council for a first reading that will take place on Nov. 18, 2014.

STAFF RECOMMENDATION

Suggested Motion Language:
Staff recommends council consideration of this summary and action in the form of the following motion:

Motion to accept the Sept. 23, 2014 study session summary on a Proposal to Ban Smoking on Selected City Properties.

NEXT STEPS

The proposed city manager rule to prohibit smoking on public property in the area from Broadway to 17th Street, and from Arapahoe to University avenues was published for public comment on Oct. 3, 2014. The public comment period will end on Oct. 18, 2014 and the city manager is expected to approve the rule shortly thereafter.

The ordinance will be amended per council's direction. Staff will solicit input from the EAB on Nov. 5, 2014. A first reading will take place at council on Nov. 18, 2014. Second reading and a public hearing are scheduled for Dec. 16, 2014.

ATTACHMENTS

- **Attachment A** – Sept. 23, 2014 Study Session Summary on a Proposal to Ban Smoking on Selected City Properties
- **Attachment B** – Map of Area Included in Proposed City Manager Rule (Exhibit A to the rule)

ATTACHMENT A
Sept. 23, 2014 Study Session Summary on a Proposal to Ban Smoking on Selected City Properties

PRESENT

City Council: Mayor Pro Tem George Karakehian, Council Members Macon Cowles, Lisa Morzel, Tim Plass, Andrew Shoemaker, Sam Weaver, and Mary Young.

Staff members: Executive Director of Public Works Maureen Rait, Deputy City Attorney David Gehr, Senior Assistant City Attorney Sandra Llanes, Urban Parks Manager Lisa Martin, Police Commander Katie McEldowney, Director of Downtown and University Hill Management Division and Parking Services Molly Winter, Senior Transportation Planner Marni Ratzel.

PURPOSE

The purpose of this study session was to present a proposal to ban smoking on selected city properties, in the form of a draft ordinance, to council for its consideration and discussion.

OVERVIEW OF THE PRESENTATION AND DISCUSSION

The discussion began with opening remarks by Executive Director of Public Works Maureen Rait, who was acting on City Manager Jane Brautigam's behalf.

Urban Parks Manager Lisa Martin presented the proposal, focusing on the city's long standing commitment to health as a driver for the proposal and the process by which it was vetted with numerous city boards and commissions, the components of the proposal, a brief explanation of the effectiveness of the Pearl Street Mall and Municipal Campus smoking bans, and a preliminary plan for implementation.

Ms. Martin also specifically explained recent developments that had taken place since the distribution of the study session memo, including the addition of the Chautauqua leasehold area, Flatirons Golf Course, and the area around Boulder High School to the proposed ban.

Council discussion centered on a number of key areas.

<u>Transit</u>
There was a clear need to better clarify and enforce smoking regulations at Regional Transit District (RTD) facilities. RTD employees are believed to smoke at the transit center at 14th and Walnut. Council agreed that smoking is widespread at transit stops. Council also supported increasing the smoke free areas around transit stops from the 15 feet contained in the proposal to 25 feet.

Alleys
Council did not agree with the staff recommendation that alleys within the Business Improvement District boundaries should be exempted from the ban. Second hand smoke from the alleys finds its way into downtown buildings, the discarded cigarette butts create significant litter, and some people use the alleys as walking routes through and around downtown. For these reasons, council did not want to allow alleys to become gathering places for smoking. Director of Downtown and University Hill Management Division and Parking Services Molly Winter reported – based on input from Downtown Boulder Inc. – that the number of employees impacted by the inclusion of alleys would be relatively small.

University Hill
Given the ongoing revitalization efforts on University Hill, staff did not propose to include the Hill commercial district at this time. Staff felt additional restrictions at this time could be counterproductive. Council generally agreed with the approach but also indicated that the Hill is likely to be added in the future.

Leased Open Space Properties
Council wondered whether it was appropriate to ban smoking without exception on Open Space lands because some properties are leased for residential or agricultural uses. There was a feeling that it might be too intrusive to regulate smoking inside residences or in the use of farm equipment. Director of Open Space and Mountain Parks Mike Patton said that buildings where smoking has occurred cost more to clean after the leases expire. In the end, council agreed that there should be no exceptions for leased facilities.

Chewing Tobacco
There was some discussion about adding chewing tobacco to the ban but it was decided that the product does not create enough of a negative second hand health effect to add it.

Boulder High School
An unintended consequence of the smoking ban on the municipal campus has been the displacement of smokers to areas around Boulder High, including the area known as the Horseshoe, a gathering spot along the creek path immediately south of the intersection of 13th Street and Arapahoe Avenue. Boulder High and parents of its students have become concerned about this migration of smoking activity. As a response, staff will develop a rule for the city manager's consideration that would ban smoking in the area bounded by University Avenue to the south, Arapahoe Avenue to the north, Broadway to the west, and 17th Street to the east (see Attachment B). The rule is an interim step and will be replaced by the broader smoking ordinance when it is passed by council.

Next Steps
Staff was given clear direction that the ordinance should be brought to council for formal consideration with the following changes:

- Include the entirety of Chautauqua;
- Include Flatirons Golf Course;

- Include the area around Boulder High School;
- Increase the smoke free area around transit stops to 25 feet; and
- Include the alleys within the boundaries of the downtown Business Improvement District

The proposed city manager rule to prohibit smoking on public property in the area from Broadway to 17th Street, and from Arapahoe to University avenues was published for public comment on Oct. 3, 2014. The public comment period will end on Oct. 18, 2014 and the city manager is expected to approve the rule shortly thereafter.

The ordinance will be amended per council's direction. Staff will solicit input from the EAB on Nov. 5, 2014. A first reading will take place at council on Nov. 18, 2014. Second reading and a public hearing are scheduled for Dec. 16, 2014.

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Exhibit A

No Smoking Area

No Smoking Area

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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: Oct. 21, 2014

AGENDA TITLE: Introduction, first reading and consideration of a motion to order published by title only, an ordinance to rezone the property located at 5400 Spine Road, from Industrial – General to Business Community-2, consistent with the Boulder Valley Comprehensive Plan land use designation of Community Business.

PRESENTER/S
Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning & Sustainability
Susan Richstone, Deputy Director of Community Planning & Sustainability
Charles Ferro, Land Use Review Manager
Elaine McLaughlin, Senior Planner

EXECUTIVE SUMMARY

The proposed ordinance (*Attachment A*) is for a rezoning of the property located at 5400 Spine Road from IG (Industrial General) to BC-2 (Business Community-2). The rezoning is consistent with the Boulder Valley Comprehensive Plan (BVCP) land use designation of Community Business and implements the Gunbarrel Community Center Plan (GCCP), adopted by Planning Board and City Council in 2004.

The GCCP is a land use and transportation plan for the entire Gunbarrel commercial area. The plan provides direction for reviewing future public improvements and private sector development proposals in the area and provides redevelopment direction for individual landowners. The intent of the GCCP is to provide a rich and thriving mix of uses by expanding the amount of retail and office use in the Gunbarrel area, adding new residents in close proximity to the retail core, creating more usable public spaces, and improving access to and from the plan area.

STAFF RECOMMENDATION:

Suggested Motion Language:
Staff requests council consideration of this matter and action in the form of the following motion:

Motion to:
Introduce and order published by title only an ordinance rezoning the property located at 5400 Spine Road from Industrial – General to Business Community-2, consistent with the Boulder Valley Comprehensive Plan land use designation of Community Business.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic - Implementation of the GCCP is expected to revitalize the existing industrial site to establish a more vibrant and viable community business site. The subject site is a vacant office warehouse building. Under the current IG zoning designation, most retail and restaurant uses are not permitted on this site. The proposed rezoning would allow for sales tax producing uses on the site.
- Environmental – Consistent with the GCCP, the rezoning will allow for uses that can serve the emerging residential uses located nearby the site, in walkable distance. In addition, the applicant intends to adaptively reuse the existing building which allows use of the embodied energy of an existing building.
- Social – The rezoning will help to realize the goals of the GCCP that include creating a commercial center for Gunbarrel, "with a unique identity that is the heart of social and cultural activity in the subcommunity."

OTHER IMPACTS

- Fiscal: City services are existing and available to this site.
- Staff time: The applicant has submitted the required rezoning application fee to cover staff review time of this application for a rezoning.

BOARD AND COMMISSION FEEDBACK

At a Planning Board public hearing on Aug. 28, 2014, a motion was made by C. Gray and seconded by J. Putnam to recommend approval of Rezoning case no. LUR2017-00051 incorporating the staff memorandum and the review criteria checklist as findings of fact, the vote was 7-0.

PUBLIC FEEDBACK

All notice requirements of section 9-4-3, "Public Notice Requirements," B.R.C. 1981 have been met. Public notice of this proposed vacation was sent to property owners within 600 feet of the project on February 21, 2014. Staff has received no comments from the public.

BACKGROUND

The 0.99 acre site is located at the northeast corner of Spine and Lookout roads and is occupied by an existing, approximately 14,000 square foot building constructed in 1982 that has housed a variety of industrial/office uses over the past 30 years. The building is currently vacant. There is also an existing parking lot with 39 spaces and a loading dock on the north side of the building.

The site is located within an area subject to the Gunbarrel Community Center Plan (GCCP) and is designated by the plan as "Community Business." After a two year public process the plan was adopted by City Council in 2004. Subsequently, a change was approved to the Boulder Valley Comprehensive Plan (BVCP) land use designation on the property from Performance Industrial to Community Business in accordance with the Gunbarrel Community Center Plan. Refer to Figures 1 and 2 that illustrate the GCCP and the BVCP plan, respectively, for the site and surroundings that also illustrates the location of 5400 Spine Road within each respective plan.

The GCCP was adopted as a future land use and transportation plan for the entire Gunbarrel commercial area. The plan provides direction for reviewing future public improvements and private sector development proposals in the area and provides redevelopment direction for individual landowners.

The applicant is proposing to change the current zoning from Industrial General (IG) to Business – Community 2 (BC-2) to be consistent with the BVCP and GCCP land use designations of Community Business to allow for a more diverse mix of uses including specialty retail, restaurant, service and other uses as envisioned in the GCCP. The applicant provided preliminary plans and elevations of the proposed changes to the building, shown in Figures 3 and 4.

Under both the existing IG zoning and the proposed BC-2 zoning, the size of the site and the building would not meet the threshold for Site Review. Because the applicant is not proposing modifications to the standards of the Land Use Code, the site and building improvements would also not require an application for Site Review. However, there are certain uses within the BC-2 zoning district that may require Use Review prior to building permit.

Figure 1: Gunbarrel Community Center Plan (GCCP)

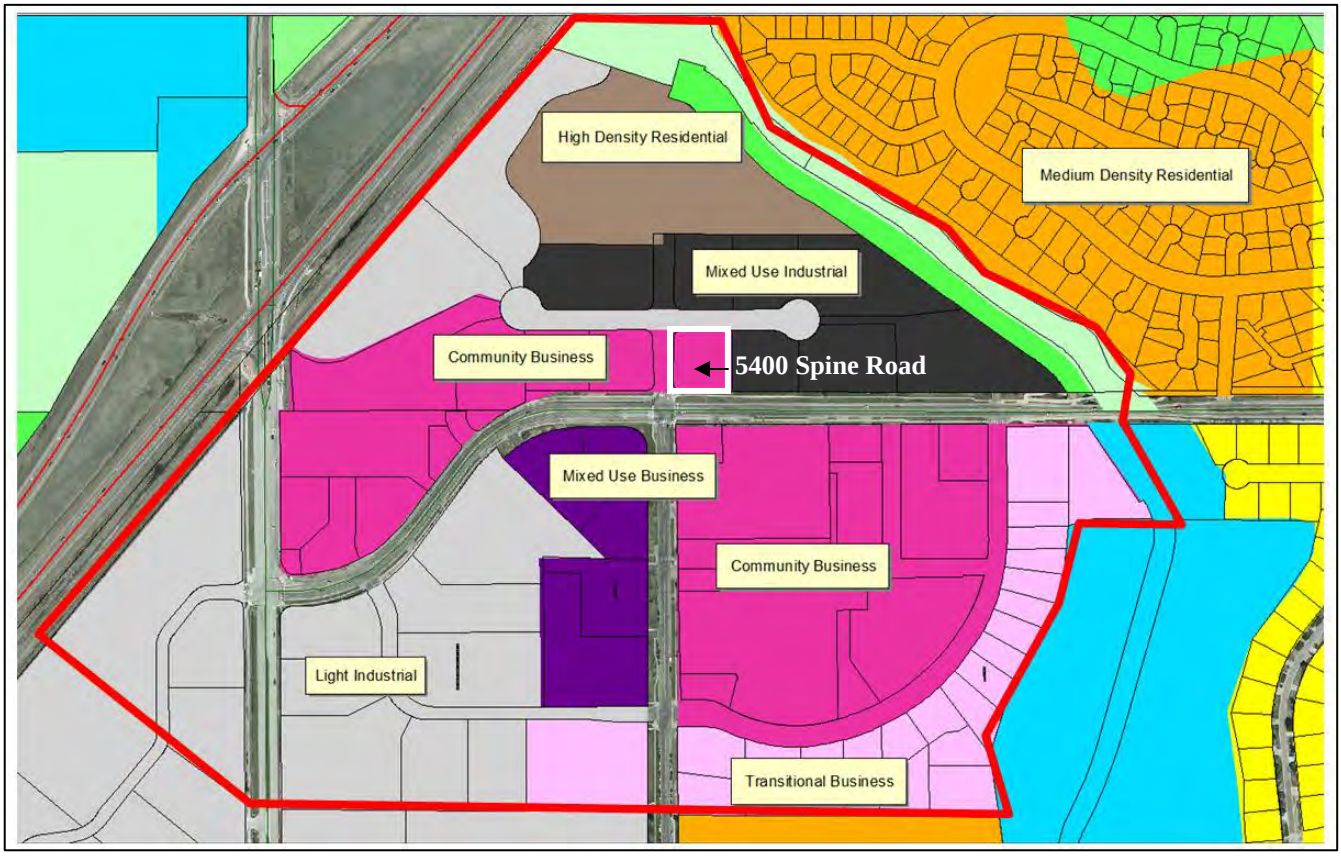

Figure 2: Boulder Valley Comprehensive Plan Land Use

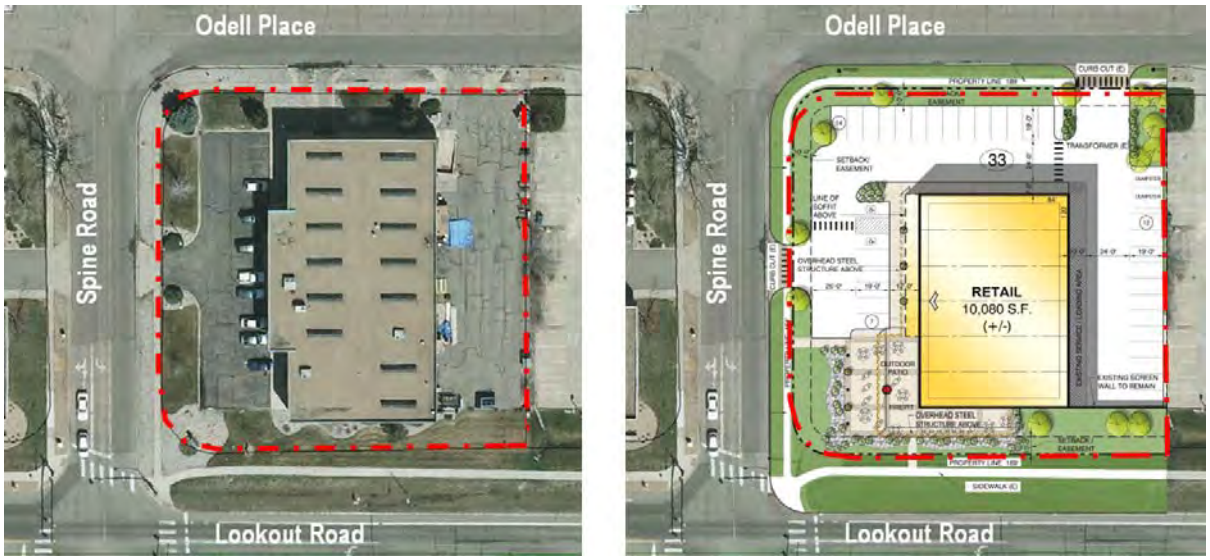

Figure 3: Existing Site (left) and Preliminary Site Layout (right)

Figure 4: existing building (above) and preliminary building (below)

ANALYSIS:
Rezoning criteria of Land Use Code section 9-2-18(e)(1), B.R.C. 1981 states,

> "*The applicant demonstrates by clear and convincing evidence that the proposed rezoning is necessary to come into compliance with the Boulder Valley Comprehensive Plan map*."

A rezoning to Business Community-2 is necessary to bring the property into conformance with the BVCP and GCCP land use designations of Community Business. On page 67 of the BVCP it states:

> "*Community Business is defined as the focal point for commercial activity serving a subcommunity. These areas are designated to serve the daily convenience shopping and service needs of the local population, and are generally less than 150,000 to 200,000 square feet in area. Offices within the Community Business areas should be offices designated specifically for residents of the subcommunity. Where feasible, multiple uses will be encouraged within these centers. Example uses: restaurants, personal services, large or small retail, banks, hotels, motels, medical or dental offices, recreational facilities, schools, day care, art studios, and professional offices."*

The proposed BC-2 zoning district on the property will permit commercial and retail uses in accordance with the Gunbarrel Community Center Plan (GCCP). Therefore, staff recommends approval of the proposed rezoning application.

ATTACHMENTS:

A: Ordinance No. ___

ORDINANCE NO. _____

AN ORDINANCE REZONING A 43,071 SQUARE FOOT LOT GENERALLY KNOWN AS 5400 SPINE ROAD FROM THE INDUSTRIAL-GENERAL (IG) TO THE BUSINESS-COMMUNITY 2 ZONING DISTRICT AS DESCRIBED IN CHAPTER 9-5, "MODULAR ZONE SYSTEM," B.R.C., 1981, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO FINDS:

A. A public hearing before the Planning Board of the City of Boulder was duly held on August 28, 2014 in consideration of rezoning a 43,071 square foot lot generally known as 5400 Spine Road and more particularly described on Exhibit A attached to this ordinance (the "Property") from the Industrial - General (IG) to the Business-Community 2 (BC-2) zoning district.

B. The Planning Board found that the rezoning of the Property from the Industrial - General (IG) to the Business-Community 2 (BC-2) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan and that clear and convincing evidence demonstrates that rezoning is necessary to bring the Property into conformance with the Boulder Valley Comprehensive Plan land use map designation of Community Business, and meets the criteria for rezoning as provided in Chapter 9-2, "Review Processes," B.R.C. 1981.

C. The Planning Board duly recommended that City Council amend the zoning district map to include the Property in the Business-Community 2 (BC-2) zoning district as provided in Chapter 9-5, "Modular Zone System," B.R.C. 1981.

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

Section 1. Chapter 9-5, "Modular Zone System," B.R.C. 1981, and the zoning district map forming a part thereof are amended to include the Property within the Business-Community 2 (BC-2) zoning district.

Section 2. The City Council finds that the rezoning of the Property from the Industrial - General (IG) to the Business-Community 2 (BC-2) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan and that clear and convincing evidence demonstrates that rezoning is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan land use map designation of Community Business, and meets the criteria for rezoning as provided in Chapter 9-2, "Review Processes," B.R.C. 1981. The City Council adopts the recitals as a part of this ordinance.

Section 3. The City Council has jurisdiction and legal authority to rezone the Property.

Section 4. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern. The rezoning of the Property bears a substantial relation to, and will enhance the general welfare of, the Property and of the residents of the City of Boulder.

Section 5. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this_____ day of _____, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this _____ day of _____, 2014.

_____
Mayor

Attest:

_____
City Clerk

EXHIBIT A

LEGAL DESCRIPTION

Lot 4, The Greens Industrial Park,
County of Boulder,
State of Colorado.

C I T Y O F B O U L D E R
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE:
Introduction, first reading and consideration of a motion to order published by title only, the following ordinances:

1. An ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) create new land use - based bicycle parking standards, and

2. An ordinance amending the Design and Construction Standards (DCS) related to bicycle parking design standards.

The proposed changes were identified as part of the Access Management and Parking Strategy (AMPS) process relative to parking citywide.

PRESENTERS:
Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning and Sustainability (CP&S)
Susan Richstone, Deputy Director of CP&S
Karl Guiler, Senior Planner/Code Amendment Specialist
Marni Ratzel, Senior Transportation Planner, GO Boulder
David Thompson, Transportation Engineer
Hella Pannewig, Assistant City Attorney

EXECUTIVE SUMMARY

As part of the Access Management and Parking Strategy (AMPS) process, staff is bringing forward ordinances that would:

1) Update vehicle parking standards to simplify and correct parts of the vehicle parking requirements that require too much parking, contain errors or are difficult to implement. Some examples are reducing parking requirements for low parking demand uses (i.e.,

warehouses, self-storage, and aircraft hangers), simplifying requirements for restaurants and retail in large retail centers, and other clean up items and updates (listed below);

2) Revise bike parking requirements for new development to base bike parking requirements on land use type and require both short and long-term bike parking, and

3) Amend the Design and Construction Standards (DCS) related to bicycle parking design standards to eliminate the Cora-style multi-bike parking rack style and codify the use of inverted U racks for all bike parking requirements.

Transportation Advisory Board (TAB) reviewed the bicycle parking standards at a conceptual level in July 2013 and unanimously approved the changes advancing forward to Planning Board. Planning Board reviewed the suggested code changes and design standards on July 17, 2014 addressing both vehicular and bicycle parking standards with intent to:

- Remove errors from the code relative to vehicle parking;
- Create parking requirements more aligned to actual parking needs by specified uses, and
- Improve and simplify implementation of the code.

On Sept. 18, 2014, Planning Board unanimously recommended approval of the two ordinances with requests to increase non-residential bicycle requirements in the Land Use Code to better accommodate anticipated future demand.

Attachment A is the proposed ordinance amending Section 9-9-6, "Parking Standards" of the Boulder Revised Code.

Attachment B is the proposed ordinance amending Section 2.11 Bike Parking of the Design and Construction Standards.

Staff intends to return to Planning Board and City Council in the future when the long-term parking changes (discussed in the 'Background' section) are developed as part of the AMPS process. This is expected in 2015.

<u>Proposed vehicular parking code changes</u>

1. Update the RH-1 (Residential High -1) parking standards to be based on spaces per bedroom instead of floor area to be consistent with standards for RH-2 as changed in 2012;
2. Change the parking standards for RL-2 (Residential Low – 2) to allow driveway parking consistent with other low density residential zones;
3. Specify non-residential parking requirements in the RH-6 (Residential High – 6) zoning district;
4. Update accessible parking space standards to match current American with Disabilities Act (ADA) standards;
5. Reduce the rate of parking required for uses that do not have a high parking demand (i.e., warehouses, self-storage and aircraft hangers);
6. Simplify parking standards for restaurants, brewpubs and taverns to count floor area instead of variable seating within retail centers, and
7. Simplify the restaurant, brewpub and tavern seating requirement as they apply to areas outside large retail centers.

8. Apply parking standards to duplexes, which is not specified in the current code.

STAFF RECOMMENDATION
Staff requests council consideration of this matter and action in the form of the following motion:

Suggested Motion Language:
Motion to introduce on first reading and order published by title only the following ordinances:

1. *An ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) create new land use - based bicycle parking standards, and*

2. *An ordinance amending the Design and Construction Standards (DCS) related to bicycle parking design standards.*

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- **Economic**: A local survey estimates the direct economic benefit of the bicycling industry in Boulder to be $52 million in 2010. No impacts are anticipated as a result of the vehicular code changes.

- **Environmental:** Reducing the number of trips made by cars reduces congestion and frees up road space for essential motor vehicle trips. Bicycle parking is an efficient use of land dedicated to storage a personal vehicle used for travel. An estimated eight to 10 bicycle parking spaces can be accommodated in the same space designed for the average motor vehicle parking space. Additionally, biking is a zero emission transportation option, reducing green house gas and vehicle miles traveled. The proposed changes to the Land Use Code relative to vehicular parking will result in site development plans that have less parking and greater amounts of open space as a result of the lower parking required for specified low parking demand uses.

- **Social:** An adequate supply of well-designed and located bike parking supports a complete transportation system. Bicycling expands modal choice for low-income, older adults and children as well as improves access for all community members. It is an active transportation modes that address health problems related to sedentary behavior. The proposed code changes relative to vehicular parking are mostly clean up and fixes to the code that will not result in any unforeseen social implications.

OTHER IMPACTS

- **Fiscal:** None identified.

- **Staff time:** The proposed code changes are within normal staff work plans.

BOARD AND COMMISSION FEEDBACK

Planning Board

Attachment C contains the minutes from the July 17th public hearing and the audio of the meeting can be accessed here. **Attachment D** contains the draft minutes from the Sept. 18th meeting where Planning Board recommended approval of the ordinances.

At the July 17th meeting, Planning Board requested follow up on several topics and additional analysis. Staff followed up on the specific items and provided additional analysis for requested topics. At the Sept. 18th public hearing, the board supported the proposed changes, including but not limited to the proposed reduction in parking requirements for low demand parking land uses and increased bicycle parking standards. Following deliberations, Planning Board made the following motions (*the motions below are currently in draft form*):

- On a motion by **J. Putnam** seconded by **L. May**, the Planning Board voted 7-0 to recommend approval to the City Council of an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) to create new land use-based bicycle parking standards, and of an ordinance amending the Design and Construction Standards related to bicycle parking design standards to eliminate the Cora-style bike parking rack style and codify the use of inverted U racks for all bike parking requirements as recommended by staff with the following exception: that the bicycle parking for commercial uses be increased by 25% across the board and that staff reach out to disability and senior advocacy groups prior to the City Council hearing and that Council consider the long term adequacy of the ADA Parking requirements.

- Friendly amendment by **J. Gerstle**, accepted by **J. Putnam** and **L. May**, to revise the motion recommending an increase of the proposed requirements for commercial uses to referring to nonresidential uses rather than commercial uses.

- On a motion by **C. Gray**, seconded by **L. May**, the Planning Board recommends that during the AMPS analysis, that the Neighborhood parking program (NPP) be fully funded and made available to lessen impacts that parking reductions for restaurants, taverns, and brewpubs could potentially cause to adjacent residential areas and that the NPP program have adequate enforcement.

Transportation Advisory Board (TAB) feedback

In July 2013, the Transportation Advisory Board (TAB) held a public hearing to consider a recommendation regarding development related bike parking requirements. The TAB unanimously voted to recommend that Planning Board adopt policy direction and approach changes in bike parking requirements that would calculate space requirements based on land use and square footage, units/bedrooms. A summary of the TAB discussion is included in **Attachment E**.

It is important to note that development-related bicycle parking requirements are codified under Title 9, "Land Use Code" of the Boulder Revised Code (BRC). The Transportation Advisory Board (TAB) is not assigned a role in the review of and amendments to the land use regulations of Title 9, "Land Use Code," B.R.C. 1981. Planning Board has to make a recommendation prior

to the adoption of any new development-related bike parking requirements. TAB's recommendation was sought as part of the public outreach undertaken to guide the Planning Board and City Council in its review process.

PUBLIC FEEDBACK

As part of the AMPS process, two open houses with the public have been held to date - one on May 1st, which included information on all components of the AMPS and the second on June 12th which focused more specifically on the proposed short-term vehicular code changes, bike parking changes and Transportation Demand Management (TDM) programs.

At the June 12th open house, the City hosted a community stakeholder meeting with commercial, industrial and residential developers, property managers, bicyclists, and neighborhood representatives to get feedback on potential changes to parking requirements. About 12 community representatives attended the meeting to learn about the potential amendments to off-street vehicle parking requirements.

Most of the stakeholders expressed interest in the potential changes to the vehicular code standards and opinions ranged from the city requiring too much parking and that parking should be reduced (particularly for multi-family units) to encourage transit and bicycle usage to neighborhood representatives concerned that reductions in parking will create spillover impacts into their neighborhoods. Most of the discussion focused on the potential long term (Phase II) parking code changes and the general philosophy behind how parking is required. Other attendees expressed support for the proposed changes to retail center parking requirements, but felt the changes should be farther reaching (i.e., be applied to all restaurant and taverns and retail centers of all sizes).

In general attendees were supportive of amending bike parking requirements to include a minimum number of both long and short-term bike parking spaces. There was support for more bike parking that is weather and access protected as well as logical and considers personal safety. Developers expressed a desire for more guidance on long-term bike parking solutions including rack styles and layout configurations, local suppliers, and more efficient use of space providing long-term bike parking. Feedback also requested City assistance with purchasing bike parking racks in bulk for resale to developers/property owners to help reduce the cost of shipping through an economy of scale order and other incentives in favor of long-term bike parking.

In June 2013, the City used *InspireBoulder.com* to ask people about where they currently park their bicycles and to share photos as well as their input on where they park their bike and how well this bike parking meets their needs. The feedback provided supports the need for additional bike parking throughout Boulder.

These stakeholders and other residential neighborhoods have been kept informed of the proposed changes following the Planning Board discussion on July 17th and in advance of the City Council review of the ordinances. As proposed changes would affect RH-1 zoned areas staff reached out to the Goss-Grove and Whittier neighborhoods. Staff also sent the proposed changes to other neighborhood representatives in Mapleton, Newlands, East Boulder, Martin Acres, Majestic Heights, North Boulder and East Boulder. Relative to the retail center changes, staff has been keeping management companies at the Village, Twenty Ninth Street, Crossroad Commons etc. in the communication loop. Industrial property owners have also been contacted about the proposed parking code changes to the warehouse spaces.

Staff expects to hold additional open houses and outreach as the AMPS process continues. The next open house is scheduled for Oct. 21, 2014.

BACKGROUND

The City of Boulder is undergoing a holistic analysis of its parking supply and needs, including both public and private parking, through the Access Management and Parking Strategy or "AMPS." The AMPS process is being done simultaneous to the update to the Transportation Master Plan (TMP) and parallel with the Climate Commitment.

The City of Boulder's parking management system has a long history. Parking meters were first installed on Pearl Street in 1946. Over the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multi-modal access system incorporating alternative modes (transit, bicycling and pedestrians) along with automobile parking in order to meet city goals, support the viability of the city's historic commercial centers and maintain the livability of its neighborhoods.

AMPS will update the current access and parking management policies and programs and developing a new, overarching citywide strategy in alignment with city goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management strategies and programs tailored to address the unique character and needs of the different parts of the city.

The AMPS was presented to City Council at a study session in April 2013 and to Planning Board on June 5, 2014 (see weblink for packet). AMPS is intended to take a comprehensive look at how all access and parking management is integrated throughout the city. It is a strategy rather than a stand-alone plan, so it is envisioned to be a phased, multi-year effort that integrates with the scope and timing of all the other related planning initiatives such as TMP update, Climate Commitment, East Arapahoe corridor, North Boulder plan update, and Comprehensive Housing Strategy.

Through several staff workshops and input from the Transportation Advisory Board (TAB), Environmental Advisory Board, Planning Board, and the District Boards, the AMPS effort has identified the following areas of focus. Each area of focus will include analysis of existing parking districts as well as city-wide applications: 1) District Management; 2) On and Off Street Parking; 3) Transportation Demand Management; 4) Technology and Innovation; 5) Zoning and Code Requirements; 6) Enforcement and Compliance; and 7) Parking Pricing. The focus of this memorandum is on AMPS focus area no. 5: Zoning and Code Requirements.

Proposed changes to vehicular parking standards in Section 9-9-6, B.R.C. 1981

As part of the AMPS process, staff is considering the full range of parking needs and potential impacts and implications for overhauling Section 9-9-6 "Parking Standards," B.R.C. 1981 to modernize the code to contemporary trends in transit usage, car share, biking and walking etc. and to reflect current city policies on parking and sustainability set forth in the Boulder Valley Comprehensive Plan and the Transportation Master Plan.

Boulder has seen a growing transportation mode shift in accordance with our policies. Additionally, the city is more frequently processing requests for parking reductions.

Consequently, the Land Use Code appears to be out of date with respect to how much parking should be provided on sites. This focus area will take significant analysis and is targeted for adoption in 2015. To assist, staff has consulted with Fox Tuttle Hernandez, Transportation Engineering Group with a focus on specific parking requirements and analyses as well as Kimley Horn and Associates to assist on other aspects of the AMPS. The overall goal is to strike a balance between requiring too much parking while also avoiding spillover impacts on neighborhoods or adjacent properties.

Staff has identified a number of options to consider in updating policy with regard to parking and ultimately updates to the parking standards, including but not limited to:

- Parking maximums
- Shared parking requirements
- Automatic parking reductions
- Unbundled parking in areas outside of Boulder Junction
- Parking requirements by land use instead of zone
- Special parking requirements along multi-model corridors or within newly created general improvement districts

Staff, with input from the public, has identified some problems with the parking standards section of the code that should be remedied more promptly than the options above, because they have either been inconsistent with federal standards, initially instituted in error or as an oversight, or require continual parking reductions. These quick fixes have been termed the "short-term (Phase I) parking changes" as opposed to the changes listed above that will be addresses as part of the larger AMPS project through 2015 (Phase II). The specific short-term changes under consideration <u>at this time</u> are:

1. Updating the RH-1 (Residential High -1) parking standards based on spaces per bedroom instead of floor area to be consistent with standards for RH-2 as changed in 2012;
2. Changing the parking standards for RL-2 (Residential Low – 2) to allow driveway parking consistent with other low density residential zones;
3. Specifying non-residential parking requirements in the RH-6 (Residential High – 6) zoning district;
4. Updating accessible parking space standards to match current American with Disabilities Act (ADA) standards;
5. Reducing the rate of parking required for uses that do not have a high parking demand (i.e., warehouses, self-storage and aircraft hangers);
6. Simplifying parking standards for restaurants, brewpubs and taverns to count floor area instead of variable seating within retail centers, and
7. Simplifying the restaurant, brewpub and tavern seating requirement as they apply to areas outside large retail centers.
8. Applying parking standards to duplexes, which is not specified in the current code.

Each of these proposed changes is discussed in detail in the 'Analysis' section below.

Bike parking requirements for new development

An action item identified in the *Complete Streets: Bike and Pedestrian Innovations* focus area of the 2014 Transportation Master Plan Update and AMPS is developing strategies to enhance bicycling opportunities for residents, commuters, students, and visitors. This includes identifying improvements to the city's bicycle parking policies to better meet bike parking demand and cyclists' needs at both existing and new development within the City of Boulder as part of an integrated multimodal transportation system.

An objective of the bike parking regulations update is to define the minimum quantity of employee / resident (long-term) and customer / visitor (short-term bike) parking based on land use criteria, rather than using the existing approach which is based on a percentage of the required number of car parking spaces. The update also proposes to revise bike parking rack design for multi-bike parking and include new solutions for long-term bike parking.

Bike parking is an end of trip necessity, and providing convenient, safe and secure bike parking will help to increase bike mode share. While the city provides some bicycle parking in public areas of the downtown commercial district, property owners are required to provide adequate bike parking for their buildings throughout the city.

Since 2007, the city has conducted a downtown bike parking count each summer to estimate the demand for bicycle parking and to identify locations where additional bike parking is needed in the downtown area. The bike parking count is conducted over a four day period with four one-hour counts tallied each day. Count times include the Wednesday evening and Saturday Farmer's Market activities. The total number of bicycles parked downtown has increased almost 48 percent over the last six years from a total of 2,796 to 4,131 bikes parked during the survey. On average, over 1,000 were counted each day during the count period.

The city initiated the review of bike parking based on the Downtown Bike Parking Survey and concerns raised from the cycling community. On behalf of their members and the greater bicycling community, Community Cycles has expressed dissatisfaction with the city's design standard for the multi-bike parking racks and bicycle storage lockers. The organization also is concerned that bike parking supply is not meeting demand.

A pilot program launched in 2013 as a partnership between the city and Community Cycles offers low cost bike racks and installation through a bike parking subsidy for existing development. As a pilot, the program seeks to address the lack of quality bike parking for bicyclists and businesses to better understand and address where supply is not meeting demand.

The city is seeing a trend toward developers choosing to voluntarily provide bike parking spaces that exceed existing requirements. Additionally, several recent redevelopment projects have sought guidance from the city on how to better accommodate bike parking demand. Specifically, developers would like to provide long-term bike parking for new multi-family residential developments to better accommodate demand of future tenants and prospective home buyers. Examples include the Peloton and the Landmark Lofts. The Steelyards development also consulted the city on how retrofit their development to improve long-term bike parking options.

ANALYSIS

<u>Vehicular parking standards (Short-term parking code changes)</u>

As discussed above, staff has identified a number of changes to the Land Use Code that could be implemented on a faster track than those items identified as part of a more comprehensive amendment to the parking regulations. Some of these changes have been tracked for several years as being problematic in the sense that either too much parking is required for certain uses or implementation is unduly complex and could be simplified. Each proposed changes are discussed below:

<u>Topic 1</u><u>: Updating RH-1 Parking Standards</u>

<u>Issue</u>

The RH-1 zoning district is the only one in the city that bases parking on proposed floor area as opposed to proposed dwelling units or bedrooms, and is inconsistent with the standards found in RH-2 zone. RH zones in the Land Use Code are defined as follows: *High density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed.*

The parking standards for RH-1 create higher than necessary parking requirements and unnecessary complexity. RH-1 zones are limited in the city to the area south of Arapahoe Avenue west of Folsom adjacent to the University of Colorado (CU) and in two small blocks (one east of downtown and one west of downtown). The location of RH-1 zones (relative to nearby RH-2 zones) is shown on Figure 1 on page 6.

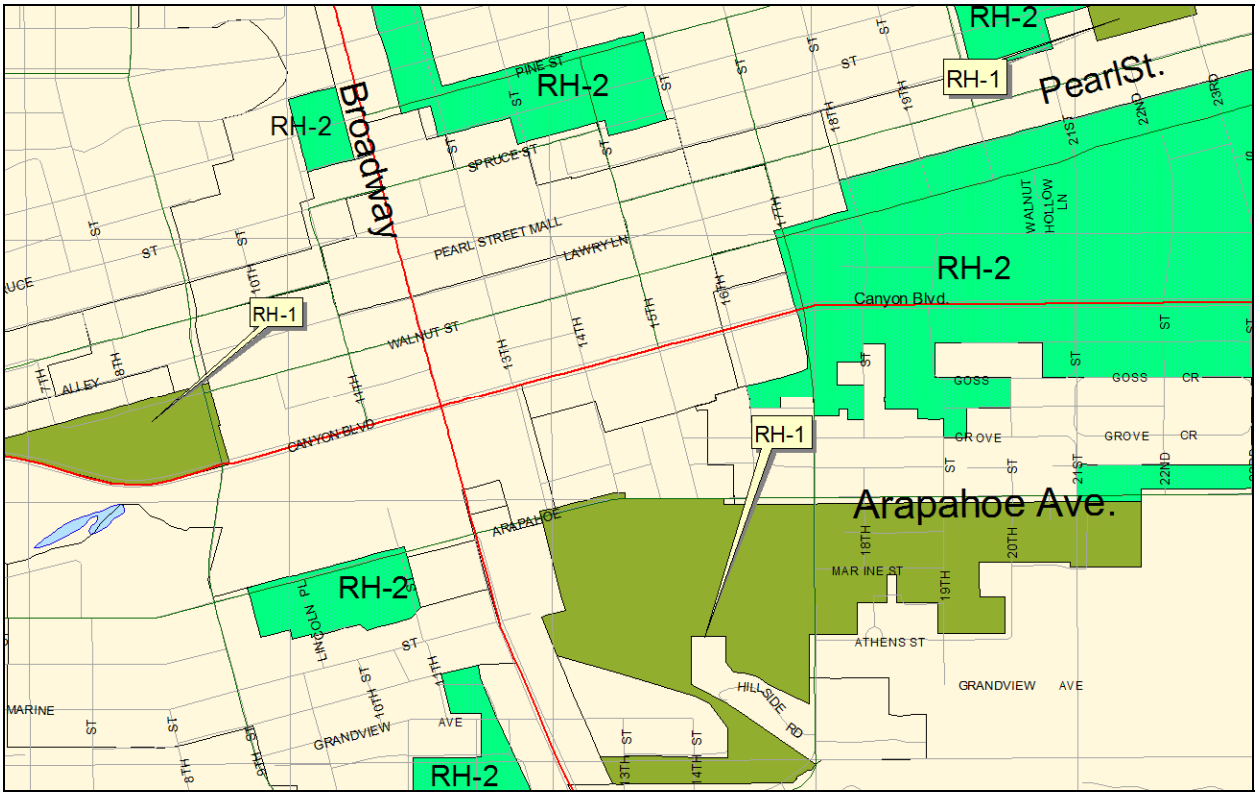

Figure 1- RH-1 zone locations (RH-2 shown for reference)

Background and Analysis

In 2008, Planning Board was seeing difficulties arising from implementation of the high parking requirements relative to floor area in the RH-2 zoning district. Consequently, City Council directed staff, at the request of Planning Board, to include the RH-2 Zone District Project as a work program item. The requirement mandated one parking space for the first 500 square feet of a dwelling unit and an additional space for each additional 300 square feet or portion thereof. This meant that an 801 square foot unit required three parking spaces. This was a very high parking requirement and was originally meant to address high demand for parking in higher occupancy areas, in particular, student areas. Several high parking reduction requests, with parking studies indicating that parking requirements doubled what was actually needed, highlighted the need to change the parking requirement.

In 2012, the RH-2 parking calculations were revised to be consistent with the intent of the high density residential zone district and the methodology of calculating parking in other residential zone districts:

- 1 space for detached dwelling units
- 1 space for a 1 bedroom attached dwelling unit
- 1.5 spaces for 2 bedroom attached dwelling unit
- 2 spaces for 3 bedroom attached dwelling unit
- 3 spaces for 4 or more bedroom attached dwelling unit

A link to the memorandum to Planning Board in 2012 is found here for reference.

The RH-1 zoning district, which has its largest concentration in the Goss-Grove neighborhood adjacent to RH-2 zoned areas, was not included in this amendment. The code continues to require a parking rate according to floor area. It is the only zone in the city to keep the old provision.

While the zone contains many student residences, it is no different than other areas that have student apartments adjacent to the university. Other zones adjacent to CU are RH-5 by University Hill, RMX-1 (Residential Mixed - 1) in areas west of Broadway and south of Arapahoe, and RH-3 in the redeveloping areas along the 28th Street frontage road. Parking needs in the RH-1 zoning district are therefore comparable to those in the RH-2 zoning district.

One example project in the RH-1 zone that illustrates the need for the code change is 1944 Arapahoe Avenue at the corner of 20th and Arapahoe. The project, which has been recently completed, is a four-unit apartment building that originally required 13 parking spaces (a rate of 3.25 parking spaces per unit). Planning Board approved a 38 percent parking reduction to permit eight parking spaces (a rate of 2 parking spaces per unit). Under the suggested requirements, the requirement would be six parking spaces.

Based on the analysis above, staff recommends aligning the parking requirements in RH-1 with those in RH-2 and with the methodology of how parking is calculated in similar residential zoning districts. The similar context between the zones is demonstrated by a study provided by the city's transportation consultant, Fox Tuttle Hernandez Transportation Group, which is found in **Attachment F**.

The study was conducted in RH-1 and RH-2 zoned areas (i.e., Goss-Grove, a block of Whittier and a block west of downtown) to quantify the supply and demand parking needs at the request of Planning Board. Analysis of the number of units within several blocks was done and evening parking counts were completed on Aug. 7th (before many students moved in) and on Sept. 3rd (when students were back in town).

The findings of the analysis are as follows:

- Off-street parking demand is nearly identical within both RH-1 and RH-2 zoning districts based on analysis of number of units and usage. Generally, off-street parking demand rates have ranged from 0.4 to 1.04 parking spaces per unit in both zones and show no indication for a need for a higher parking requirement based on floor area, which has typically required more than twice the actual demand (e.g., 3.25 parking spaces per unit in 1944 Arapahoe [2-bedroom units]).

- The supply of on-street parking in RH-1 areas is nearly double that in RH-2 zones based on an inventory of on-street parking spaces.

Therefore, staff recommends that the RH-1 parking requirements be changed to be per bedroom rather than the current floor area requirement as there is no evidence that the existing high parking requirement of the RH-1 zone reflects a greater parking need than the areas where the RH-2 zoning is applied.

Proposed Code Change
To accomplish these changes, staff proposes amending Section 9-9-6, Table 9-1 to remove the special column for RH-1 and include RH-1 to the same column as RH-2, with RH-3, RH-5 and RMX-1– other zoning districts that are found with high numbers of student residences that have requirements based on bedrooms.

Topic 2: Making Driveway Parking Standards for RL-2 Consistent with other Districts

Issue
RL-2 is a Low Density Residential zone district located throughout the city and applies mainly to neighborhoods with low density and single family homes; however, some locations also include townhomes and attached DUs. RL-2 permits the same density as RL-1 (i.e., two to six dwelling units per acres), but differs in that density is determined by amount of open space per unit whereas density in RL-1 zones is calculated by minimum lot area per dwelling unit. RL-2 also has slightly different setback requirements and oftentimes, open space is aggregated as opposed to all be provided on individual lots.

Currently, residents of RL-2 are technically not permitted to park in driveways. In all other low density residential zoning districts, driveway parking is permitted as long as the one required space on site is provided outside of the landscape setback. This is a potential enforcement issue and leads to excessive paved parking areas by virtue of having to pave areas next to garages outside the setback area.

Background and Analysis
In Section 9-9-6(d) (1), B.R.C. 1981, the location of parking spaces on lots is specified as follows:

(d) Parking Design Standards:

(1) Location of Open or Enclosed Parking: Open or enclosed parking areas are subject to the following requirements:

(A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, or RL-1 districts, if all off-street parking requirements of this chapter have been met, persons may park up to two additional vehicles in the driveway leading to the parking area. The requirements of this subsection may be varied to allow the required off-street parking to be located within the front yard setback pursuant to a variance being approved by the BOZA per subsection 9-2-3(j), B.R.C. 1981.

This code section permits up to two parking spaces in driveways of single-family homes, if the one required parking space is met outside of the landscape setback (typically 20 feet from the front lot line in low density residential zones). In the past, the code section above was written to apply to all low density residential zoning districts; however, through updates to the code over the last few decades, the section applied to RL-1 zoning districts only. Staff can see no reason why RL-2 and RL-1 lots should be treated differently. The contexts of each are similar with predominantly single-family homes with driveways leading to garage parking. The legislative history also does not provide an explanation for this change, leading staff to conclude that RL-2 was inadvertently treated differently. It is very common for cars to be parked in their driveways in front of homes in RL-1 and RL-2 districts all over the city. For these reasons, staff is proposing that the code section be made consistent to legalize parking in driveways within the landscape setback of single-family homes in the RL-2 district.

Proposed Code Changes

Staff proposes that Section 9-9-6(d)(1)(A) be revised to apply to both RL-1 and RL-2 by removing the "-1" after RL (as shown below).

*(A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, or RL~~-1~~ **zoning** districts…*

In conjunction with this change and to make the code consistent, staff is also suggesting a change to Section 9-2-3, "Variance," B.R.C. 1981, which permits variances to permit driveway parking as the one legal parking space, if the criteria are met. Presently it applies to all low density zones, with the exception of RL-2. See proposed change below:

(j) Variances for Parking Spaces in Front Yard Setbacks: The BOZA may grant a variance to the requirements of section 9-9-6, "Parking Standards," B.R.C. 1981, to allow a required parking space to be located within the front yard setback if it finds that the application satisfies all of the following requirements:

(1) The dwelling unit was built in an RR~~-1, RR-2~~, RE, or RL~~-1~~ zoning district;

(2) The dwelling unit originally had an attached carport or garage that met the off-street parking requirements at the time of initial development or, at the time of initial construction, an off-street parking space was not required and has not been provided;

(3) The garage or carport was converted to living space prior to January 1, 2005;

(4) The current property owner was not responsible for the conversion of the parking space to living area and can provide evidence as such;

(5) A parking space in compliance with the parking regulations of section 9-9-6, "Parking Standards," B.R.C. 1981, cannot reasonably be provided anywhere on the site due to the location of existing buildings, lack of alley access, or other unusual physical conditions;

(6) Restoring the original garage or carport to a parking space would result in a significant economic hardship when comparing the cost of restoration to the cost of any other proposed improvements on the site; and

(7) The proposed parking space to be located within the front yard setback space shall be paved with asphalt, concrete, or other similar permanent hard surface and shall comply with Section 9-9-5, "Site Access Control," B.R.C. 1981, shall not be less than nine feet in width or more than sixteen feet in width, and shall not be less than nineteen feet in length. No parking space shall encroach into a public right of way or obstruct a public sidewalk.

Topic 3: Specifying Non-Residential Parking Requirements in the RH-6 Zoning District

Issue
The RH-6 zoning district is in Boulder Junction. When the RH-6 zoning district was created as a result of adoption of the Transit Village Area Plan (TVAP)(along with RH-7), it was added to the Land Use Code, but erroneously was not added to the parking requirements table for non-residential uses.

Background and Analysis
As RH-6 is within the TVAP (Boulder Junction) area, and as such it is seems appropriate to align its parking requirements with zones designed for that area and other redeveloping areas with comparable parking needs.

Proposed Code Change
To address this absence of a parking standard for non-residential uses in the RH-6 zone, staff proposes amending Table 9-3 to add RH-6 to columns containing the RH-3, RH-7 and MU-4 (Mixed Use -4) zones.

Topic 4: Updating Accessible Parking Requirements

Issue
Current accessible parking requirements are inconsistent with Federal standards for the Americans with Disabilities Act (ADA).

Background and Analysis
The Land Use Code currently implements accessible parking requirements based on an outdated iteration of the Americans with Disabilities Act (ADA) whereby no spaces are required for the first seven dwelling units and one space is required for every seven dwelling units thereafter. For larger residential projects (over 200 units), it has created a requirement that is excessive and not representative of the identified need for accessible tenants. One example is the Two Nine North residential project at Twenty Ninth Street. With 238 units, 33 accessible parking spaces were required, which was considered disproportionate to the need. Therefore, Planning Board approved a parking reduction to permit 10 accessible spaces.

Fox Tuttle Hernandez Transportation Group conducted an analysis of several large residential projects (e.g., Two Nine North, Peloton and Landmark Lofts where the current requirements have been problematic due to the higher number of dwelling units) and concludes the following:

- *The current city parking requirements for accessible parking spaces at residential developments requires up to 1.5 times more parking than the federal standard requires.*
- *The additional accessible parking is not being fully utilized during the evening peak parking hours based on the Sept. 2014 parking study.*
- *In this context, it appears that the city could relax its current accessible parking space requirements to be consistent with the federal standard.*

The full analysis and data to support the conclusions can be found within **Attachment G.**

Proposed Code Change
To eliminate this occurrence and align with current ADA standards, staff proposes the following change:

Accessible space requirement	~~0 spaces for the first 7 DUs, 1 space per 7 DUs thereafter.~~ Must meet the Americans with Disabilities Act, as amended.

The latest version of the ADA regulation requirements are shown below**.** An excerpt follows:

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

For comparative purposes, Two Nine North would require 33 accessible spaces under current requirements, whereas according to ADA it would require 8 accessible spaces.

Topic 5: Reducing the Parking Rate for Low Parking Demand Nonresidential Land Uses

Issue
Most land uses in the Land Use Code are not specified relative to parking requirements. Rather, a generic rate is applied (e.g., one space per 300 square feet or one space per 400 square feet) dependant on zoning district. While this generally makes sense when applied to many uses, it does not when applied to particular uses that have very low parking demand. This has necessitated applicants having to either provide too much parking for a use to do a by-right development or request significant parking reductions – many of which must be approved by Planning Board.

Background and Analysis
Some examples of low demand non-residential land uses are warehouse spaces, self-storage uses and aircraft hangers. In recent years, the city has processed several parking reductions for self-storage facilities where the code required a high amount of parking for uses that do not generate a parking demand to fill the required spaces. An example is 5675 Arapahoe where 184,440 square feet of floor area required 461 parking spaces. A vast majority of the floor area was proposed as self storage, which generates a very low need for parking. Planning Board approved an 82% parking reduction for that site.

Another example is the Boulder Municipal Airport. The Boulder Municipal Airport is hoping to expand by building new aircraft hangers. However, this expansion has been delayed due to the disproportionately high parking requirements that would have to be met for the expansion. For example, with 364,292 square feet square feet of hangers at the airport (including the proposed hangers), over 1,200 parking spaces would be required, feasible number far exceeding the parking need generated by the use. The only options available to the airport are processing an 85 percent parking reduction, which requires Planning Board review and approval or passage of the proposed changes. Rather than leaving an unreasonable requirement that will be costly to the airport, staff found it appropriate to update the Land Use Code to address the issue.

As the Land Use Code does not recognize warehouses, self-storage and aircraft hangers as specific land uses, the proposed changes are to add these uses to the code and require parking spaces at a more appropriate rate. The suggested changes are:

- Warehouses: Staff and the project consultant, Fox Tuttle Hernandez, Transportation Engineering Group, have analyzed a number of warehouse locations and industrial uses with accessory warehouses as well as corresponding with warehouse owners and have determined that warehouse uses do not generate a parking need commensurate with the current requirement of one space for every 400 square feet. Rather, Fox Tuttle Hernandez's data (found in **Attachment H**) indicates a need of roughly one space for 1,000 square feet. This is also consistent with the parking requirements of other communities that specifically identify warehouses in their parking codes. In their analysis, Fox Tuttle Hernandez found that the average occupancy of parking spaces for such uses in the City of Boulder, providing parking consistent with current parking standards, ranged from 35 percent to 60 percent and averaged 52 percent. Based on these findings, staff is proposing that warehouse spaces be specifically

identified in the code and require parking at a rate of one space per 1,000 square feet as reflected in the language below which would be added to the existing Table 9-4:

Warehouse or distribution facility or uses in industrial zones with accessory warehouse spaces	1 space per 1,000 square feet of floor area used for warehousing and/or storage of goods, merchandise or equipment. Parking for associated office space or production areas not used for warehousing or storage outlined above shall be required per Table 9-3

Parking for office space or other areas not used for warehousing would be required based on the current one space per 400 square feet as currently applied and matches the greater need for parking in these areas where there are more employees. The table below reflects some examples and demonstrates how current requirements are too high and how the proposed requirements, when applied, would generally match the observed peak parking need as found by Fox Tuttle Hernandez.

Warehouse	Square footage	Existing Parking provided	Required parking per current code	Proposed parking requirement	Observed peak parking
3600 Pearl	11,312	11	28	14	6
3635 Pearl	10,665	41	26	13	19
Frontier Buildings	188,116	324	420	260	173
3825 Walnut	100,872	185	252	134	114

Staff finds that the proposed parking requirement would better reflect the parking needs on such sites as compared to the current code.

- Self-storage: Like the warehousing use discussed above, self-storage uses are clear examples of square footage that does not generate the need for much parking. There have been a number of examples of where the city has reviewed and approved parking reductions and deferrals for self-storage uses to create a more reasonable parking rate. As it is uncommon to see high numbers of customers at self-storage facilities at the same time and considering that the square footage within the storage is not a parking generator in and of itself. Based on analysis, staff suggests the following requirement, which requires parking be provided for office use at the current rate, plus some visitor spaces, but no parking for the storage units specifically. Typically when customers visit self-storage sites they park moving trucks in existing circulation areas in front of their storage units and do not require designated parking spaces:

Self-service storage facility	3 parking spaces for visitor parking, plus parking required per Table 9-3 for office spaces or areas not specially designated for self-storage. No parking required for square footage of floor area designated for self-storage.

Below are some recent examples of self-storage approvals showing the current parking required, what parking was approved through reduction and what would be required per the proposed requirement above:

Self Storage	Square footage	Required parking	Approved reduction/ spaces	Proposed parking requirement
5002 28th	36,000	90	25% reduction & 56% deferral: 16	4
5675 Arapahoe	184,440	461	82% reduction: 54	9

- Aircraft Hangers: The Airport Manager has approached the city through the pre-application process about adding new hangers at Boulder Airport. The existing airport has a floor area of roughly 179,000 square feet and is within the Public (P) zoning district. Per the approved Boulder Municipal Airport Master Plan, a final build-out of 364,292 square feet is possible.

  While the additions over time are technically approved, off-street parking has not been addressed. The site, which includes 186 parking spaces (which currently meet the needs of the airport), is technically non-conforming to parking since the P zone requires one space for every 300 square feet of floor area. To put in perspective how the current parking requirements would apply, the current parking requirement on the site is nearly 600 parking spaces and at build-out would be over 1,200 parking spaces. This amount of parking is clearly disproportionate to the need of the airport. In order for the airport to proceed with development plans, a significant parking reduction would have to be approved by the Planning Board. Staff has researched other peer community parking regulations relative to airports and has worked with Fox Tuttle Hernandez Transportation Engineering Group to result in the proposed requirements above. Fox Tuttle's analysis is included in **Attachment I** and substantiates the more reasonable parking requirements proposed.

  With the assistance of Fox Tuttle Hernandez and the Airport Manager, staff suggests the following requirement:

Airport and aircraft hangers	1 parking space for every 4 outside airplane or glider tie down spaces; 1 parking space for every 4,000 square feet of floor area of private airplane hangar space (with or without external or internal walls); 1 parking space for every 2,000 square feet of floor area of commercial or "executive" airplane hangar space, and, parking for associated office space or areas not used for aircraft hangers shall be required per Table 9-3

Proposed Code Changes

Based on the analysis above, staff proposes the three land uses be added to Section 9-9-6, "Parking Standards," B.R.C. 1981, Table 9-4 as represented in the analysis above.

Topic 6: Simplifying Parking Standards for Retail Centers (Restaurants, Brewpubs and Taverns)

Issue

Retail centers often contain a dynamic mix of retail and restaurant, brewpub and tavern uses. Retail and restaurants have different parking requirements. Because of this, tenant change outs require a constant monitoring of retail centers and readjustment of parking calculations to confirm compliance. This has created a complicated system of tracking parking requirements in ever-changing retail centers that is costly to applicants and time consuming for staff. The goal is to simplify the land use code to create one parking rate requirement that can apply to all centers and is generally commensurate with how much parking is required under today's code without having to analyze the ever changing retail and restaurant dynamic.

Background and Analysis

Current Land Use Code requirements for retail spaces are one space for every 300 square feet (400 square feet in the BR-1 zone). However, for restaurants and taverns, the requirement is one space for every three seats. While it is logical to require more parking for restaurant and tavern uses based on parking demand, the relationship between retail spaces and hospitality establishments has been problematic in implementation. This is because for many retail centers, which include a mix of the two land uses, every tenant space change from retail to restaurant or vice versa, changes how the parking requirement applies to the center and necessitates city review of the change and update of parking data. This is often time consuming, unnecessarily complicated and costly to retail centers that have to submit Administrative Review minor modification applications every time a tenant changes. To monitor these changes, complex spreadsheets exist for large retail centers in Boulder and require constant updating and education to applicants and other staff planners who manage the information. A more simplified approach of creating one metric applied to retail centers recognizing a mix of uses is warranted.

In cooperation with Fox Tuttle Hernandez, staff has researched the current parking needs of several shopping centers in Boulder, including:

- Willow Springs (corner of 28th & Iris);
- The Village (Arapahoe Avenue between Arapahoe and Canyon)
- Table Mesa Shopping Center (Broadway and Table Mesa)
- Twenty Ninth Street (between 28th and 30th north of Arapahoe)
- Basemar Shopping Center (Broadway and Baseline), and
- Crossroad Commons (Pearl Street east of 28th)

To illustrate the size of some of the larger retail centers in Boulder, staff created the table as follows that shows the square footage of each, the parking that is provided on each site, the parking rate (e.g., one space for every 240 square feet etc.) and the percentage of restaurant space to retail space.

Retail Center	Square footage	Parking Provided	Parking rate	% Restaurants to retail
Basemar	83,333	493	1:169	21%
Willowsprings	55,213	246	1:224	26%
Ideal Market	12,151	78	1:156	44%
Community Plaza	33,674	154	1:218	16%
Table Mesa Shopping Center	271,506	937	1:290	16%
The Meadows	222,484*	1373	1:162	16%
The Village	215,866**	898	1:240	12%
Twenty Ninth Street	853,128	3229	1:264	9%
Crossroad Commons (Whole Foods)	144,118	834	1:172	4%
Averages	208,604	912	1:210	16%

*includes hotel and library
**does not include existing hotel

Fox Tuttle Hernandez also did a supply and demand analysis for most of the centers above, which is found within **Attachment J**. Through this analysis, Fox Tuttle Hernandez determined the total peak parking need as observed at varying times of day for the centers and found that most of the centers have an oversupply of parking and have demand rates ranging between one parking space per 1,000 square feet to over four spaces per 1,000 square feet at peak times.

It should be noted that there are different circumstances associated with each center relating to parking supply and demand that must be recognized. For instance, Twenty Ninth Street has one of the lowest demand rates at around 55 percent (a demand rate of two parking spaces per 1,000 square feet). However, the perception of customers is that there is not enough parking at the center based on the concentration of restaurants and desire of patrons to park immediately adjacent to their destination. While the southwest quadrant is often quite full, parking in other areas of Twenty Ninth, including the parking garages, have high availability of parking. The perception comes from the fact surface parking is occupied at 82 percent, whereas the garages peak are at around 30 or 40 percent as observed by Fox Tuttle Hernandez.

Another example is the Crossroad Commons retail center, which includes the Whole Foods flagship store. While the center meets the city parking requirements without a parking reduction, the demand rate is the highest of the observed retail centers with an observed occupancy of 70 percent (69 percent on the surface and 84 percent in the garage) or a parking need of over 4 spaces per 1,000 square feet.

Again, the goal of the short-term changes is to find a rate that can meet the needed range of the retail centers similar to current parking requirement albeit simplified. One of the outcomes of the AMPS process may be to reduce parking further in retail centers; however, this must be determined over the course of the long-term (Phase II) changes discussed in the 'background' section of the memorandum.

The next table is a comparison of the different retail centers, which shows the total parking provided as well as what the parking requirements would be if provided at the following rates: *one space for every 200 square feet, one space for every 300 square feet, and one space for every 400 square feet.* In most zone districts, one to 300 square feet for non-residential uses is the most common generically applied requirement.

Retail Center	Current Parking	Current Parking rate	@1:200	@1:300	@1:400	@1:250 (suggested)	Peak usage per transportation study
Basemar	493	1:169	416	278	208	333	280 (weekday afternoon) [1:298]
Willowsprings	246	1:224	276	184	138	220	174 (weekday afternoon)
Ideal Market	78	1:156	NA- No change (<50,000)*				
Community Plaza	154	1:218	NA- No change (<50,000)*				
Table Mesa Shopping Center	937	1:298	1358	905	679	1086	751 (weekday afternoon) [1:361]
The Meadows	1373	1:162	1112	742	556	889	No data
The Village	898	1:240	1079	719	539	863	599 (Friday evening) [1:360]
Twenty Ninth Street	3229	1:264	4265	2844	2133	3413	1778 (Saturday evening) [1:479]
Crossroad Commons	834	1:172	720	480	360	576	636 (weekday afternoon) [1:226]

*Ideal Market and Community Plaza are excluded as they are less than 50,000 square feet.

Proposed Code Change

Staff is proposing a rate of one space for every 250 square feet (i.e., 4 space for every 1,000 square feet) for retail centers that are 50,000 square feet or greater, which is also reflected in the following table above for reference. The 50,000 square feet threshold was chosen because it captures Boulder's large shopping areas that are generally self-contained and have little chance for spillover parking into adjacent neighborhoods. The rates in the table below are also compared to the observed peak parking numbers from Fox Tuttle Hernandez's analysis.

One space per 250 square feet meets the peak demand for all of the centers with the exception of Crossroad Commons, which as discussed above has the highest drawing anchor and is somewhat of an outlier. The high parking demand is use driven and demand would likely change significantly if a tenant other than a regional Whole Foods moved in. While it would not meet the peak demand (as evidenced on weekend afternoons), the one space per 250 square feet would result in the same parking requirement for the retail center as required today (e.g., 576 parking spaces). The table as follows reflects this and shows how the proposed parking rate would be generally commensurate with the required parking under today's code as applied to the retail centers, which is the goal of this short-term change.

Shopping Center	Current Parking provided	Required parking*	Approved parking** (appl. Reduction %)	Proposed parking***
Table Mesa Shopping Center	937	1003	937 (6%)	1086
The Village	898	958	857 (10%)	863
Twenty Ninth Street	3229	3456	3110 (10%)	3413
Crossroad Commons	834	575	575 (n/a)	576

*reflects parking at a rate of 1 space for every 300 sf for retail within the Table Mesa Shopping Center within the BC (Business Commercial) zone and 1 space for every 400 sf for retail within the other centers in the BR (Business Regional) zones. The number also reflects seating requirements for restaurants, brewpubs and taverns which increase the requirement.
**reflects parking as approved through a parking reduction,
***reflects the revised simplified rate of 1 space for every 250 sf.

Planning Board supported the proposed change, but expressed concern in instances where insufficient parking could result in retail centers that have a disproportionally higher percentage of restaurants, brewpubs and taverns. The board, therefore, requested that a tiered requirement based on percentage of restaurants, brewpubs and taverns be developed. Staff agreed with the suggestion and has proposed a tiered requirement. To determine the requirement, staff isolated the data at five retail centers to include only the restaurant, tavern and brewpub square footage and determined the parking requirement for each. This is reflected in the table below:

Retail center	Square footage-restaurants	Seats	Required parking per seating	Required parking – floor area
Twenty Ninth Street	67,785	2280	760	1:89
The Village	30,403	846	282	1:108
Crossroad Commons	3,408	90	30	1:114
Basemar	17,425	565	188	1:92
Ideal Market	5,347	144	48	1:111
AVERAGES	24,874	785	262	1:103

The data shows what would effectively be the worst case scenario for each retail center if all square footage were restaurants, brewpubs and taverns. Interestingly, all the retail centers above fall within a range of one space for every 89 square feet to one space for every 114 square feet <u>with an average of one space for every 103 square feet</u>. Therefore, staff is proposing the following tiers below with one space for every 100 square feet as the maximum:

Retail centers over 50,000 square feet of floor area under common ownership or management that contain a mix of some or all of the following uses: retail, commercial, office, restaurants, brewpubs, or taverns	Less than 30 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 250 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns. 30 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 175 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns. 60 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 100 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns. This use-specific parking standard shall not apply to other uses for which a use-specific parking standard is created in this table 9-4 or to uses other than retail, commercial, and office uses, restaurants, brewpubs, and taverns. For those uses, parking shall be provided as required for each such use under this Section 9-9-6, B.R.C. 1981, and in addition to the requirement above.

As the city and applicants already have square footage data, this approach would still achieve the goal of simplifying application of the standards, while aiming to avoid any parking shortfalls that may occur if restaurants, brewpubs and taverns took up higher percentages of centers. The changes above are reflected in the attached ordinance.

Topic 7: Simplifying Parking Requirements for Restaurants, Brewpubs and Taverns

Issue

General parking requirements for restaurants, brewpubs and taverns are one space for every three seats. However, in situations where there is outdoor seating, the requirements become quite complex with four different scenarios. This, like Topic 6 above, creates a complicated necessity for tracking on-going changes. Therefore, a simplification of the seating requirement is also suggested.

Background and Analysis

Staff is proposing to these requirements, which are based on seating (as applied to areas outside of retail centers greater than 50,000 sf), because the calculations can be quite complex due to the different scenarios that the code stipulates (i.e., 1) establishment with only indoor seating, 2) establishment with indoor and outdoor seating with less than 50 indoor seats, 3) establishment with indoor and outdoor seating with more than 50 indoor seats). The current code requires seating at a rate of one parking space for every three indoor seats, but exempts some outdoor seats at 25 percent for scenario 2) above or 20 percent for scenario 3) above. Outdoor seats above these percentages require one space per three seats.

Proposed Code Change

Staff finds that having the two different scenarios (above and below 50 indoor seats) adds unnecessary complexity. Therefore, staff proposes the following language, which would allow outdoor seating up to 20 percent not to count into the parking calculation. By removing the other option to exempt 25 percent, the language can be significantly condensed. The provision related to sites with non-conforming parking has been retained in the section, but revised to reflect the 20 percent allowance. The original language is also shown crossed out for reference.

Restaurant, brewpub, or tavern – outside of retail centers greater than 50,000 square feet	1 space per 3 seats for indoor seats. Where outdoor seats do not exceed 20 percent of the indoor seats, no additional parking spaces are required. Where outdoor seats exceed 20 percent of the indoor seats, 1 space per 3 seats must be provided for those seats exceeding 20 percent of the indoor seats. Unless additional parking is provided to meet the requirements above, the maximum number of outdoor seats for restaurants, brewpubs, and taverns on sites that do not meet the required number of parking spaces for indoor seats shall be 20 percent x the number of parking spaces provided on the site x 3.
~~Restaurant, brewpub, or tavern – outdoor seating:~~	
~~a. Outside seats for restaurant, brewpub, or tavern with up to and including 50 interior seats if outside seats do not exceed the greater of 6 seats or 25 percent of interior seats; or b. Outside seats for restaurant, brewpub, or tavern with more than 50 interior seats if outside seats do not exceed the greater of 12 seats or 20 percent of indoor~~	~~No additional parking spaces required~~

~~seats~~	
~~c. Outside seats for restaurant, brewpub, or tavern in excess of requirements of Subsection a or b of this use~~	~~1 space per 3 outdoor seats in excess of exempted outdoor seats~~
~~d. Outside seats for restaurants, brewpubs, or taverns that do not meet the parking requirement for their indoor seats~~	~~The maximum number of outdoor seats shall be calculated in accordance with the following formula:~~ ~~(the number of parking spaces provided on site) x 3 x (the percentage of seats permitted in Subsection a or b of this use) = the maximum number of outdoor seats that may be provided without providing additional parking~~

The proposed change maintains the same intent of the current section to encourage outdoor seating with significantly less words and one less scenario to account in calculations. In an analysis of data on restaurant seating (e.g., shopping center seating data and management plan information for a variety of locations) staff has found that most of the example restaurants have over 50 indoor seats. Therefore, staff finds it reasonable to apply the 20 percent exemption rate to all establishments as that is what is already within the code.

Topic 8: Specifying parking requirements for duplexes

In communications with developers and property owners, it was discovered that duplexes are not formally addressed in the parking requirements in table 9-1 (link) of the Parking Standards. More specifically, parking for detached units (one single-family home) and attached dwelling units (three or more attached units) are specified, but duplexes are not referenced. In the past, staff has interpreted duplexes as attached dwellings, which have a 'per bedroom' requirement. Staff is proposing to officially apply this requirement in the code as follows:

Maximum number of off-street parking spaces for an attached DU or duplex
Minimum number of off-street parking spaces for an attached DU or duplex

Bike parking code requirements and design standards for new development

As discussed above, staff is exploring updates to bike parking standards for new developments that is based on land use and square footage rather than the percentage of off-street vehicle parking requirement. Updates to specifications for bike parking designs that meet city standards also are proposed. Existing and proposed changes are discussed below.

Existing Requirements

The Boulder Revised Code outlines requirements for bike parking as part of site improvement standards for development in Section 9-9-6 Parking Standards. Currently, the quantity of bike parking required by a new development is calculated based on zoning district as well as a percentage of off-street vehicle parking requirements using the Institute of Transportation Engineering (ITE) trip generation. No bicycle parking spaces are required in agricultural and low density residential zoning districts. In all other zones, at least 3 bike parking spaces or 10 percent of the required off-street parking spaces, which ever is greater, are required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 5 percent of the required of-street parking spaces.

Definitions for long-term and short-term bike parking also are specified in the Code. The purpose of a bike trip including how long a cyclist will leave their bicycle are important to understanding where and what type of bike parking to provide. In general, cyclists either seek short-term or long-term parking.

> **Short-term bike parking** offers a convenient and accessible area to park bicycles for customers and other visitors who seek to leave their bicycle for two-hours or less. Short-term bicycle parking should be located on the public access/street level, within 50 feet of main building entrance(s) and outside the building.
>
> **Long-term bicycle parking** offers a secure and weather protected place to store a bicycle for several hours or more. Long-term bicycle parking should be covered and located in a locked room or within an area that is within view of a parking attendant/employee work areas or enclosed by a fence with a locked gate.

Guidance on the number of short-term and long-term bike parking spaces to provide is limited to uses within the Boulder Junction area, which require and calculate the number of spaces based on dwelling units for residential uses and square footage for non-residential uses.

The Design and Construction Standards require that bicycle parking be designed to offer two contact points between the rack and bike. Bike parking also should accommodate a wide range of bicycle frame styles (mountain bike, cruiser, 10-speed, child-size and more) and be simple to use by novice and expert cyclists alike. Currently, two types of bike parking rack styles meet city design standards: the inverted U rack and the cora-style multi-bike parking rack. Bike lockers are specified as the only design to provide long term bike parking solutions. **Attachment K** shows each bike parking standard design.

Topic 1: Proposed Code changes for quantity of required bike parking

Background and Analysis

People in Boulder ride bikes 17 times more than the national average and every bicycle trip begins and ends with the need for a safe and secure parking place. The updated Transportation

Master Plan establishes a target of 30 percent bike mode share by 2035. According to the Travel Diary Survey, Boulder currently has a 19 percent bike mode share for resident trips while the American Community Survey 2010 – 2012 (three year average) indicates that Boulder residents average a bike to work mode share of 11.8 percent, which is consistent with the 2012 travel diary mode split of all bike trips by trip purpose. The travel diary also captures data on trip purpose beyond the work commute and indicates that 2012 travel diary respondents completed 4,830 trips with approximately 900 being mode by bike. Of these bike trips additional destinations where residents choose to bike include for social/recreation (14.1%), to school (10.2%), shopping (8.4%), personal business (3.9%) and eating a meal (5.2%).

New technologies and best practices prompted staff to review its policy on the quantity of spaces that new developments must provide for both short and long-term bike parking. Transportation staff conducted a review of eight other Bicycle Friendly Communities (BFC) that recently updated their bike parking policy, including the three other the three other Platinum designated communities of Davis, California; Fort Collins Colorado; and Portland, Oregon. Additionally, staff consulted the Association for Pedestrian and Bicycle Professionals (APBP) *Bike Parking Design Guide, 2nd edition*, published in 2010. Collectively, this research found that an emerging industry standard and policy that each community has adopted is to calculate the quantity of bicycle parking based on land use type and square footage rather than associating it with the amount of motor vehicle parking required by a development.

The development-related bike parking requirements are minimum standards to be achieved. The aim is to balance demand with the transportation system through setting minimum standards while offering flexibility to negotiate additional bike parking spaces as part of establishing a Transportation Demand Management (TDM) plan. TDM Plans, as part of a Traffic Study, are required for Site Review applicants that exceed trip generation levels estimated by Traffic Assessments. For non-residential developments, Traffic Studies, which include TDM Plans, are required for developments producing over 100 peak hour trips. For residential developments, a TDM Plan is required if the development is estimated to generate 20 additional peak hour trips. TDM packages for new developments are increasingly including managed parking, secure bike parking and commuter incentives programs like Bike to Work Day to encourage bicycling. TDM packages also ensure bike parking supply meets demand for new developments designed for students and other populations with high bike mode potential.

Developing adequate bike parking requirements is as much an art as a science. Proposed changes carried forward and adopted will be evaluated overtime. To ensure that the proposed standards are achieving the intended goals of providing a better balance between demand and supply, staff will monitor and determine whether iterative changes to development-related bike parking requirements are necessary as new cyclists are attracted to use the system and based on future bicycle mode share.

<u>Bike parking requirements for new development</u>

Attachment A is the draft ordinance to amend the Land Use Code. It presents a new table titled Table 9-7.1 Off-Street Bicycle Parking Requirements. The uses are categorized by land uses contained in the Boulder Revised Code Chapter 9-6: Use Standards **TABLE 6-1: USE TABLE**. The minimum number of bike parking spaces is calculated based on land use and square footage (commercial) and units/bedrooms (residential) for the proposed development. It is also recommended that new developments provide for the needs and users of both short-term bike parking (located within 50 feet of main entrance(s) on the ground floor, outside the building) and long-term bike parking (covered and secure – protected from the weather and theft). The

percentage or short-term verses long-term bike parking spaces is based on the anticipated demand for each type of bike parking.

For residential users, staff recommends a minimum of 2 long-term bike parking spaces per residential dwelling unit without a private garage. According to the 2012 Travel Diary survey, 79 percent of all responding households responding own a bicycle. Of these, bicycles per household have increased from 1.98 bicycles per household in 1992 to 2.48 bicycles per household in 2012.

For non-residential land use categories, staff incorporated established a requirement of one bike parking space per 1,500 square feet as a default for several use categories. It is based the most common vehicle parking requirement for non-residential uses of one space per 300 square feet of floor area, which would be three vehicle spaces per 1,000 square feet and a bike parking requirement equivalent to approximately 25% of the required vehicle parking spaces. In response to Planning Board input, the table reflects an increase of 25% above required bike parking spaces presented at the Sept. 18 Planning Board Meeting. **Attachment L** presents local case study examples by land use category of existing and proposed bike parking requirements.

Parking Reductions

There may be site specific justification to allow a reduction in the total number of bike parking required as well as the ratio of long-term and long-term bike parking spaces. To allow flexibility, staff drafted language to guide potential bike parking reductions. Specifically, the proposed new language seeks to ensure that the to balance demand with the transportation system through setting minimum standards while offering flexibility to negotiate bike parking spaces as necessary is achieved. The ordinance in Attachment A incorporates proposed changes to parking reductions to address requests for bike parking reductions.

Topic 2: Bike parking design standards

Background and analysis

The City's *Boulder Revised Code* and *Design and Construction Standards* offer guidance on city standards for bike parking, including criteria for providing parking that serves short-term as well as long-term bike storage needs. In general, bicycle parking should be designed to offer two contact points between the rack and bike, accommodate a wide range of bicycle frame styles (mountain bike, cruiser, 10-speed, child-size and more), and be simple to use by novice and expert cyclists alike.

The cycling community has expressed that the current Cora-style multi-bike parking racks are no longer suitable to secure the variety of bikes used by cyclists today. In particular, bikes used for commuting are often equipped with a set of rear panniers and/or a front basket to carry goods and personal belongings. The design of the Cora-style rack hangers does not provide the spacing needed to allow a bike to have two points of contact with the rack. Feedback from the development community and property owners also supports the inclusion of additional guidance on long-term parking design solutions.

Suggested Design and Construction Standard Changes to Bike Parking

1. *Replace the Cora-style multi-bike parking rack with a multi-bike inverted U rack*

Proposed amendments to the Section 2.11 (E) of the Design and Construction Standards (DCS) to eliminate the Cora-style multi-bike parking rack style and codify the use of inverted U racks for all bike parking requirements is provided in **Attachment M**. The ordinance in **Attachment B** incorporates these proposed DCS changes.

2. *Add guidance on long-term bike parking systems and configurations to the DCS*

Staff supports the suggestion from the development community to provide examples of parking systems and configurations that would provide adequate solutions for long-term covered and secure bike parking. **Attachment N** presents draft Long-Term Bike Parking Guidelines.

In the spirit of the Living Laboratory approach introduced during the TMP update, staff proposes to offer these guidelines as a resource to developers in determining the design providing for long-term bike parking spaces. Working with the development community, staff envisions conducting an on-going assessment of various long-term bike parking solutions to consider for a future update to the Design and Construction Standards. Suggestions from Planning Board members for design standards that provide outlets for electric bikes bike repair spaces are included in these draft Bike Parking Guidelines.

STAFF FINDINGS AND RECOMMENDATION:

Staff recommends that the City Council adopt the proposed ordinance at time of second reading to:

1) Update vehicle parking standards to simplify and correct parts of the vehicle parking requirements that require too much parking, contain errors or are difficult to implement. Some examples are reducing parking requirements for low parking demand uses (i.e., warehouses, self-storage, and aircraft hangers), simplifying requirements for restaurants and retail in large retail centers, and other clean up items and updates.

2) Revise bike parking requirements for new development to base bike parking requirements on land use type and require both short and long-term bike parking, and

3) Amend the DCS related to bicycle parking design standards to eliminate the Cora-style multi-bike parking rack style and codify the use of inverted U racks for all bike parking requirements.

ATTACHMENTS:

A. Draft Ordinance amending Title 9, "Land Use Code," B.R.C. 1981
B. Draft Ordinance amending the Design and Construction Standards (DCS) relative to bike rack design
C. Minutes from the July 17th Planning Board
D. Minutes from the Sept. 18th Planning Board (*Draft*)
E. Summary of July 2013 TAB discussion
F. Fox Tuttle Hernandez Transportation Group summary of RH-1 and RH-2 parking supply and demand
G. Fox Tuttle Hernandez Transportation Group summary of ADA Residential Parking
H. Fox Tuttle Hernandez, Transportation Engineering Group, data on warehouse uses
I. Fox Tuttle Hernandez analysis and conclusions on airport parking
J. Fox Tuttle Hernandez data on retail centers
K. City of Boulder bike parking standard designs
L. Boulder land use examples of existing and proposed bike parking space requirements
M. Proposed amendments to DCS Section 2.11 (E) Bike Parking
N. Draft Long-Term Bike Parking Guidelines

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ORDINANCE NO. 8005

AN ORDINANCE AMENDING SECTIONS 9-2-3, "VARIANCES AND INTERPRETATIONS," AND 9-9-6, "PARKING STANDARDS," B.R.C. 1981, TO SIMPLIFY VARIOUS MOTOR VEHICLE PARKING STANDARDS, TO REDUCE MOTOR VEHICLE PARKING REQUIREMENTS FOR WAREHOUSES, STORAGE FACILITIES, AND AIRPORTS, AND TO CREATE LAND USE-BASED BICYCLE PARKING STANDARDS, AND SETTING FORTH RELATED DETAILS.

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

Section 1. Table 2-1: Review Processes Summary Chart of Section 9-2-1, "Types of Reviews," B.R.C. 1981, is amended to read:

9-2-1. Types of Reviews.

(a) Purpose: This section identifies the numerous types of administrative and development review processes and procedures. The review process for each of the major review types is summarized in table 2-1 of this section.

(b) Summary Chart:

TABLE 2-1: REVIEW PROCESSES SUMMARY CHART

I. ADMINISTRATIVE REVIEWS	*II. ADMINISTRATIVE REVIEWS - CONDITIONAL USES*	*III. DEVELOPMENT REVIEW AND BOARD ACTION*
• Building permits • Change of address • Change of street name • Demolition, moving, and removal of buildings with no historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 • Easement vacation • Extension of development approval/staff level	• Accessory Units (Dwelling, Owners, Limited) • Antennas for Wireless Telecommunications Services • Bed and Breakfasts • Cooperative Housing Units • Daycare Centers • Detached Dwelling Units with Two Kitchens • Drive-Thru Uses • Group Home Facilities	• Annexation/initial zoning • BOZA variances • Concept plans • Demolition, moving, and removal of buildings with potential historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 • Landmark alteration certificates other than those

• Landmark alteration certificates (staff review per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981) • Landscape standards variance • Minor modification • Nonconforming use (extension, change of use (inc. parking)) • Parking deferral per Subsection 9-9-6(e), B.R.C. 1981 • Parking reduction of up to fifty percent per Subsection 9-9-6(f), B.R.C. 1981 • Parking reductions and modifications for bicycle parking per Paragraph 9-9-6(g)(6), B.R.C. 1981 • Parking stall variances • Public utility • Rescission of development approval • Revocable permit • Right of way lease • Setback variance • Site access variance • Solar exception • Zoning verification	• Home Occupations • Manufacturing Uses with Off-Site Impacts • Neighborhood Service Centers • Offices, Computer Design and Development, Data Processing, Telecommunications, Medical or Dental Clinics and Offices, or Addiction Recovery Facilities in the Service Commercial Zoning Districts • Recycling Facilities • Religious Assemblies • Residential Care, Custodial Care, and Congregate Care Facilities • Residential Development in Industrial Zoning Districts • Restaurants, Brewpubs, and Taverns • Sales or Rental of Vehicles on Lots Located 500 Feet or Less from a Residential Zoning District • Service Stations • Shelters (Day, Emergency, Overnight, temporary) • Temporary Sales • Transitional Housing	that may be approved by staff per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981 • Lot line adjustments • Lot line elimination • Minor Subdivisions • Out of city utility permit • Rezoning • Site review • Subdivisions • Use review • Vacations of street, alley, or access easement

Section 2. Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, is amended to read:

9-2-3. Variances and Interpretations.

…

(j) Variances for Parking Spaces in Front Yard Setbacks: The BOZA may grant a variance to the requirements of section 9-9-6, "Parking Standards," B.R.C. 1981, to allow a required parking space to be located within the front yard setback if it finds that the application satisfies all of the following requirements:

(1) The dwelling unit was built in an RR~~-1, RR-2~~, RE, or RL~~-1~~ zoning district;

(2) The dwelling unit originally had an attached carport or garage that met the off-street parking requirements at the time of initial development or, at the time of initial construction, an off-street parking space was not required and has not been provided;

(3) The garage or carport was converted to living space prior to January 1, 2005;

(4) The current property owner was not responsible for the conversion of the parking space to living area and can provide evidence as such;

(5) A parking space in compliance with the parking regulations of section 9-9-6, "Parking Standards," B.R.C. 1981, cannot reasonably be provided anywhere on the site due to the location of existing buildings, lack of alley access, or other unusual physical conditions;

(6) Restoring the original garage or carport to a parking space would result in a significant economic hardship when comparing the cost of restoration to the cost of any other proposed improvements on the site; and

(7) The proposed parking space to be located within the front yard setback space shall be paved with asphalt, concrete, or other similar permanent hard surface and shall comply with Section 9-9-5, "Site Access Control," B.R.C. 1981, shall not be less than nine feet in width or more than sixteen feet in width, and shall not be less than nineteen feet in length. No parking space shall encroach into a public right of way or obstruct a public sidewalk.

…

Section 3. Section 9-9-6, “Parking Standards,” B.R.C. 1981, is amended to read:

9-9-6 Parking Standards.

(a) Rationale: The intent of this section is to provide adequate off-street parking for all uses, to prevent undue congestion and interference with the traffic carrying capacity of city streets, and to minimize the visual and environmental impacts of excessive parking lot paving.

(b) Off-Street Parking Requirements: The number of required off-street motor vehicle parking spaces shall be provided in tables 9-1, 9-2, 9-3, and 9-4 of this section; the number of required off-street bicycle parking spaces shall be provided in table 9-8 of this section:

(1) Residential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-2 below, residential motor vehicle parking shall be provided according to Table 9-1:

TABLE 9-1: RESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT AND UNIT TYPE

Zone District Standard	***RR, RE, MU-1, MU-3, BMS, DT, A, RH-6***	***RMX-2, MU-2, MH, IMS***	***RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P, ~~RH-2~~***	***~~RH-1~~***	***RH-3***	***MU-4, RH-7***
Minimum number of off-street parking spaces for a detached dwelling unit (DU)	1	1	1	~~1 space for detached DUs construction prior to 9/2/1993. Use the requirements below for DUs built after 9/2/1993~~	1	0
Maximum number of off-street parking spaces for an attached DU or duplex	N/A	N/A	N/A	~~N/A~~	N/A	1 space per DU
Minimum number of off-street parking spaces for an attached DU or duplex	1	1 for 1- or 2-bedroom DU 1.5 for 3-bedroom DU 2 for a 4 or more bedroom DU	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	~~1 space for first 500 square feet and 1 additional space for each 300 square feet or portion thereof not to exceed 4 spaces per DU~~	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4-or-more-bedroom DU	0

Accessible space requirement	~~0 spaces for the first 7 DUs, 1 space per 7 DUs thereafter~~Must meet the requirements of the Americans with Disabilities Act, as amended.		
~~Bicycle parking requirement~~	~~No bicycle parking spaces are required in the A, RR, RE, RL, RM, and RMX districts. In all other zoning districts, at least 3 bicycle parking spaces or 10 percent of the required off-street parking spaces, whichever is greater, are required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 5 percent of the required off-street parking spaces.~~	~~N/A~~	~~N/A~~
~~Short-term bicycle parking requirements~~	~~N/A~~	~~At least 4 spaces or 1 space for every 10 DUs, whichever is greater~~	~~At least 4 spaces or 1 space for every 10 DUs, whichever is greater~~
~~Additional long-term bicycle parking space requirement~~	~~N/A~~	~~Two spaces per DU~~	~~Two spaces per DU~~

(2) ~~Supplemental~~ Use Specific Motor Vehicle Parking Requirements for Residential Uses:

TABLE 9-2: ~~SUPPLEMENTAL~~ USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR ~~SPECIFIC~~ RESIDENTIAL USES IN ALL ZONES

Use	***Parking Requirement***
Roomers within a single-unit dwelling	1 space per 2 roomers
Residential developments in which 1-bedroom units are 60 percent or more of the total	1.25 spaces per 1-bedroom unit

Rooming house, boarding house, fraternity, sorority, group quarters and hostels	2 spaces per 3 occupants
Efficiency units, transitional housing	1 space per DU
Bed and breakfast	1 space per guest room + 1 space for operator or owner's DU within building
Accessory dwelling unit, owner's accessory unit	1 space, paved, in addition to the requirement for the principal DU
Group homes: residential, custodial or congregate care	Off-street parking appropriate to use and needs of the facility and the number of vehicles used by its occupants, as determined through review
Cooperative housing units	1 space per 2 occupants
Overnight shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time
Day shelter	Use the same ratio as general nonresidential uses in the zone
Emergency shelter	1 space for each 20 occupants, based on the maximum occupancy of the facility, plus 1 space for each employee or volunteer that may be on site at any given time computed on the basis of the maximum numbers of employees and volunteers on the site at any given time, plus 1 space for each attached type dwelling unit
Existing duplexes or multi-family dwelling units in the RL-1 zoning district	Greater of 1.5 spaces per unit or number of spaces required when units were established

(3) Nonresidential Motor Vehicle Parking Requirements: Unless the use is specifically identified in Table 9-4 below, nonresidential motor vehicle parking shall be provided according to Table 9-3:

TABLE 9-3: NONRESIDENTIAL MOTOR VEHICLE PARKING REQUIREMENTS BY ZONING DISTRICT

Zone District Standard	RH-3, RH-6, RH-7, MU-4 (within a parking district)	RH-3, RH-6, RH-7, MU-4 (not in a parking district)	DT, MU-3, BMS (within a parking district)	BCS, BR-1, IS, IG, IM, A	RMX-2, MU-2, IMS, BMS (not in a parking district)	MU-1, MU-3 (not in a parking district)	RR, RE, RL, RM, RMX-1, RH-1, RH-2, RH-4, RH-5, BT, BC, BR-2, P (not in a parking district)
Minimum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses	0			1:400	1:400 if residential uses comprise less than 50 percent of the floor area; otherwise 1:500	1:300 if residential uses comprise less than 50 percent of the floor area; otherwise 1:400	1:300
Maximum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses	N/A	1:400 if residential uses comprise less than 50 percent of the floor area; otherwise 1:500	N/A				
~~Bicycle parking requirement~~	~~N/A~~		~~No bicycle parking spaces are required in the A, RR, RE, RL, RM and RMX districts. In all other zoning districts, at least 3 bicycle parking spaces or 10 percent of the required off-street parking spaces, whichever is greater, are required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 5 percent of the required off-street parking spaces.~~				
~~Short-term bicycle parking requirements~~	~~At least 3 spaces or 1:4000 sq. ft. if residential uses comprise less than 50 percent of the floor area, or 1:5000 sq. ft., whichever is greater~~	~~At least 3 spaces or1:3000 sq. ft., whichever is greater~~	~~N/A~~				
~~Long-term bicycle parking~~	~~At least 3 spaces or 1:2000 sq. ft. if residential uses comprise less than 50 percent of the floor area, or 1:2500 sq. ft., whichever is greater~~	~~At least 3 spaces or 1:1500 sq. ft., whichever is greater~~	~~N/A~~				
Accessible parking requirement	Must meet the requirements of the Americans with Disabilities Act, as amended.~~A proportion of spaces in any parking facility provided to serve nonresidential uses shall be reserved as accessible parking spaces according to the following:~~						

~~Total Number of Parking Spaces Provided~~	~~Required Minimum Number of Accessible Spaces~~

		~~1 to 25~~	~~1~~
		~~26 to 50~~	~~2~~
		~~51 to 75~~	~~3~~
		~~76 to 100~~	~~4~~
		~~101 to 150~~	~~5~~
		~~151 to 200~~	~~6~~
		~~201 to 300~~	~~7~~
		~~301 to 400~~	~~8~~
		~~401 to 500~~	~~9~~
		~~501 to 1,000~~	~~2 percent of total~~
		~~Over 1,000~~	~~20 plus 1 for each 100 over 1,000~~

(4) ~~Supplemental~~ Use Specific Motor Vehicle Parking Requirements for Nonresidential Uses:

TABLE 9-4: ~~SUPPLEMENTAL~~ USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR NONRESIDENTIAL USES IN ALL ZONES

Use	***Parking Requirement***
Large daycare (less than 50 children)	Determined through review; parking needs of the use must be adequately served through on-street or off-street parking
Nonresidential uses in General Improvement Parking Districts	No parking required
Restaurant, brewpub, or tavern – outside of retail centers greater than 50,000 square feet ~~interior seating~~	~~Greater of~~ 1 space per 3 seats~~, or the ratio for the use module~~ for indoor seats. Where outdoor seats do not exceed 20 percent of the indoor seats, no additional parking spaces are required. Where outdoor seats exceed 20 percent of the indoor seats,1 space per 3 seats must be provided for those seats exceeding 20 percent of the indoor seats. Unless additional parking is provided to meet the requirements above, the maximum number of outdoor seats for restaurants,

	brewpubs, and taverns on sites that do not meet the required number of parking spaces for indoor seats shall be 20 percent x the number of parking spaces provided on the site x 3.
~~Restaurant, brewpub, or tavern – outdoor seating:~~	
~~a. Outside seats for restaurant, brewpub, or tavern with up to and including 50 interior seats if outside seats do not exceed the greater of 6 seats or 25 percent of interior seats; or b. Outside seats for restaurant, brewpub, or tavern with more than 50 interior seats if outside seats do not exceed the greater of 12 seats or 20 percent of indoor seats~~	~~No additional parking spaces required~~
~~c. Outside seats for restaurant, brewpub, or tavern in excess of requirements of Subsection a or b of this use~~	~~1 space per 3 outdoor seats in excess of exempted outdoor seats~~
~~d. Outside seats for restaurants, brewpubs, or taverns that do not meet the parking requirement for their indoor seats~~	~~The maximum number of outdoor seats shall be calculated in accordance with the following formula: (the number of parking spaces provided on site) x 3 x (the percentage of seats permitted in Subsection a or b of this use) = the maximum number of outdoor seats that may be provided without providing additional parking~~
Retail centers over 50,000 square feet of floor area under common ownership or management that contain a mix of some or all of the following uses: retail, commercial, office, restaurants, brewpubs, or taverns	Less than 30 percent of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 250 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns. 30 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 175 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns. 60 percent or more of the total floor area is occupied by restaurants, taverns, or brewpubs: 1 space per 100 square feet of floor area for retail, commercial, and office uses and restaurants, brewpubs, and taverns.

	This use-specific parking standard shall not apply to other uses for which a use-specific parking standard is created in this table 9-4 or to uses other than retail, commercial, and office uses, restaurants, brewpubs, and taverns. For those uses, parking shall be provided as required for each such use under this Section 9-9-6, B.R.C. 1981, and in addition to the requirement above.
Motels, hotels, and bed and breakfasts	1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area
Theater	Greater of 1 parking space per 3 seats, or the parking ratio for the zone district
Gasoline service station	General ratio for the use zone plus storage of 2 vehicles per service bay
Religious assembly:	(See Paragraph (f)(8) of this section for permitted parking reductions)
a. Religious assemblies created prior to 9/2/1993	1:300
b. Religious assemblies created after 9/2/1993	1 space per 4 seats, or 1 per =50 square feet of assembly area if there are no fixed seats – assembly area includes the largest room plus any adjacent rooms that could be used as part of the assembly area
c. Uses accessory to a religious assembly and created after 9/2/1993	Uses accessory to the religious assembly shall meet the standards applicable to the use as if the use is a principal use
d. Total parking of a religious assembly and accessory uses created after 9/2/1993	Parking for the religious assembly use and any accessory use shall be for the use which has the greatest parking requirement
Small recycling collection facility	1 space for attendant if needed
Large recycling collection facility	General parking ratio for the zone plus 1 space for each commercial vehicle operated by the facility
Recycling processing facility	Sufficient parking spaces for a minimum of 10 customers, or the peak load, whichever is greater, plus 1 space for each commercial vehicle operated by the

	facility
Warehouse or distribution facility or uses in industrial zones with accessory warehouse spaces	1 space per 1,000 square feet of floor area used for warehousing or storage of goods, merchandise, or equipment. Parking for floor area used for associated office space or production areas and not for warehousing or storage as outlined above shall be provided consistent with table 9-3.
Self-service storage facility	3 spaces for visitor parking, plus parking for any floor area used as office space or otherwise not used for self-service storage shall be provided consistent with table 9-3.
Airport and aircraft hangers	1 space per outside airplane or glider tie down space; 1 space per 1,000 square feet of floor area of private airplane hangar space (with or without external or internal walls); 1 space per 2,000 square feet of floor area of commercial or executive airplane hangar space; and Parking for floor area used as office space or otherwise not used for airport hanger shall be provided consistent with the requirements of table 9-3.

(c) General Parking Requirements:

(1) Rounding Rule: For all motor vehicle and bicycle parking space requirements resulting in a fraction, the fraction shall be:

(A) Rounded to the next higher whole number when the required number of spaces is five or less; or

(B) Rounded to the next lower whole number when the required number of spaces is more than five.

(2) Parking Requirements for Lots in Two or More Zoning Districts: For lots that have more than one zoning designation, the required motor vehicle and bicycle parking for the use(s) on the lot may be provided on any portion of the lot, subject to the provisions of this title.

(d) Motor Vehicle Parking Design Standards:

(1) Location of Open or Enclosed Parking: Open or enclosed parking areas are subject to the following requirements:

(A) No parking areas shall be located in any required landscaped setback abutting a street. However, in RR, RE, or RL~~-1~~ zoning districts, if all off-street parking requirements of this chapter have been met, persons may park up to two additional vehicles in the driveway leading to the parking area. The requirements of this subsection may be varied to allow the required off-street parking to be located within the front yard setback pursuant to a variance being approved by the BOZA per Subsection 9-2-3(j), B.R.C. 1981.

(B) Required parking areas shall be located on the lot or parcel containing the use for which they are required.

(C) No parking areas shall be located closer than ten feet from a side yard adjacent to a public street in the BMS and MU-2 zoning districts.

(2) Parking Stall Design Standards: Parking stalls shall meet the following standards, based on stall type. ~~In all cases, t~~The minimum maneuvering area to the rear of any parking stall shall be no less than twenty-four feet except as specified in table 9-5 below for parking at an angle other than the 90 degree category. If the proposed use anticipates long-term parking as the major parking demand, the city manager may reduce those minimum parking stall sizes.

TABLE 9-5: STANDARD PARKING DIMENSION STANDARDS

Parking Angle (degrees)	***Curb Length C***	***Stall D***	***Aisle Width***		***Bay Width***	
			One Way A1	***Two Way A2***	***One Way B1***	***Two Way B2***
90	9'	19'	24'	24'	62'	62'
60	10.4'	21'	18'	22'	60'	64'
45	12.7'	19.8'	13'	20'	52.6'	59.6'
30	18'	17.3'	12'	20'	45.6'	54.6'
0	23'	8'	12'	20'	20'	36'

TABLE 9-6: SMALL CAR PARKING DIMENSION STANDARDS

Parking Angle (degrees)	***Curb Length C***	***Stall D***	***Aisle Width***		***Bay Width***	
			One Way A1	***Two Way A2***	***One Way B1***	***Two Way B2***
90	7.75'	15'	24'	24'	54'	54'

60	9.2'	17'	18'	22'	52'	56'
45	11.2'	16.1'	13'	20'	45.2'	52.2'
30	15.5'	14.3'	12'	20'	40.6'	48.6'
0	20'	8'	12'	20'	28'	36'

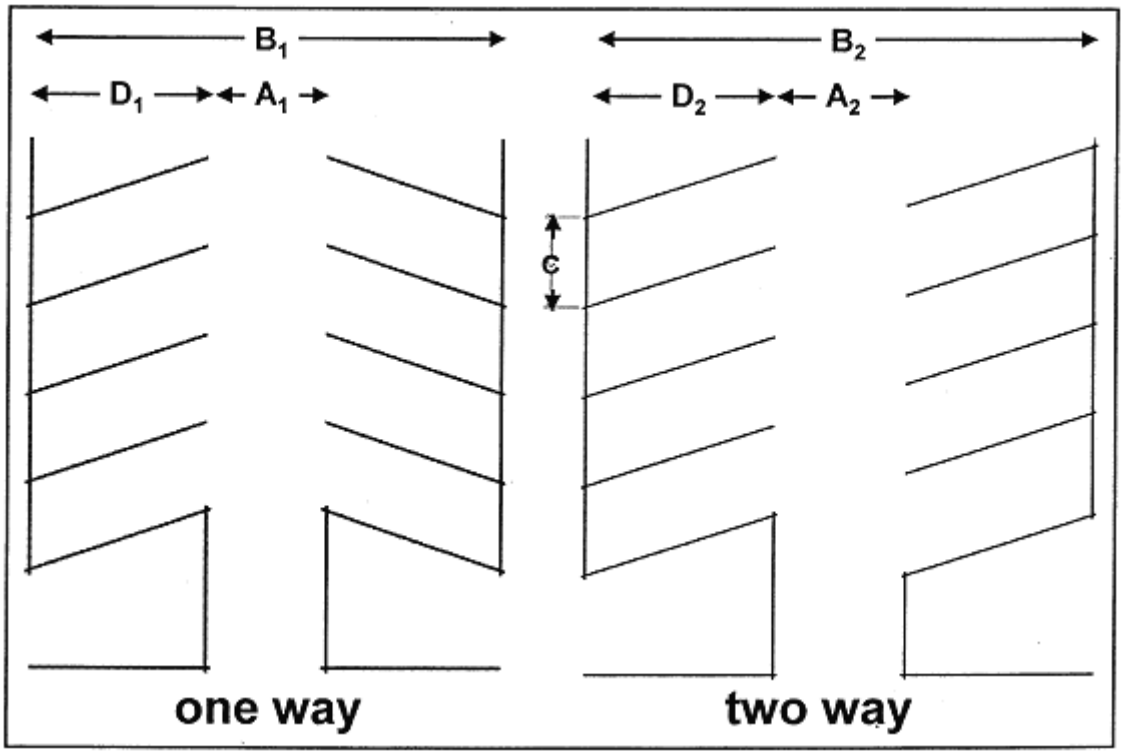

Figure 9-2: Parking Dimensions Diagram

(A) Standard Stalls: All off-street standard parking spaces shall meet the minimum size requirements as indicated in table 9-5 and figure 9-2 of this section.

(B) Small Car Stalls:

(i) Small Car Stalls Allowed: A proportion of the total spaces in each parking area may be designed and shall be signed for small car use according to table 9-7 of this section.

TABLE 9-7: SMALL CAR STALLS

Total Spaces Required	*Allowable Small Car Stalls*
5 - 49	40 percent

50 - 100	50 percent
101 or greater	60 percent

(ii) Dimensional Standards: All small car stalls shall meet the minimum size requirements as indicated in table 9-6 and figure 9-2 of this section.

(C) Accessible Parking Stalls:

(i) Dimensional Standards: Accessible parking spaces shall be eight feet wide and nineteen feet in length, with the standard width drive lane. Individual spaces shall have an additional five foot-wide, diagonally striped aisle abutting the passenger side of the space. If such spaces are provided in adjacent pairs, then one five foot aisle may be shared between the two spaces. Accessible parking spaces shall conform to the construction and design standards in the City of Boulder Design and Construction Standards and be located to maximize convenience of access to the facility and minimize the need to cross the flow of vehicular traffic. (See figure 9-3 of this section.)

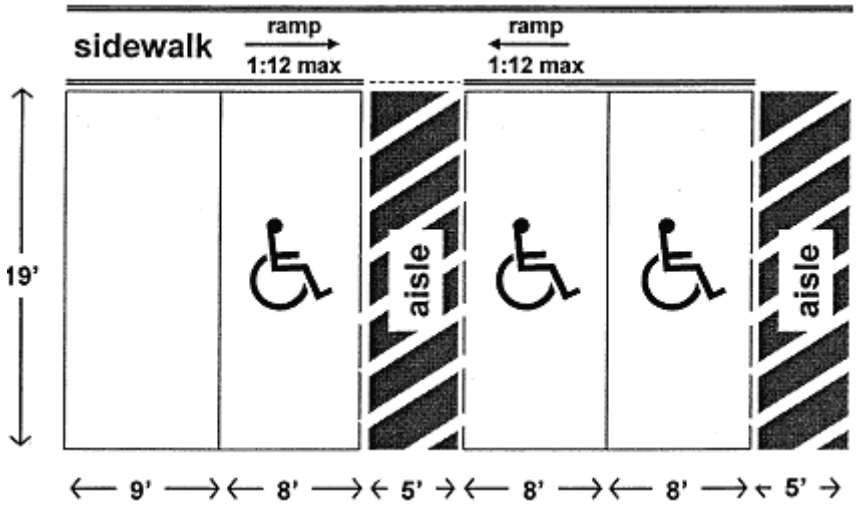

Figure 9-3: Accessible Parking Space Design

Accessible spaces must measure eight feet by nineteen feet and be flanked by a five foot diagonally-striped aisle. Two adjacent spaces may share a single five foot aisle. The aisle must be at the same grade as the accessible space and any adjacent sidewalk must slope to meet the grade of the aisle. The slope may not exceed 1:12.

(ii) Parking Waiver for Previously Conforming Accessible Parking Spaces: If a previously conforming required accessible parking space was rendered nonstandard by the amendment to subparagraph (d)(2)(C)(i) of this section which required the five foot aisle, and its owner desires to add such an aisle, and the addition will reduce the available parking below that required for the premises, such owner may apply to the city manager for a parking waiver. The manager shall

grant such a waiver insofar as it is necessary and appropriate to permit all required parking spaces for the disabled to be conforming spaces.

(3) Drive Aisles:

(A) There is a definite and logical system of drive aisles to serve the entire parking area. Drive aisles shall have a minimum eighteen-foot width clearance for two-way traffic and a minimum ten foot width clearance for one-way traffic unless the city manager finds that the parking stalls to be served require a greater or lesser width. A physical separation or barrier, such as vertical curbs, may be required in order to separate parking areas from the travel lanes. (See figure 9-4 of this section.)

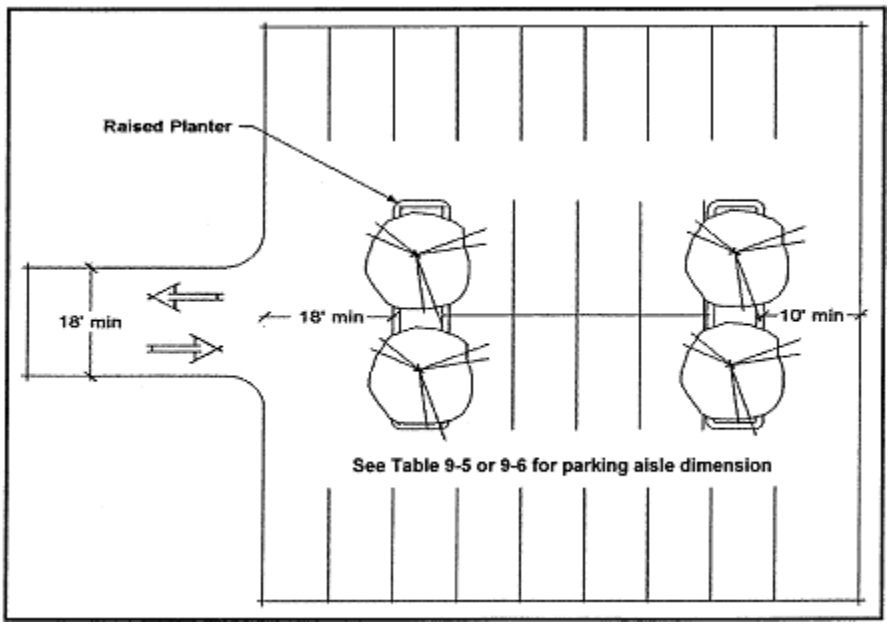

Figure 9-4: Drive Aisles

Drive aisles provide access to parking areas but not to individual spaces. Drive aisles serving two-way traffic must be a minimum of eighteen feet wide. Drive aisles serving one-way traffic must be a minimum of ten feet wide. Raised planters, curbs, or other physical barriers may be necessary to separate parking areas from travel lanes. See tables 9-5 *and* 9-6 *of this section for parking aisle dimensions.*

(B) Turnarounds are provided for dead-end parking bays of eight stalls or more. Turnarounds must be identified with a sign or surface graphic and marked "no parking." The use of accessible parking spaces as the required turnaround is not permitted. (See figure 9-5 of this section.)

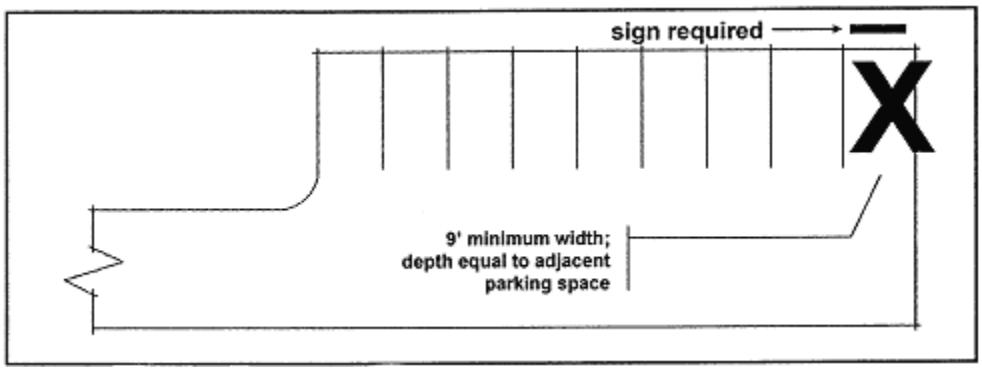

Figure 9-5: Parking Turnaround Spaces

In dead-end parking bays with eight or more stalls, a turnaround space must be provided and properly marked.

(4) Parking Access:

(A) No parking stall is located so as to block access by emergency vehicles.

(B) Driveways located in required yards are situated at an angle of approximately ninety degrees to the street to which they connect.

(5) Parking Design Details:

(A) If parking lot lighting is provided, all lighting shall comply with section 9-9-16, "Lighting, Outdoor," B.R.C. 1981.

(B) All parking areas are paved with asphalt, concrete, or other similar permanent, hard surface except for parking areas for detached dwelling units.

(C) Suitable curbs or barriers to protect public sidewalks and to prevent parking in areas where parking is not permitted are provided, except for parking areas for detached dwelling units.

(D) All open off-street parking areas with five or more spaces shall be screened from the street and property edges, and shall provide interior lot landscaping in accordance with section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.

(E) Driveways parallel to public sidewalks are separated from such walks by an eight-foot landscaped area or a solid wall at least forty-two inches in height.

(F) Wheel or bumper guards are located so that no part of a vehicle extends beyond a parking area boundary line, intrudes on a pedestrian way, or contacts any wall, fence, or planting. A vehicular overhang may, however, intrude into a private pedestrian way located on the perimeter of a parking lot if the pedestrian way is not less than six feet in width. (See figure 9-6 of this section.)

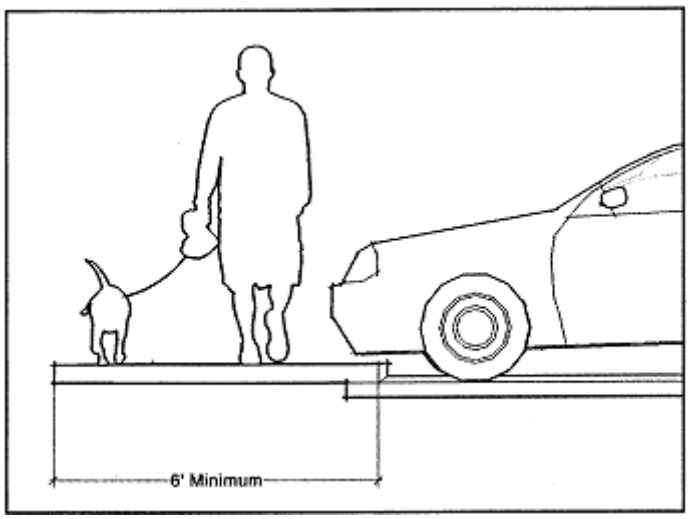

Figure 9-6: Permitted Vehicular Overhang

(G) Within the DT zoning districts, at-grade parking is not permitted within thirty feet of a street right-of-way unless approved as part of a site review approval under section 9-2-14, "Site Review," B.R.C. 1981. For the purpose of this subparagraph, the term "street" does not include "alley."

(6) Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per zoning requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas, peak parking demand for each land use, unusual parking demand based on type of land use, availability of nearby on-street parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.

(e) Motor Vehicle Parking Deferrals:

(1) Criteria for Parking Deferral: The city manager may defer the construction and provision of up to ninety percent of the off-street parking spaces required by this section, in an industrial district, thirty-five percent in a commercial district, and twenty percent in any other district if an applicant demonstrates that:

(A) The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;

(B) The use is immediately proximate to public transportation that serves a significant proportion of residents, employees, or customers;

(C) There is an effective private or company car pool, van pool, bus, or similar group transportation program; or

(D) The deferred percentage of residents, employees, and customers regularly walk or use bicycle or other nonmotorized vehicular forms of transportation.

(2) Parking Deferral With a Concurrent Use Review: If a proposed use requires both a review pursuant to section 9-2-15, "Use Review," B.R.C. 1981, and a public hearing, the city manager will make a recommendation to the approving agency to approve, modify and approve, or deny the parking deferral as part of the use review approval.

(3) Site Plan: Applicants for a parking deferral shall submit a site plan demonstrating that the total required parking can be accommodated on-site and designating the land to be reserved for future parking.

(4) Landscaping: Landscaping shall be provided as required under section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981, and shall be indicated on the site plan.

(5) Notice of Change of Condition: No person having an interest in property subject to a parking deferral shall fail to notify the city manager of any change in the conditions set forth in paragraph (e)(1) of this section that the manager considered in granting the deferral.

(6) Construction of Deferred Parking Areas: The city manager may require the construction of the deferred parking at any time upon thirty days' written notice by mail to commence construction of such parking. No person having an interest in the property shall fail to comply with such a notice.

(f) Motor Vehicle Parking Reductions:

(1) Parking Reduction: The city manager may grant a parking reduction for commercial developments, industrial developments and mixed use developments to allow the reduction of at least one parking space, with the total reduction not to exceed twenty-five percent of the required parking, if the manager finds that the requirements of paragraph (f)(3) below are met. The city manager may grant a parking reduction exceeding twenty-five percent for those uses that are nonconforming only as to parking, if the manager finds that the requirements of subparagraph (f)(1)(B) of this section have been met. Parking reductions are approved based on the operating characteristics of a specific use. No person shall change a use of land that is subject to a parking reduction except in compliance with the provisions of this subsection.

(A) Parking Reduction for Housing for the Elderly: The city manager may reduce by up to seventy percent the number of parking spaces required by this chapter for governmentally sponsored housing projects for the elderly.

(B) Uses With Nonconforming Parking: The city manager is authorized to approve a parking reduction to allow an existing nonresidential use that does not meet the current off-street parking requirements of subsection (b) of this section, to be replaced or expanded subject to compliance with the following standards:

(i) An existing permitted nonresidential use in an existing building may be replaced by another permitted nonresidential use if the new use has the same or lesser parking requirement as the use being replaced.

(ii) A nonconforming nonresidential use in an existing building may be replaced by a conforming nonresidential use or another nonconforming nonresidential use, pursuant to subsection 9-10-3(c), B.R.C. 1981, if the permitted or nonconforming replacement use has the same or lesser parking requirement as the use being replaced

(iii) An existing or replacement nonresidential use, whether conforming or nonconforming, that does not meet current parking requirements, shall not be expanded in floor area or seating or be replaced by a use that has an increased parking requirement unless a use review pursuant to section 9-2-15, "Use Review," B.R.C. 1981, and a corresponding parking reduction pursuant to this subsection (f) are approved.

(iv) Before approving a parking reduction pursuant to this subsection, the city manager shall evaluate the existing parking arrangement to determine whether it can accommodate additional parking or be rearranged to accommodate additional parking in compliance with the design requirements of subsection (d) of this section. If the city manager finds that additional parking can reasonably be provided, the provision of such parking shall be a condition of approval of the requested reduction.

(v) A nonconforming use shall not be replaced with a use, whether conforming or nonconforming, that generates a need for more parking.

(2) Residential Parking Reductions: Parking reductions for residential projects may be granted as part of a site review approval under section 9-2-14, "Site Review," B.R.C. 1981.

(3) Parking Reduction Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the city manager may approve reductions of up to and including twenty-five percent of the parking requirements of this section (see tables 9-1, 9-2, 9-3 and 9-4), if the manager finds that:

(A) The parking needs of the use will be adequately served through on-street parking or off-street parking;

(B) A mix of residential uses with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;

(C) If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; or

(D) The applicant provides an acceptable proposal for an alternate modes of transportation program, including a description of existing and proposed facilities, proximity to existing transit lines, and assurances that the use of alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis.

(4) Alternative Parking Reduction Standards for Mixed Use Developments: The parking requirements in section 9-9-6, "Parking Standards," B.R.C. 1981, may be reduced if the

following standards are met. These standards shall not be permitted to be combined with the parking reduction standards in paragraphs (f)(3) and (f)(5) of this section, unless approved as part of a site review pursuant to section 9-2-14, "Site Review," B.R.C. 1981. A mixed use development may reduce that amount of required parking by ten percent in the BMS, IMS, MU-1, MU-2, MU-3 and RMX-2 zoning districts, or in all other nonresidential zoning districts in section 9-5-2, "Zoning Districts," B.R.C. 1981, a twenty-five-percent parking reduction if the following requirements are met:

(A) The project is a mixed use development that includes, as part of an integrated development plan, both residential and nonresidential uses. Residential uses shall comprise at least thirty-three percent of the floor area of the development; and

(B) The property is within a quarter of a mile walking distance to a high frequency transit route that provides service intervals of fifteen minutes or less during peak periods. This measurement shall be made along standard pedestrian routes from the property.

(5) Limiting Factors for Parking Reductions: The city manager will consider the following additional factors to determine whether a parking reduction may be appropriate for a given use:

(A) A parking deferral pursuant to subsection (e) of this section is not practical or feasible for the property.

(B) The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners.

(C) The parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property.

(6) Parking Reduction With a Concurrent Use Review: If a proposed use requires both a review pursuant to section 9-2-15, "Use Review," B.R.C. 1981, and a public hearing, the city manager will make a recommendation to the approving agency to approve, modify and approve, or deny the parking reduction as part of the use review approval.

(7) No Changes to Use: No person benefiting from a parking reduction shall make any changes to the use that would increase parking.

(8) Parking Reductions for Religious Assemblies: The city manager will grant a parking reduction to permit additional floor area within the assembly area of a religious assembly which is located within three hundred feet of the Central Area General Improvement District if the applicant can demonstrate that it has made arrangements to use public parking within close proximity of the use and that the building modifications proposed are primarily for the weekend and evening activities when there is less demand for use of public parking areas.

(g) Bicycle Parking:

(1) Required Bicycle Spaces: Bicycle parking spaces must be provided as required by table~~s~~ 9-8~~1 and 9-3~~ of this section.

TABLE 9-8 OFF-STREET BICYCLE PARKING REQUIREMENTS

Land Use Category *(based on use categories of Table 6-1 of Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981)*	***Minimum Number of Off-Street Bicycle Spaces***	***Long-Term***	***Short-Term***
Residential Uses			
Dwelling units [(a)] with a private garage [(b)]	no requirement	n/a	n/a
Dwelling units without a private garage [(b)]	2 per unit	75%	25%
Cooperative housing units	1 per 3 beds	75%	25%
Accessory units	no requirement	n/a	n/a
Group quarters – fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per 3 beds	75%	25%
Group quarters – all others	1 per 5 beds	75%	25%
Dining and entertainment			
Restaurants, brewpubs and taverns	1 per 750 square feet of floor area, minimum of 4	25%	75%
Lodging uses	1 per 3 guest rooms, minimum of 4	50%	50%
All other dining and entertainment uses	1 per 1,500 square feet of floor area	25%	75%
Mobile food vehicle and temporary outdoor entertainment	no requirement	n/a	n/a
Public and Institutional Uses			
Daycare center, daycare, home	Determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	50%	50%
Public and private elementary, junior, and senior high schools	5 per classroom	50%	50%
Public and private colleges and universities	5 per classroom	50%	50%

Religious assemblies	The greater of 1 per 15 seats or 1 per 150 square feet of assembly area	25%	75%
All other public and institutional uses	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Office, Medical and Financial Uses			
Data processing facilities, financial institutions, hospitals, medical and dental laboratories, medical or dental clinics or offices, addiction recovery facilities, all office uses, and all other medical and financial uses	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Parks and Recreation Uses			
Campgrounds, outdoor entertainment, park and recreation uses, indoor recreational or athletic facilities	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4,	25%	75%
Commercial, Retail, and Industrial Uses			
Service uses and retail sales uses	1 per 750 square feet of floor area, minimum of 4	25%	75%
Vehicle-related uses and industrial uses and all other	1 per 1,125 square feet of associated office space or production areas	25%	75%
Agriculture & Natural Uses			
Agriculture & Natural Uses	no requirement	n/a	n/a
Other Uses Not Listed in Table 9-8			
Other uses not listed in table 9-8	1 per 1,500 square feet of floor area, minimum of 4	50%	50%

Footnotes to Table , 9-8, Off-Street Bicycle Parking Requirements:

(a) For purposes of this table 9-8, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, of Section 9-6-1, "Schedule of Permitted Uses," B.R.C. 1981, except those separately listed in table 9-8.

(b) Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.

(2) Bicycle Facilities: Both bicycle lockers and racks shall:

(A) Provide for storage and locking of bicycles, either in lockers or medium-security racks or equivalent installation in which both the bicycle frame and the wheels may be locked by the user.

(B) Be designed so as not to cause damage to the bicycle.

(C) Facilitate easy locking without interference from or to adjacent bicycles.

(D) Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws.

(E) Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.

(F) Be located in convenient, highly visible, active, well-lighted areas but not interfere with pedestrian movements.

(3) Short-Term Bicycle Parking: Short term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short term bicycle parking shall be located:

(A) On the public access level;

(B) Within fifty feet of the main building entrances; and

(C) Outside the building.

(4) Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and weather protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. Long term bicycle parking shall meet the following standards:

(A) Long term bicycle parking is required to be covered and shall include use of one of the following:

(i) A locked room;

(ii) An area enclosed by a fence with a locked gate;

(iii) An area within view of an attendant or security guard or monitored by a security camera; or

(iv) An area visible from employee work areas.

(B) The bicycle parking area shall be located on-site or in an area within three hundred feet of the building it serves.

(C) Adequate lighting shall be provided for the bicycle parking area and the route to the building entrance.

(D) The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.

(E) If the bicycle parking is provided in an auto parking garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from auto parking.

(5) Bicycle Rental Stations. Bicycle rental stations that have permission to locate on public property or private property shall post signs with the following information:

(A) Location of the station on a map of the area;

(B) Name of the station if applicable;

(C) Traffic law information that the city manager may require, including information about areas where riding bicycles on sidewalks is permitted or prohibited; and

(D) Sponsor identification or logo, if applicable, that meets the requirements of Subsection 8-6-11(b), B.R.C. 1981. The sign permitting requirements in Section 9-9-21, "Signs," B.R.C. 1981, do not apply to any such sponsor identification or logo.

(6) Parking Reductions and Modifications for Bicycle Parking. Upon submission of documentation by the applicant of how the project meets the following criterion, the approving agency may approve reductions to the minimum number of off-street bicycle parking or modifications to the ratio of long-term and short-term bike parking requirements of table 9-8 if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated through on-street parking or off-street parking.

(7) Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per Boulder Revised Code requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas, peak parking demand for each land use, unusual parking demand based on type of land use, availability of nearby on-street parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.

(h) Parking and Storage of Recreational Vehicles: No person shall park, store, or use a travel trailer, tent trailer, pickup camper or coach, motorized dwelling, boat and boat trailer, snow vehicle, cycle trailer, utility trailer and van, horse trailer or van, or similar vehicular equipment in a residential district unless the following requirements are met:

(1) Such vehicular equipment is stored or parked on private property no closer than eighteen inches to any proposed or existing public sidewalk and so as not to project into the public right-of-way;

(2) On corner lots, any such vehicular equipment that exceeds thirty-six inches in height is not parked in the triangular area formed by the three points established by the intersection

of property lines at the corner and the points thirty feet back from this intersection along each property line;

(3) No travel trailer, tent trailer, pickup camper or coach, motorized dwelling or van is used for the conduct of business or for living or housekeeping purposes except when located in an approved mobile home park or in a campground providing adequate sanitary facilities;

(4) Any travel trailer, tent trailer, detached pickup camper or coach, boat and boat trailer, cycle trailer, utility trailer and van, horse trailer and van parked or stored out-of-doors is adequately blocked or tied down or otherwise secured so that such vehicle does not roll off the lot and is not moved about by high winds; and

(5) No vehicular equipment regulated by this section is stored out-of-doors on a residential lot unless it is in condition for safe and effective performance of the functions for which it is intended.

(i) Parking Costs Separated From Housing Costs in New Residential Buildings: In the RH-7 and MU-4 zoning districts, all off-street parking spaces accessory to residential uses in new structures of ten dwelling units or more, or in new conversions of nonresidential buildings to residential use of ten dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Parking spaces that are unused or unsold with a residential unit may be leased or otherwise permitted to be used by persons who are not residents, tenants, or visitors to the property.

Section 4. Section 9-9-7, “Sight Triangles,” B.R.C. 1981, is amended to read:

9-9-7. Sight Triangles.

. . .

(c) Sight Triangle Area: For purposes of this section, the sight triangle area is:

. . .

(3) Streets: The area formed at a corner intersection of two public rights-of-way lines defined by a width of dimension X and a length of dimension Y as shown in table 9-9~~8~~ and figure 9-8 of this section. The Y dimension will vary depending on the speed limit and configuration of the intersecting street, and is outlined in the table below. The X distance shall be thirteen feet measured perpendicular from the curb line of the intersecting street. This triangular area is significant for the determination of sight distance requirements for right angle intersections only.

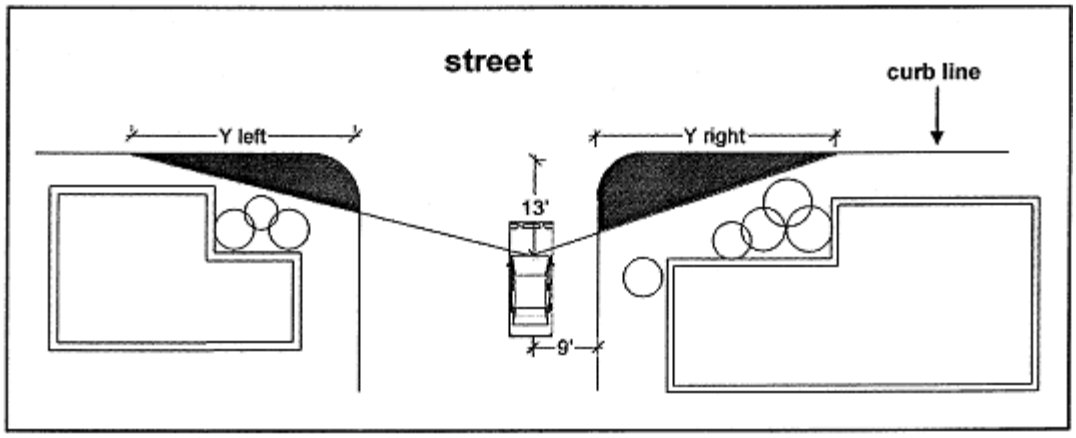

Figure 9-8: Sight Triangle at Intersection of Streets

The shaded area is required to be kept free of all structures, fences, landscaping and other materials. The size of the sight triangle is based on the size of the road and speed limit, as shown in the table below.

TABLE 9-~~8~~9: SIGHT TRIANGLE REQUIREMENTS

Lane Usage	*Additional Facilities*	*Speed Limit*	*Y Distance (Left)*	*Y Distance (Right)*
2 lanes	None	25 mph	155 feet	105 feet
		30/35 mph	210 feet	145 feet
	Bike lane or on-street parking	25 mph	110 feet	85 feet
		30/35 mph	150 feet	115 feet
	Bike lane and on-street parking	25 mph	90 feet	75 feet
		30/35 mph	125 feet	100 feet
3 or 4 lanes	None	25 mph	155 feet	80 feet
		30/35 mph	210 feet	110 feet
		40/45 mph	265 feet	135 feet
	Bike lane or on-street parking	25 mph	110 feet	65 feet
		30/35 mph	150 feet	90 feet
		40/45 mph	195 feet	115 feet

	Bike lane and on-street parking	25 mph	90 feet	60 feet
		30/35 mph	125 feet	80 feet
		40/45 mph	160 feet	100 feet
5 or more lanes	None	25 mph	155 feet	60 feet
		30/35 mph	210 feet	85 feet
		40/45 mph	265 feet	110 feet
	Bike lane or on-street parking	25 mph	110 feet	55 feet
		30/35 mph	150 feet	75 feet
		40/45 mph	195 feet	95 feet
	Bike lane and on-street parking	25 mph	90 feet	50 feet
		30/35 mph	125 feet	65 feet
		40/45 mph	160 feet	85 feet

Section 5. Section 9-9-13, "Streetscape Design Standards," B.R.C. 1981, is amended to read:

9-9-13. Streetscape Design Standards.

. . .

(d) Streetscape Requirements: Street trees must be selected from the approved street tree list set forth in the City of Boulder Design and Construction Standards, unless an equivalent tree selection is approved by the city manager. Table 9-10~~9~~ of this section sets the minimum planting interval for street and alley trees. The specific spacing for each development is dependant upon tree type (for a list of tree species in each type, see Approved Street Tree List, in the City of Boulder Design and Construction Standards) and existing conditions as identified in this section or an equivalent approved by the city manager.

TABLE 9-10~~9~~: STREETSCAPE REQUIREMENTS

Existing or Approved Condition	***Required Planting***

Sidewalk Condition	*Planting Strip Width*	*Utility Location*	*Tree Type*	*Minimum Tree Planting Interval*
Detached	Up to and including 8 feet or more	Buried	Large	30 feet—40 feet
		Overhead	Small	15 feet—20 feet
	More than 6 feet to 8 feet	Buried	Medium	25 feet—30 feet
		Overhead	Small	15 feet—20 feet
	4 feet—6 feet: This planting strip width is less than desirable	Buried	Small	15 feet—20 feet
		Overhead	Small	15 feet—20 feet
Attached	Trees must be planted 4 feet—5 feet from the sidewalk. Trees may be planted on private property if there is not adequate right of way.	Buried	Large	30 feet—40 feet
		Overhead	Small	15 feet—20 feet
Urban sidewalk of 12 feet or wider (BMS, BR-1, BR-2, and MU-3 zoning districts)	Trees must be planted in irrigated tree grates or tree pits unless approved by the city manager. For tree grate dimensions and tree pit volume, see Design and Construction Standards, Table 3.05-5.	Buried	Large	20 feet—25 feet
		Overhead	Medium	15 feet—20 feet

. . .

Section 6. Section 9-9-16, 'Lighting, Outdoor," B.R.C. 1981, is amended to read:

9-9-16. Lighting, Outdoor.

. . .

(e) Maximum Light Standards: No person shall operate any device which makes light in excess of the levels specified in this section. Light from any fixture shall not exceed any of the limits for

the applicable zoning district or use classification in tables 9-11~~0~~ and 9-12~~1~~ of this section. In the event an applicant utilizes light levels at the highest level permitted for a specific use area, such lighting shall be substantially confined to that particular use area.

TABLE 9-11~~0~~: ZONING DISTRICT REQUIREMENTS

	Residential Zoning Districts (Not Including Public Uses)	***Commercial, Mixed Use, Downtown, Business, and Industrial Zoning Districts***	***Public Zoning District and Public Uses in Residential Zones***
Maximum allowable light levels (measured in footcandles)	5.0 at building entries	5.0 at building entries	5.0 at building entries
	3.0 in parking areas	5.0 in parking areas	5.0 in parking lots
	3.0 along pedestrian walkways	3.0 along pedestrian walkways	3.0 along pedestrian walkways
	2.0 in common open space areas	2.0 in outdoor storage areas (maximum uniformity ratio requirements are not applicable)	
Maximum uniformity ratio (maximum to minimum)	n/a	10:1 (except as noted above)	15:1
Maximum lumen rating for a full cutoff luminaire shielded from view of adjacent streets and properties	8,500 - parking areas of 6 or more spaces	8,500 - pedestrian areas 14,000 - parking and loading areas	14,000 - parking and loading areas
	4,000 - walkway lights and common areas	23,500 on 35 foot pole when permitted (parking and loading areas)	
	1,800 stairways and entryways	16,000 for high pressure sodium when permitted	
Maximum lumen rating for an IESNA cutoff or semi cutoff fixture	900	1,250	1,250
Maximum lumen rating for an unshielded light fixture	900: except no lamp or bulb, other than for seasonal displays and landscape ornamental lighting, shall be visible beyond the property line	900	900
Controls	Motion sensors required for all unshielded fixtures in excess of 900 lumens	Recommended after close of business	Recommended after close of business
Maximum allowable pole height (includes base, pole and luminaire)	20 feet in parking lots	25 feet in parking lots	20 feet in parking lots within or adjacent to residential zones, otherwise 25 foot maximum
	15 feet in all other areas	35 feet for contiguous parking lots of 5 or more acres in size	
		20 feet in all other areas	

TABLE 9-12~~1~~: SPECIAL USE REQUIREMENTS

	Open Parking Structures and Parking Below a Building	***Private Recreation Use***	***Public Recreation Use***	***Service Stations, Automobile Dealerships, Drive-Thru Windows***
Maximum allowable light levels (measured in footcandles)	5.0 within open parking structure and parking below a building 5.0 for uncovered upper levels 5.0 for covered exterior pedestrian circulation areas that are a part of a parking structure or parking below a building	The lesser of 30 footcandles or the IESNA recommended standards for the specific sports venue 5.0 in parking lots 4.0 in pedestrian areas	The IESNA recommended standards for the specific sports venue 5.0 in parking lots 4.0 in pedestrian areas	5.0 in building entries and drive-up windows 20.0 under service station canopies 15.0 within vehicular display areas 5.0 in parking lots 3.0 along pedestrian walkways
Maximum uniformity ratio (maximum to minimum)	5:1 within parking structure 10:1 remainder of site	3:1 on sports field or court 10:1 remainder of site	3:1 on sports field or court 10:1 remainder of site	10:1
Maximum lumen rating for a full cutoff light fixture shielded from view of adjacent streets and properties	14,000	23,500 for field or court area 8,500 for parking and pedestrian areas	107,000 for sports field 23,500 for courts 14,000 for parking areas 8,500 for pedestrian areas	14,000
Maximum lumen rating for an IESNA cutoff or semi cutoff light fixture	1,800	1,250	4,000	1,800
Maximum lumen rating for an unshielded light fixture	900	900	900	900
Sports shielding	n/a	Internal and external	Internal and external	n/a
Light fixture aiming angle	n/a	n/a	Not greater than 60 degrees from nadir	n/a
Controls	Automatic daylight adaptation controls required	Field or court lights shall be turned off within 30 minutes of the last event or 12:00 midnight, whichever is earlier	Field or court lights shall be turned off within 30 minutes after the last event	Service station canopies and vehicular display lights shall not exceed 5.0 footcandles within 1 hour of the close of

				business
Maximum allowable pole height (includes base, pole, and light fixture)	12 feet for uncovered upper level parking	20 feet in residential zones 25 feet in all other zones	20 feet in parking lots within or adjacent to residential zones, otherwise 25 feet 35 feet for sports lighting or as approved by the city manager per section 9-2-14, "Site Review," B.R.C. 1981	20 feet when adjacent to residential zones, otherwise 25 feet in parking lots 20 feet in all other areas

. . .

Section 7. Section 9-9-21, “Signs,” B.R.C. 1981, is amended to read:

9-9-21. Signs.

. . .

(e) Limitations on Area, Number, and Height of Signs by Use Module:

(1) Use Modules: The use modules set forth in section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, apply to this section, and the boundaries of such districts are determined by reference to the zoning map of the city and to interpretation of such map under section 9-5-3, "Zoning Map," B.R.C. 1981.

(2) Maximum Sign Area Permitted: The maximum sign area permitted per property, maximum area per sign face, maximum number of signs, and maximum height of freestanding signs in the use modules in the city are as in table 9-13~~2~~ of this section, except as modified by other provisions of this section.

TABLE 9-13~~2~~: LIMITATIONS ON AREA, NUMBER, AND HEIGHT OF SIGNS BY USE MODULE

Maximum Sign Area Permitted Per Property	***Maximum Area Per Sign Face***	***Maximum Number Signs Permitted***	***Maximum Height of Freestanding Signs***
Residential and Agricultural Districts (RR, RE, RL, RM, RMX, RH, and A)			
For detached dwelling uses: 4 square feet	2 square feet	1 per use	7 feet
For attached dwelling uses: 32	16 square feet	1 per street	7 feet

square feet		frontage	
For other uses permitted by zoning chapter 9-6, "Use Standards," B.R.C. 1981: 32 square feet	16 square feet	1 per street frontage	7 feet
For other uses permitted by special review and for lawful nonconforming uses: the lesser of 50 square feet or the maximum sign area for the use in the zoning district in which the use is permitted by chapter 9-6, "Use Standards," B.R.C. 1981	16 square feet	The lesser of 1 per street frontage or 2 per use	7 feet
Public District (P)			
The greater of: 15 square feet or 1/2 square foot of sign area for each foot of street frontage	50 square feet for freestanding signs. See subsection (d) of this section for limits on other signs	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	7 feet
Downtown, Mixed Use, and Business - Transitional Districts (BMS, BT, MU, DT)			
Any use that is permitted in a residential zone shall be regulated as in the residential zoning districts			
For any use not permitted in residential zones, other than MU-3, in addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 1.25 square feet of sign area for each linear foot of total building frontage for the first 200 feet of frontage, plus 0.5 square feet of sign area for each foot of frontage thereafter	See subsection (d) of this section for area restrictions	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	See paragraph (d)(6) of this section for height restrictions
Business - Community, Business - Commercial Services, Business - Regional, and Industrial Districts not in the B.V.R.C. (BC, BCS, BR, IS, IG, IM, and IMS)			
For any use permitted in residential zones, as regulated in residential zoning districts	See subsection (d) of this section for area restrictions		Varies with setback; see paragraph (d)(6) of this section
In addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 2 square feet sign area for each linear foot of total building frontage for the first 200 feet of frontage, plus 0.5 square foot sign area for each linear foot of frontage, except as provided in subparagraph	See subsection (d) of this section for area restrictions		See paragraph (d)(6) of this section for height restrictions

(d)(6)(D) of this section			
Boulder Valley Regional Center and Regional Business Districts Properties zoned BR-1 and properties located within the Boulder Valley Regional Center unless zoned BT-1 or BT-2			
For any use not permitted in residential zones, in addition to freestanding signs, as permitted in paragraph (d)(6) of this section, 1.5 square feet of sign area for each linear foot of total building frontage for the first 200 feet of each frontage, plus 1/2 square foot sign area for each additional linear foot of each frontage	See subsection (d) of this section for area restrictions	1 per street frontage for freestanding signs. 1 per ground level tenant for projecting signs. No limit on other signs	See paragraph (d)(6) of this section for height restrictions

. . .

(r) Amortization Provisions: Except for signs described in paragraph (q)(1) or (q)(3) of this section, or a temporary sign, a legal nonconforming sign shall be brought into conformity or removed under the following schedule:

. . .

(4) A sign having an original cost exceeding $100.00 that is nonconforming as to permitted sign area or any other provision of this section that would require the complete removal or total replacement of the sign may be maintained for the longer of the following periods:

(A) Three years from the date upon which the sign became nonconforming under the provisions of this section by annexation or code amendment; or

(B) A period of three to seven years from the installation date or most recent renovation date that preceded the date on which the sign became nonconforming. But if the date of renovation is chosen as the starting date of the amortization period, such period of amortization shall be calculated according to the cost of the renovation and not according to the original cost of the sign. The amortization periods in table 9-14~~3~~ of this section apply according to the original cost of the sign, including installation costs, or of the renovation:

TABLE 9-14~~3~~: AMORTIZATION SCHEDULE

Sign Code or Renovation Cost	Permitted Years From Installation or Renovation Date

$101 through $1,000	3 years
$1,001 through $3,000	4 years
$3,001 through $10,000	5 years
Over $10,000	7 years

(5) To be eligible for an amortization period longer than three years pursuant to subparagraph (r)(4)(B) of this section, the owner of a sign shall, within one year from the date on which the sign became nonconforming, file with the city manager a statement setting forth the cost of such nonconforming sign, the date of erection or the cost and date of most recent renovation, and a written agreement to remove or bring the nonconforming sign into conformity with all provisions of this section at or before the expiration of the amortization period applicable to the sign.

. . .

Section 8. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 9. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this _____ day of _____, 2014.

_____
Mayor

Attest:

_____
City Clerk

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ORDINANCE NO. 8006

AN ORDINANCE AMENDING THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS (the "D.C.S.") ADOPTED PURSUANT TO ORDINANCE 5986 TO REVISE STANDARDS FOR BICYCLE PARKING RACKS, AND SETTING FORTH RELATED DETAILS.

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

Section 1. The city council adopts the amendments to City of Boulder *Design and Construction Standards*, originally adopted pursuant to Ordinance No. 5986 (and amended by Ordinance Nos. 7088, 7400, and 7688), that are shown in Exhibit A of this ordinance and adds to the technical drawings in Chapter 11 of the City of Boulder *Design and Construction Standards* a new technical drawing, Drawing Number 2.53 Inverted "U" Bicycle Racks on Rails, as shown in Exhibit B of this ordinance.

Section 2. This ordinance is prospective in nature and shall apply to all permits requested after the effective date of its adoption. Permits applied for prior to the effective date of this ordinance may proceed under the regulations in effect at the time of application.

Section 3. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 4. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

K:\plcu\o-8006-1st rdg-2150.doc

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this _____ day of _____, 2014.

.

_____
Mayor

Attest:

_____
City Clerk

K:\plcu\o-8006-1st rdg-2150.doc

CITY OF BOULDER

DESIGN AND CONSTRUCTION STANDARDS

CHAPTER 2

TRANSPORTATION DESIGN

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2.01 General

(A) Intent

The Transportation Design Standards are intended to provide for an integrated transportation system for all transportation modes, including pedestrian, bicycle, transit, and motor vehicle.

(B) Transportation Master Plan

All improvements proposed to the City's transportation system shall conform with the goals, policies, and standards adopted in the Transportation Master Plan (TMP).

(C) Reference Standards

Where not specified in these Standards or the B.R.C. 1981, to protect the public health, safety, and welfare, the Director of Public Works will specify the standards to be applied to the design and construction of transportation improvements and may refer to one or more of the references listed in the References Section of these Standards.

(D) Functional Street Classification

Public streets shall be designed and improved to conform to the applicable functional street classification as defined on the "Street Function Class and Proposed Street Facilities" map of the TMP.

2.02 Traffic Study

(A) Traffic Assessment

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

(B) Traffic Study Requirements

For any development proposal where trip generation from the development during the peak hour of the adjacent street is expected to exceed 100 vehicles for nonresidential applications, or 20 vehicles for residential applications the Director will require an applicant to submit a Traffic Study to evaluate the traffic impacts of any development proposal required to undergo a concept review as set forth in Section 9-2-13, "Concept Plan Review and Comment," B.R.C. 1981. The traffic study may include the information required in Subsections (A) through (K), of Section 2.03, "Traffic Study Format," of these Standards at the discretion of the Director.

(C) Responsibilities for Traffic Studies

An applicant for construction approval shall be responsible for assessing all traffic impacts associated with a proposed development, with the City serving in a review and approval capacity.

(D) Preparation

A Traffic Study shall be prepared by an Engineer with adequate experience and expertise in transportation engineering. The Engineer shall be identified in the Traffic Study.

(E) Coordination with City

Transportation consultants and Engineers preparing Traffic Studies shall discuss proposed development projects with the Director prior to initiating the study. Issues to be discussed include, without limitation, the TMP, definition of the study area, relevant subarea plans, methods for projecting build-out volumes, background traffic conditions, trip generation, directional distribution of traffic, and trip assignment. These aspects of the Traffic Study shall be approved by the Director prior to study preparation.

(F) Submittal

A Traffic Study shall be prepared in conformance with, and including, the information required in Section 2.03, "Traffic Study Format," of these Standards.

2.03 Traffic Study Format

(A) Study Requirements

The information provided in the Traffic Study shall include the following sections as outlined below. The study shall be typed and bound, and clearly identify the data and information in the appropriate sections. In addition, the study shall contain a table of contents, lists of figures, and tables, and shall identify any map pockets and included drawings.

(B) Introduction

The Traffic Study shall provide an introduction with an overview and discussion of the project or development proposal.

(C) Site Location and Zoning

Include a vicinity map detailing the property location, a conceptual site plan reflecting the boundaries of the project or development, and information detailing the designated zoning district, general terrain and physical features of the site and the surrounding area.

(D) Study Area Boundaries

Include the Study Area Boundaries as determined based on discussions with the Director and include all roadways and transportation routes providing access to the site and the surrounding transportation system.

(E) Existing Area Street System Description

Describe and include roadway orientations, functional classifications and geometries, intersection geometries, and traffic controls, including without limitation signage and striping, speed limits, parking restrictions, sight distance, transit routes, the presence of bicycle and pedestrian facilities,

and any other related traffic operations information and improvements approved or planned by government agencies. For identified improvements scheduled by government agencies, include the nature of the improvements, extent, implementation schedule, and the agency or funding source responsible.

(F) Existing and Projected Roadway and Intersection Traffic Volumes

Include diagrams that map existing traffic volumes, and each variation of projected traffic volumes, for all roadways and intersections within the study area. Also provide diagrams that map the intersection and roadway geometries and traffic control within the study area.

(G) Existing and Proposed Site Uses

Include an identification of the existing land use and proposed land use or the highest potential land use based on zoning and maximum trip generation where a specific use has not been determined. If rezoning is proposed, the study shall provide a comparison between the highest trip generation uses for the existing zoning and the highest trip generation uses for the proposed zoning.

(H) Existing and Proposed Land Uses in Vicinity of the Site

Document any vacant land or potential redevelopment that may result in a change in traffic volume conditions within the study area during each time period studied. Perform and provide trip generation on these parcels and include the trips generated from these parcels in the trip volume diagrams and level of service analyses for each appropriate time period studied.

(I) Transportation Demand Management Strategies

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

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

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

(J) Trip Generation

Traffic estimates for the proposed project and potential developed or redeveloped properties in the study area shall be obtained by performing trip generation using the procedures outlined in the most current edition of the *Trip Generation Manual* of the Institute of Transportation Engineers

(ITE). If adequate *Trip Generation Manual* data is not available for a specific land use, the procedures used to estimate trip generation data shall be approved by the Director. Include the following specific trip generation information:

(1) **Summary Table:** List each land use that requires trip generation analysis, including the project plus developed or redeveloped land uses within the study area. For each trip generation summary include land use type, amount, intensity, average trip generation rates for total daily traffic and peak hour traffic (a.m., noon and/or p.m. peak hour traffic generation may be required), and the resultant total trips generated for each time period and each land use.

(2) **Calculations:** Calculation of projected trip generation for any land use, used to determine study area impacts, shall be based on the following:

(a) Trip generation formulas (or rates, if formulas are not available) published in the most recent version of the *Trip Generation Manual*. Trip generation reports from other industry publications may be considered but are subject to the approval of the Director.

(b) A local trip generation study, following procedures outlined in the most recent version of the *Trip Generation Manual*, if no published rates are available and similar land uses can be studied.

(c) Additional data or studies from other similar jurisdictions. Trip generation obtained in this fashion is subject to the review and approval of the Director.

(3) **Trip Generation Reductions:** Credit for any trip reductions is subject to review and approval in advance by the Director. Anticipated trip reduction assumptions should be discussed and approved by the Director prior to the preparation of the Traffic Study. Trip reductions typically fall into one of two categories: those that reassign some portion of the trip generation from the surrounding roadway network (passerby and diverted trip reductions), and those that remove trips generated from the land use trip generation (internal and modal split reductions).

(a) Use of passerby and diverted trip reductions may be evaluated and considered in reducing the additional estimated total trip generation of a new land use. However, passerby and diverted trip reduction factors are not to be applied directly to reduce trip generation and turning movement volumes at driveways serving the studied land use. These factors are subject to the approval of the Director.

(b) Internal trip reductions and modal split assumptions may reduce the total trip generation of a land use. These factors considered in the Traffic Study shall supply analytical support and detailed documentation to demonstrate how the estimates were derived and incorporated, and are subject to the approval of the Director.

(K) Trip Distribution/Assignment and Modal Split

Trip distribution/assignment of any generated traffic estimates shall be clearly summarized and illustrated for each access route entering and exiting the generating land use, using the study area

transportation system as a basis. Include the following specific trip distribution/assignment information:

(1) **Trip Distribution:** The trip distribution for each site shall be identified and illustrated with a graphical figure detailing the percentages making each movement, at each intersection in the study area. The trip distribution shall be logically based upon factors such as the site's location within the City's existing traffic volume data in the study area, market analyses, applied census data, and/or professional engineering judgment. Trip distribution assumptions are subject to the approval of the Director.

(2) **Trip Assignment:** Trip assignment shall be done by applying the trip generation totals for each time period studied, to the trip distribution percentages developed. The trip assignment shall develop anticipated traffic volumes for each of the movements identified by the trip distribution and each of the time periods identified in the analyses. The resulting traffic volumes shall be illustrated with graphical figures detailing the anticipated volumes making each movement, at each intersection in the study area, during each time period studied.

(L) Existing and Projected Traffic Volumes

(1) **Traffic Volume Scenarios:** Five traffic volume scenarios and three separate times of the day may be required to be included in a Traffic Study analysis. The applicant shall meet with the Director to determine the scenarios and time periods to be studied, prior to the development of the Traffic Study. The number of scenarios and time periods to be studied are subject to the approval of the Director. The potential scenarios and time periods include the following:

(a) Scenario 1 - Existing Conditions: An analysis of existing traffic conditions will be required in the Traffic Study. Existing Conditions analysis should attempt to model traffic conditions at the time the traffic study is being prepared. Traffic counts that are older than the year the study is being prepared shall be factored up or adjusted to existing year volumes.

(b) Scenario 2 - Anticipated Project Completion Year Without Project Volumes: Include an analysis of the anticipated traffic conditions during the year the project is intended to be finished and traffic is generated. The analysis shall anticipate the increase in background traffic volumes and the generation of other related projects that are not present in the existing condition, but would likely be completed and generating trips in this time period. The trip generation for the proposed project shall not be included in this scenario. If the project is intended to be completed the same year that the Traffic Study is being prepared, then this scenario is the same as Scenario 1 - Existing Conditions.

(c) Scenario 3 - Anticipated Project Completion Year With Project Volumes: This scenario is the same as Scenario 2, except that the project volumes are assigned to the roadway network and included in the analyses.

(d) Scenario 4 - Future Buildout Conditions Without Project Volumes: An analysis of the anticipated traffic conditions during buildout, using the projected buildout year defined in the City's TMP. The analysis shall anticipate the increase in

background traffic volumes and the generation of other related projects that are not present in the existing condition, but would likely be completed and generating trips in this time period. The trip generation for the proposed project should not be included in this scenario.

(e) Scenario 5 - Future Buildout Conditions With Project Volumes: This scenario is the same as Scenario 4, except that the project volumes are assigned to the roadway network and included in the analyses.

(2) **Traffic Volume Projections:** The traffic volume projections shall identify existing and projected daily traffic counts and peak hour turning movement counts for each access point, intersection and street identified in the traffic study area for each of the aforementioned scenarios required in the study.

(3) **Time Periods:** Each scenario may be required to look at three different time periods (the a.m., noon and p.m. peak hour conditions). The Director will determine which time periods and scenarios are required for each Traffic Study depending upon the project's size, location, types of land uses and other pertinent factors.

(4) **Raw Traffic Count Data:** Include all raw traffic-count data for average daily and peak hour conditions and traffic analysis worksheets in the appendices of the Traffic Study for reference. Computer techniques and associated printouts may be used for this part of the report.

NOTE: All total daily traffic counts must be actual machine counts, not based on factored peak hour sampling. Latest available machine counts from the City, and other agencies, may be acceptable if not more than 2 years older than the year the Traffic Study is being prepared. Data older than the year the Traffic Study is being prepared shall be factored up to current year numbers, using growth rates approved by the Director.

(M) Transportation Service Standards

Include a discussion and analysis assessing the impacts of the project or development proposal on the existing and planned transportation system in the study area with respect to the following traffic impact and mitigation objectives:

(1) **Transportation Master Plan Objectives:** TMP service standards' objectives include the following:

(a) No long-term growth in auto traffic over current levels described as a 0 percent increase in vehicle miles traveled.

(b) Reduction in single-occupant vehicle travel to 25 percent of total trips.

(c) Continuous reduction in mobile source emission of air pollutants, and no more than 20 percent of roadways congested at LOS F.

(2) **Level of Service Design Guide:** LOS standards objectives include:

(a) Minimum LOS D design guide for peak hour conditions for all movements. Project impacts that maintain LOS D or better for all intersections and street segments may not be required to provide LOS-related traffic mitigation improvements.

(b) LOS E and lower peak hour conditions require the implementation of one or more transportation management strategies consistent with the goals and objectives of the TMP. A transportation management strategy plan required to address and mitigate these conditions may include travel demand management, land use intensity reduction, site design, layout and access modifications, parking reduction measures, or transportation infrastructure improvements.

(N) Level of Service Analysis

(1) The Traffic Study shall provide LOS analyses for all study area intersections (signalized and unsignalized) and mid-block roadway segments using methodologies outlined in the current *Highway Capacity Manual*. The analyses should be performed for Scenarios 1 through 5, described in Section 2.0 3(L), "Existing and Projected Traffic Volumes," and for each time period (a.m., noon and/or p.m. peaks) that is required in the Traffic Study, unless otherwise required by the Director.

(2) Level of service analyses shall consider the appropriate infrastructure, lane usage, traffic control and any other pertinent factors for each scenario to be studied. Intersections with planned improvements, discussed in City planning documents, may have those improvements shown in the level of service analyses.

(3) Signalized intersection level of service analyses shall use the existing timing and phasing of the intersections for all scenarios. If the analyses are to deviate from existing timings or phasing, then a detailed signal progression analyses for the affected corridor shall also be provided.

(4) The results of the level of service analyses for each scenario and each time period shall be summarized into one or more tables that illustrate the differences in level of service for each scenario. At a minimum, these tables shall list the level of service results for each intersection to include the level of service for each approach and the total intersection level of service, as well as the appropriate delay values for each approach and the total intersection. These tables shall highlight any locations where the addition of project traffic has caused any approach of any intersection to fall below the LOS D standard for the City.

(O) Traffic Counts and Analyses Worksheets

Provide capacity analysis calculations based on the planning or operational analysis techniques contained in the current *Highway Capacity Manual* or subsequent highway capacity techniques established by the Federal Highway Administration, including the following:

(1) **Raw Traffic Count Data:** Include all raw traffic count data for average daily, hourly Average daily trip (ADT), and peak hour conditions and traffic analysis worksheets in the appendices of the traffic study for reference. Computer techniques and associated printouts may be used for this part of the report.

(2) **Level of Service Analyses:** Include all level of service analyses performed for intersections and roadway links. If signal timing or phasing changes are proposed for traffic mitigation and the signal is currently part of a coordinated system, a progression analysis will be required to ensure that adequate progression is maintained or provided.

All progress analysis and assumptions to be used shall be reviewed and approved by the Director.

(P) Traffic Control and Signals

The Traffic Study shall discuss and analyze any traffic control measures that may be necessary to serve a proposed project or development. Any traffic control measures are to be evaluated based on the requirements established in the *Manual on Uniform Traffic Control Devices* (MUTCD) and by the City, and will be applied as necessary to ensure safe and efficient operation of the City's transportation system. The analysis shall demonstrate the need for traffic control measures considering the objectives and policies of the TMP and alternative site designs in order to minimize or mitigate traffic impacts from the proposed project or development. The following traffic control measures are to be addressed:

(1) **Regulatory Signage, Markings and Islands:** These traffic control measures shall be applied as necessary in conformance with the MUTCD and City standards and policies.

(2) **Traffic Signals:** The installation of new traffic signals is not encouraged by the City and all possible alternatives to signalization shall be evaluated before the installation of a new traffic signal will be considered. The need for new traffic signals will be based on warrants contained in the MUTCD and on City policies. In determining the location of a new signal, safety and community traffic circulation and progression will be the primary considerations. If a traffic signal is suggested as part of a mitigation package, and the intersection lies within a series of coordinated traffic signals, then a progression analysis may be required to ensure that adequate progression may still be provided. Generally, a spacing of one-half mile between all signalized intersections is to be maintained, to achieve optimum capacity and signal progression. Pedestrian and bicycle movements shall be considered in all cases and adequate pedestrian clearance is to be provided in the signalization design.

(3) **Intersection and Access Locations:** To provide flexibility and safety for the existing roadway system and to ensure optimum two-way signal progression, an approved traffic engineering analysis shall be made to properly locate all proposed intersections that may require signalization, and any accesses to the proposed development.

(Q) Traffic Accidents

The Traffic Study may need to include accident analyses at one or more locations in the study area. The Director shall specify whether such accident analyses are needed for each Traffic Study. Where required, estimates of increased or decreased accident potential shall be evaluated for the proposed project or development and appropriate safety related mitigation measures are to be included. Traffic accident data is available from the City of Boulder's Police Department or from the Director.

(R) Noise Attenuation

If residential development is planned adjacent to a roadway designated collector or greater, the City may require noise attenuation measures. A discussion and analysis of noise attenuation measured using the methods in the *Fundamentals and Abatement of Highway Traffic Noise Textbook* is to be included in all traffic studies for residential developments adjacent to roadways

designated collector or greater.

(S) Recommendations

(1) The Traffic Study shall include a section in the report that provides any recommendations of the Engineer. These recommendations shall include the Engineer's recommended location, nature and extent of proposed transportation improvements associated with the project or development to ensure safe and efficient roadway operations and capacity, and compatibility with the City's transportation system and the goals of the TMP.

(2) These recommendations are to be supported with appropriate documentation and discussion of the technical analyses, assumptions and evaluations used to make the determinations and findings applied in the Traffic Study. In the event that any Traffic Study analyses or recommendations indicate unsatisfactory levels of service on any study area roadways, a further description of proposed improvements or mitigation measures to remedy deficiencies shall be included.

(3) These proposed improvements or mitigation measures may include projects by the City or The Colorado Department of Transportation for which funds have been appropriated and obligated. These proposals may also include improvements to be funded and constructed by the applicant as part of project or development construction. Assumptions regarding future roads, widths and lane usages in any analyses are subject to the approval of the Director.

(4) In general, the recommendation section shall include:

(a) Proposed and Recommended Improvements: Provide a detailed description and sketch of all proposed and recommended improvements. Include basic design details showing the length, width and other pertinent geometric features of any proposed improvements. Discuss whether these improvements are necessary because of development traffic or whether they would be necessary due to background traffic. Specify the approximate timing necessary for each improvement.

(b) Level of Service Analysis at Critical Points: Provide another iteration of the LOS analyses that demonstrate the anticipated results of making recommended improvements, such as movement LOS, operational and safety conditions and conformance with the City's transportation system goals and TMP. In association with LOS analyses for recommended improvements, include a comparison of these results with the background LOS analyses without the proposed project or development. Where appropriate, this step is to be provided for both near term (year of project completion) and buildout scenarios.

(T) Conclusion

Include a conclusion in the report that provides a clear and concise description of the study findings and recommendations, and serves as an executive summary.

(U) Revisions to Traffic Study

(1) Following City review, the Director may require revisions to a traffic study based on the

following considerations:

(a) Completeness of the study,

(b) Thoroughness of the level of service and impact analyses and evaluations,

(c) Compatibility of the study with the proposed access design, project or development plan and local transportation system,

(d) Compliance with local and state regulations and design standards, and

(e) An analysis of study deficiencies, errors, or conflicts.

(2) Revisions may also be required as a result of public process with surrounding neighborhoods and land uses or review by City Council or the Planning Board. Additional details requiring traffic study revisions may include, but are not limited to, the following:

(a) An enlarged study area

(b) Alternative trip generation scenarios

(c) Additional level of service analyses

(d) Site planning and design issues.

2.04 Site Access

(A) Access Requirements

All accesses and curb cuts shall be designed and constructed in compliance with these Standards and the requirements set forth in Section 9-9-5, "Site Access Control," B.R.C. 1981.

(B) Access Permit Required

All accesses and curb cuts proposed and constructed on City streets and alleys require a permit, as set forth in Section 9-9-5, "Site Access Control," B.R.C. 1981.

(C) Location of Access

(1) **Spacing:** Table 2-1, "Access Spacing Requirements," shows the required spacing of access points and curb cuts. Minimum spacing from corners shall be measured from point of intersection of the street flowlines. Minimum spacing between accesses shall be measured at the property line.

Table 2-1: Access Spacing Requirements

Minimum Spacing (measured from edge of access)	Single Family Residential	Other Residential	Commercial	Industrial
Local Streets				
- from property line	7.5'	10'	10'	10'
- from corner	20'	50'	50'	50'
- between accesses	15'	20'	20'	20'
Collector Streets	Permitted only when no			

	other access is available.			
- from property line		10'	10'	10'
- from corner		50'	50'	50'
- between accesses		20'	20'	20'
Arterial Streets	Permitted only when no other access is available.			
- from property line		75'	75'	75'
- from corner		150'	150'	150'
- between accesses		250'	250'	250'

(2) **Alignment:** Accesses shall intersect City streets at a 90-degree angle. Accesses to properties on opposite sides of a collector or arterial, where turning movements are not controlled by a center median or access island, shall either be aligned, or offset by at least 150 feet on collectors, or at least 300 feet on arterials. Greater offsets may be required if left-turn storage lanes are required.

(3) **Relocation of Existing Access Points and Curb Cuts:** Relocation, alteration, or reconstruction of any existing access points and curb cuts shall meet the requirements of these Standards.

(D) Sight Distance

All access points and curb cuts shall provide adequate sight distance as set forth under Section 9-9-7, "SightTriangles," B.R.C. 1981.

(E) Restriction of Turning Movements

Along streets designated arterial or greater, or where necessary for the safe and efficient movement of traffic, the City will require access points and curb cuts to provide for only limited turning movements, as follows:

(1) **Access With Barrier Island - Left-Turn Restrictions ("**Pork Chop**"):** Where restricted turning movements are required by the City, and where the abutting street does not have a median, a barrier island will be required.

(a) Islands shall have a minimum area of 150 square feet, be bounded by vertical curb, and have an appropriate concrete center surface treatment, approved by the Director.

(b) Barrier island lanes shall be at least 12 feet wide, have a radius of at least 20 feet, and be designed to accommodate the largest vehicle using the access on a daily basis. The island shall provide congruent curb ramps or cut through for sidewalks. The minimum width of the island along the abutting roadway frontage shall be 30 feet for right-in, right-out only islands, and 15 feet for islands allowing right-in, right-out and left-turning movements.

(2) **Access With Median Divider Barriers – Left-Turn Restrictions:** Median barriers may be permitted where a median design can improve traffic circulation and safety, or overall site access. Where permitted, medians shall be at least 4 feet wide, and shall extend at

least 25 feet beyond the right-of-way.

(F) Traffic Control

All accesses shall be designed and constructed with appropriate traffic control and signage conforming to the MUTCD, B.R.C. 1981, and these Standards.

(G) One-Way Access Lanes

One-way access lanes may be permitted where restricted access is limited to one turning movement, or where the one-way access improves traffic circulation and safety. One-way access lanes shall be at least 12 feet wide, have at least radius of 20 feet, and be designed to accommodate the largest vehicle using the access on a daily basis.

(H) Speed Change Lanes

Speed change lanes shall be required on collectors or arterials when the design hour vehicles from the access will meet or exceed the standards in Section 4.8 of the Colorado State Highway Access Code. Design of speed change lanes shall conform with Subsection 2.07(D), "Horizontal Alignment," of these Standards.

(I) Access and Curb Cut Type

(1) **Driveway Ramp and Curb Cut:** All new accesses and curb cuts shall be designed as driveway ramps and curb cuts, using the standard ramp driveway details provided in Chapter 11, except as allowed in Subsection (2), along streets where no curb and gutter exists, or for single family lots where roll-over curbs have been provided.

(2) **Radii Curb Returns:** Radii curb return accesses may be required or permitted by the Director under the following conditions:

(a) The access is located along an arterial or collector.

(b) Access volumes indicate a need for a radii curb return where the ADT exceeds 500 or where speed change lanes would be required.

(c) The access is designed to restrict turning movements, requiring the installation of an access island or center median.

(d) The roadway has no curb and gutter.

(e) The access serves an industrial property, or provides for commercial deliveries, where large truck movements are required.

(f) The Director determines that a radii access is necessary to ensure adequate traffic safety and operation.

(g) The access is for a new public street

Table 2-2: Access Design Specifications

	Single Family Residential	Other Residential	Commercial	Industrial

Width (in feet)				
- Minimum	10	10	15	20
- Maximum	20	35	35	35
- One-Way Lane	N/A	12-18	12-20	14-24
Radii (in feet)				
- Minimum	N/A	15	15	20
- Maximum	N/A	30	30	40
Access Grades				
Initial Grade (to a point 10 ft beyond ROW)				
- Minimum	(+) 3%	(+) 1%	(+) 1%	(+) 1%
- Maximum	(+) 8%	(+) 6%	(+) 6%	(+) 6%
Final Grade (G2)				
- Minimum	(+/-) 3%	(+/-) 1%	(+/-) 1%	(+/-) 1%
- Maximum	(+/-) 14%	(+/-) 8%	(+/-) 8%	(+/-) 8%
Max Grade Break	(+/-) 10%	(+/-) 6%	(+/-) 6%	(+/-) 6%

(J) Access and Curb Cut Width

Access and curb cut widths shall be consistent with Table 2-2, "Access Design Specifications," of these Standards. The width of each access shall be the minimum width that is necessary to serve the property and use. No more than 50 percent of the street frontage shall be occupied by the access driveway, except for access to a cul-de-sac or flag lot. All access widths are measured from edge of pavement to edge of pavement (or curb to curb) at the throat of the driveway (or edge of the right-of-way), and are not inclusive of drive cut transitions or curb return radii.

(K) Access and Curb Cut Radii

Access and curb cut radii shall meet the specifications shown in Table 2-2, "Access Design Specifications," of these Standards. All radii are measured from the flowline or from the edge of the pavement where no flowline exists.

(L) Access and Curb Cut Grades

Access and curb cut grades shall be consistent with Table 2-2. The initial grade (G1) shall be a positive grade, beginning at the back of the sidewalk, the back of the driveway ramp or pan section, or the edge of the pavement (where no curb and gutter exists), and shall continue at least 10 feet beyond the right-of-way. The final grade (G2) may be positive or negative, depending on the access conditions. The maximum grade break (or change in slope) shall apply at all grade changes. Additional grade changes may occur at intervals of at least 20 feet.

(M) Driveways

(1) **Vehicle Storage:** Adequate driveway storage capacity for both inbound and outbound vehicles to facilitate safe, unobstructed, and efficient traffic circulation and movements from the adjacent roadway and within the development shall be provided, except for single-family or duplex residential driveways on local streets. Adequate driveway length will be subject to approval by the Director and shall extend at least 20 feet beyond the right-of-way before accessing the first off-street parking space or parking lot aisle.

(2) **Internal Circulation:** Developments requiring off-street parking facilities shall provide

onsite vehicular circulation allowing access to all portions of the site without using the adjacent street system, unless a joint access or parking easement with one or more of the adjacent property owners has been dedicated.

(3) **Backing Into the Right-of-Way Prohibited:** Driveways shall be designed to contain all vehicle backing movements onsite, except for single family or duplex residential uses on local streets.

(4) **Minimum Back-Up Distance for Detached Single-Family Residential Driveways Accessing Public Alleys: Driveways** shall provide for a minimum distance of 24-feet from the rear of the parking stall or face of garage to the far edge of the adjacent alley right-of-way or turn around area as required by Chapter 9-9-6, "Parking Standards," B.R.C. 1981.

(5) **Shared Driveways (Detached Single-Family Residential Only):** Shared driveways to access detached single-family residential lots may be permitted pursuant to an approved site review or subdivision as set forth in Chapter 9-9-14, "Site Review," B.R.C. 1981 or Chapter 9-12, "Subdivision," B.R.C. 1981, if they meet the following criteria:

(a) A common parking court is provided at a ratio of 0.5 additional spaces per unit if less than two onsite parking spaces, meeting City requirements, are provided on each single-family lot served by the shared driveway.

(b) The shared driveway is no more than 100 feet long, except in districts zoned RL-1 (Residential-Low 1), RE (Residential-Estate), and RR1 (Residential-Rural 1) and RR 2 (Residential-Rural 2), where the shared driveway may extend up to 300 feet long if each lot accessing the shared driveway exceeds 10,000 square feet.

(c) The number of units served shall be no more than three lots or houses that have less than 30 feet of usable frontage on the accessing street.

(d) Adequate turnaround for vehicles is provided either on an individual lot or lots.

(e) The driveway is properly engineered and constructed to mitigate any adverse drainage conditions and is appropriately surfaced for the type of development, usage, and zoning district.

(f) The Driveway is at least 12 feet wide.

(g) For units not fronting on the accessing street, addressing shall be located near the entrance to the shared driveway insuring visibility of the numbering from the street.

(h) A public access easement, a minimum fifteen feet in width, for the benefit and use of all properties and property owners accessing the shared driveway has been dedicated and recorded to ensure legal access rights in perpetuity for each property served.

(i) Driveway spacing conforms with the requirements in Table 2-1, "Access Spacing Requirements," of these Standards.

2.05 Right-of-Way Requirements

Dedication or reservation of public right-of-way required as part of any project or development proposal shall comply with the requirements set forth in Section 9-9-8, "Reservations, Dedication, and Improvement of Rights-of-Way," B.R.C. 1981.

2.06 Base Street and Alley Standards

(A) Base Street Standard

Except for residential streets approved pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981, and Section 2.09, "Residential Streets," all new streets shall provide at a minimum the base street standard components listed in Table 2-3, "Base Street Standard Components."

(B) Base Alley Standard

Except for residential streets approved pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981, and Section 2.09, "Residential Streets," all new alleys shall provide at a minimum the base alley standard components listed in Table 2-4, "Base Alley Standard Components."

Table 2-3: Base Street Standard Components

Street Component	Base Standard
Right-of-Way	60' Minimum Width
Paved Street Section	36' Minimum Width, Curb Face to Curb Face
Travel Lanes	Two Travel Lanes, Two-Way Traffic
Curb and Gutter	Required Both Sides
Parking	Parking Allowed Both Sides
Sidewalks	5' Minimum Width, Detached, Required Both Sides
Streetscape Planting Strips*	8' Preferred Width (6' Minimum), Required Both Sides

*NOTE: In commercial streetside retail zones where 12-foot wide attached sidewalks may be provided, streetscape planting strips may be created using street trees in planting pits with tree grates (15-foot width between back of curb and back of walk).

Table 2-4: Base Alley Standard Components

Alley Component	Base Standard
Right-of-Way	20' Minimum Width
Paved Street Section	18' Minimum Width, Pavement Edge to Pavement Edge
Travel Lanes	Two-Way Traffic Allowed
Parking	Parking on Alley Not Permitted

2.07 Street Geometric Design

(A) Minimum Requirements

Except for State Highways and the geometric design variations allowed for residential streets approved pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981, and Section 2.09, "Residential

Streets," all city streets shall be designed in conformance with this section. The design standards outlined in this section are minimum design standards, and all street design shall meet or exceed these standards. On streets designated collector or arterial in the TMP, the Director may specify standards to be applied to street design that may exceed the minimum standards in this section based on functional need to ensure safe and efficient operation of the street.

(B) Right-of-Way

The right-of-way width required for new streets shall comply with the requirements of Section 9-9-8, "Reservations, Dedication, and Improvement of Rights-of-Way," B.R.C. 1981, and shall include without limitation the following elements:

(1) The paved roadway section including without limitation travel lanes, turning and speed change lanes, transit lanes, bicycle lanes, and parking lanes;

(2) Curbs and gutters or drainage swales;

(3) Roadside and median landscaping areas;

(4) Sidewalks and multi-use paths; and

(5) Any necessary utility corridors.

(C) Lane Width

Street lanes shall meet the minimum width specifications shown in Table 2-5, "Minimum Street Lane Widths," of these Standards.

Table 2-5: Minimum Street Lane Widths

Travel Lanes*	Auxiliary Lanes*	On-Street Bicycle Lanes	Parking Lanes
11'	10'	5', with parking lane	8' from curb face
		6.5' from curb face w/out parking lane	

*NOTES: Travel and Auxiliary lane dimensions do not include gutter pan width. Auxiliary lanes include, without limitation, turning and speed change lanes.

(D) Horizontal Alignment

(1) **Conformance to Street Plan:** Horizontal alignment shall conform to the pattern of streets in the Boulder Valley Comprehensive Plan, TMP, and adopted right-of-way plans and shall provide continuous alignment with existing, planned, or platted streets with which they will connect.

(2) **Extension to Property Line:** All streets shall be extended to the property lines across the property to be developed, unless the street to be constructed has been approved by the City as a cul-de-sac or other no-outlet street.

(3) **Minimum Horizontal Curve:** Street curvatures shall meet the minimum specifications shown in Table 2-6, "Minimum Horizontal Street Curve Specifications," of these Standards.

Table 2-6: Minimum Horizontal Street Curve Specifications

Design Criteria	Local Street	Collector Street	Arterial Street
Minimum Design Speed	20 mph	35 mph	40 mph
Minimum Centerline Radius	100 feet	300 feet	500 feet
Minimum Reverse Curve Tangent	50 feet	100 feet	200 feet
Minimum Intersection Approach Tangent	100 feet	200 feet	300 feet

(4) **Design Horizontal Curve:** The design horizontal street curvature shall meet or exceed the minimum horizontal curvature and be calculated using the following equation:

$$R = V^2 / 15 * (e-f)$$

Where: E = rate of superelevation per foot
F = side friction factor
V = vehicle speed in MPH
R = radius of curve in feet

Side Friction Factors	
Design Speed (mph)	Side Friction Factor (f)
30	0.22
35	0.20
40	0.18
45	0.16

(5) **Intersections and Street Spacing**

(a) **Angles:** All streets shall intersect at right angles (90°).

(b) **Minimum Street Spacing:** Spacing between streets, as measured from centerline to centerline, shall equal or exceed the minimum distances shown in Table 2-7, "Minimum Street Spacing," of these Standards.

Table 2-7: Minimum Street Spacing

Street Type	Minimum Street Spacing
Local	150 feet
Collector	300 feet
Arterial	500 feet

(c) **Street Spacing for Signalized Intersections:** Signalized intersections shall be spaced at half-mile intervals, although other locations may be approved by the Director if adequate signal progression can be maintained.

(d) **Corner Radii:** The minimum property line corner and flowline radii at intersections shall meet or exceed the minimum radii specifications shown in Table 2-8, "Minimum Intersection Radii," of these Standards.

Table 2-8: Minimum Intersection Radii

Street Type	Minimum Flowline Radius	Minimum Property Radius
Local	25 feet	15 feet
Collector	30 feet	15 feet

Arterial	30 feet	10 feet

(6) **Road Width Transition Tapers:** Where two street sections or different widths are to be connected, a transition taper is required between the outside traveled edge of the two sections. The length of the transition taper shall be calculated using the following equation:

$$L = WS$$

Where: S = Speed in MPH
L = Length in feet
W = Width of offset in feet

This transition is not to be used in the design of left turn storage lanes or speed change lanes.

(7) **Left Turn Lanes**

(a) **Storage Length:** Left turn lane storage length shall be determined based on traffic volumes using the Leisch nomographs provided in the ITE *Guidelines for Major Urban Street Design.* The left turn lane storage length shall not be less than 50 feet. Where dual left turn lanes are provided, the lane storage length shall be based on at least 60 percent of the single lane storage length.

(b) **Lane Change Taper:** Left turn lane change tapers shall be calculated using the equation for bay tapers in Subsection (8).

(8) **Speed Change Lanes:** Speed change lanes required for transitional access to turning lanes shall be designed according to the design standards provided in the ITE "Guidelines for Major Urban Street Design," as follows:

(a) **Bay Tapers:** Bay tapers are required for the lane transition from the travel lane into a turn lane. The bay taper length shall be calculated using the following equation:

$$L = WS / 3$$

Where: S = Speed in MPH
L = Length in feet
W = Width of offset in feet

(b) **Approach Tapers:** Approach tapers are required to transition the position of travel lanes to accommodate turn lanes. The approach taper length shall be calculated using the following equation:

$$L = WS^2 / 60$$

Where: S = Speed in MPH
L = Length in feet
W = Width of offset in feet

(9) **Cul-de-sacs:** Where allowed, cul-de-sacs shall have a minimum pavement diameter of 90 feet, curb face to curb face, and a minimum right-of-way diameter of 115 feet, except for residential streets approved pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981, and Section 2.09, "Residential Streets." Cul-de-sacs are prohibited on arterial and collector streets, and are strongly discouraged on local and residential streets. The Director may permit cul-de-sacs where there is no other possible street or driveway access to a property from a public right-of-way, or if a cul-de-sac would avoid direct property access to a collector or arterial.

(E) Vertical Alignment

(1) **Minimum Street Grade:** All street grades shall equal or exceed the minimum street grade of 0.5 percent.

(2) **Maximum Street Grade:** Street grades shall not exceed the maximum street grades shown in Table 2-9, "Maximum Street Grades," of these Standards.

Table 2-9: Maximum Street Grades

Street Type	Maximum Street Grade
Local	8%
Collector	6%
Arterial	5%
Intersection Approach (Minimum 50')	4%
Signalized Intersection Approach (Min. 50')	2%

(3) **Design Controls for Vertical Curves:** Design control for sag and crest vertical curves, (based on a design speed of 30 mph) shall meet the specifications shown in Table 2-10, "Vertical Curve Design Control," of these Standards. For design speeds in excess of 30 mph, design control shall be in accordance with the current edition of "A Policy on Geometric Design of Highways and Streets,", prepared by the American Association of State Highway and Transportation Officials.

Table 2-10: Vertical Curve Design Control

Algebraic Difference in Grades	Sag Curve Minimum Vertical Curve Length	Crest Curve Minimum Vertical Curve Length
0.5 - 1.0 %	50 feet	100 feet
1.0 - 3.0 %	100 feet	100 feet
3.0 - 5.0 %	200 feet	150 feet
5.0 - 7.0 %	300 feet	200 feet
7.0 - 8.0 %	300 feet	300 feet
Min. Vert. Sight Distance	N/A	250 feet

(4) **Vertical Sight Distance:** Vertical curve sight distance shall equal or exceed 250 feet. Greater vertical sight distance may be required by the Director to ensure safe travel and street crossings for all transportation modes.

(F) Sight Distance

All streets and alleys shall provide adequate sight distance as set forth under Section9-9-7,

"SightTriangles," B.R.C. 1981.

(G) Medians

The Director will require raised medians on new arterial streets. Raised medians may be permitted on all streets subject to review and approval by the Director.

(1) **Median Widths:** Medians shall be at least 4 feet wide, curb face to curb face. If left turn lanes are installed in the median, the median width adjacent to the left turn storage lanes shall be 4 feet and the median width at the start of the left turn lane bay taper shall be at least 14 feet wide, curb face to curb face. Median design widths shall conform to Table 2-11, "Median Width Design Standards," of these Standards.

Table 2-11: Median Width Design Standards

Function	Minimum Width	Recommended Width
Separation of Opposing Traffic	4 feet*	10 feet*
Pedestrian Refuge or Traffic Control Device Location	6 feet*	14 feet
Medians Separating Left Turn Lanes	14 feet	20 feet

* NOTE: Cannot accommodate left-turn lanes

(2) **Landscaping in Medians:** Landscaping in medians shall comply with the requirements of Chapter 3, "Streetscaping," of these Standards.

(H) Vertical Clearance of Structures

At least 17.5 feet of vertical clearance shall be provided for all overhead structures. Vertical clearance is measured from the crown of the street to the lowest portion of the structure on all streets and alleys.

2.08 Sidewalks

(A) Required

Sidewalks are required on both sides of all new streets, except for residential streets that were approved without required sidewalks pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981, and Section 2.09, "Residential Streets."

(B) Conformance with the Transportation Master Plan

Off-street sidewalks may be required as part of any project or development proposal in conformance with the TMP.

(C) Compliance with Americans with Disabilities Act (ADA)

All public sidewalks shall comply with the requirements of the ADA's "Standards for Accessible Design," which includes without limitation sidewalk widths, grades, locations, markings, surface treatments, and access ramps.

(D) Minimum Widths

Sidewalk widths shall conform to the dimensions shown in Table 2-12, "Minimum Sidewalk Widths," of these Standards.

Table 2-12: Minimum Sidewalk Widths

Minimum Sidewalk Width			
	Adjacent Land Use		
Street Type	Commercial/Retail	Commercial/Industrial	Residential
Local	12	5	4
Collector	12	5	5
Arterial	12	8	8

Note: All off-street multi-use/bike paths designated in the Transportation Master Plan shall be 12 feet wide.

(E) Vertical Grades

The vertical grade of a sidewalk shall not exceed 8.33 percent, a ratio of 12 feet horizontal to 1 foot vertical (12:1).

At sidewalk locations adjacent to transit stops or transfer points, the Director may require wider sidewalk sections to provide for adequate passenger storage areas.

(F) Vertical Clearance

A minimum 8 foot vertical clearance shall be provided between all sidewalk and multi-use path surfaces and any overhead encroachments.

2.09 Residential Streets

(A) Purpose

(1) The residential street standards were developed to allow a variety of choices in the creation of new transportation corridors within the urban environment under conditions that will not compromise the safety and function of the city street system. Traditionally streets have provided the following:

(a) Corridors for pedestrian, bicycle, transit, and motor vehicle movement;

(b) Parking for vehicles;

(c) Fire, police, and emergency access;

(d) Locations for public utilities networks including water supply, sewage, electricity, telecommunications and gas services, and refuge disposal; and

(e) Postal and other delivery services.

(2) These standards recognize that streets, if appropriately designed, may provide additional community amenities including landscape buffers, attractive public gathering spaces, opportunities for neighborhood interaction, public art, view corridors, and potential avenues for new technologies.

(B) Scope

(1) **Location of Streets**

(a) These standards are intended to be used for new streets in undeveloped areas of the city.

(b) Where infill development in the existing developed portions of the city requires the creation of new streets, these alternative standards may be used if the Director finds, after completing the review process described in Section (C) below, that the new streets will not impair the functions of the surrounding transportation system nor negatively impact the character of the surrounding existing development.

(c) Further, the Director may determine that these standards are appropriate for redesigning and reconfiguring existing streets. Because the public cost of retrofitting, reconfiguring, or redesigning existing streets is often expensive, decisions about reconstruction of individual streets in accordance with these standards shall be made pursuant to the city's Capital Improvements Program process.

(2) **Methods of Review**

(a) Permitted: The following street types may be developed without review:

(i) Residential collector street

(ii) Residential street

(iii) Residential alley

(b) By Director Review: Residential streets listed in paragraph (B)(2)(a) and the street types listed below may be developed upon approval by the Director under the criteria outlined in Section (C) below.

(i) Rural residential street

(ii) Access street

(iii) Access lane

(c) By Site Review: Those underlined criteria and specifications in the following residential street standards may be appropriate for modification under certain limited circumstances. Developments requesting such modifications shall meet all of the requirements of Section 9-2-14, "Site Review," B.R.C. 1981, in addition to the criteria outlined in Subsection (C), "Director Review," below.

(3) **Cumulative Standards:** These street standards are intended to be used in combination with Section 2.07, "Street Geometric Design," of these Standards. Where the standards in this section are silent, the criteria or specifications contained in Section 2.07 shall control.

(C) Director Review

(1) **Application:** As part of a subdivision application, the applicant for residential street construction approval shall include plans that depict the building envelopes of all proposed structures, and the location of proposed trees, street furniture, fire hydrants, meter pits, utility cabinets, or pedestrians in the right-of-way.

(2) **Criteria:** The Director will consider the following factors in determining whether an alternative street design is appropriate in a particular location:

(a) Urban Design: The street should contribute to the creation of an attractive community and to a clearly defined sense of place. Streets shall be designed with due attention to building spacing and setbacks, green spaces, attractive materials, plantings, and landscaping. Pavement and right-of-way widths that are less than the Residential Street standard should provide a benefit to the community that includes improved safety, improved site design, the creation of street canopies through landscaping, and secondary lot access through the use of alleys. Rural Residential streets shall be consistent with the existing character of the area, or with an approved subcommunity or area plan.

(b) Street Function: The street should be designed according to its function. This may require a diversity of street types, each serving a role in a hierarchical system. The street pattern and any reduced pavement or right-of-way widths should provide acceptable levels of accessibility, safety and convenience for all street users, including emergency service providers. The pattern shall discourage residential streets from operating as pass through traffic routes for externally generated traffic, while minimizing the length of time local drivers need to spend in a low-speed environment.

(c) Connectivity: The neighborhood street pattern should be simple, and logical, with the following characteristics:

(i) "No outlet" streets will be highly discouraged and allowed only when street connectivity is unachievable:

(ii) The street pattern provides for safe and convenient movements for pedestrians, bicycles, and motor vehicles, including transit.

(d) Design Speed: The design of the streets will control vehicular speeds under normal driving conditions to that specified in the residential street standards, while maintaining reasonable access for emergency vehicles.

(e) Minimize Maintenance Costs: The street will not create additional city obligations for maintenance and repair that exceed a standard street section.

(f) Adequate Parking: The site design provides for adequate on-street and off-street parking to serve the area.

(g) Infill Streets: In the case of infill development, the residential street design will not impair the functioning of, and will have a compatible transition to, the surrounding street system and will not negatively impact the character of the surrounding existing development. No additional density may result from approval of the reduced rights-of-way provided for in the case of Access Streets,

Access Lanes, or Residential Alleys.

(D) Residential Street Sections

Five residential street sections and a residential alley may be applied to the design of residential neighborhoods as part of subdivisions approved pursuant to Chapter 9-12, "Subdivision," B.R.C. 1981. Residential streets shall be designed in compliance with the standards outlined in Table 2-13, "Residential Street Design Standards," "Technical Drawings 2.63 - 2.68," Chapter 11, of these Standards, and the requirements of this Section.

(1) **Residential Collector Street:** The residential collector street collects and distributes neighborhood traffic from residential streets to community collector and arterial transportation systems, and provides access to individual properties. The residential collector street is designed for residential streets where anticipated traffic volumes range from 1,000 to 2,500 vehicle trips per day. In addition to the requirements outlined in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.63," Chapter 11, the residential collector street shall be designed to meet the following minimum standards:

(a) Parking: On-street parking is allowed on both sides.

(b) Bicycle Facilities: Additional street and right-of-way width shall be provided where onstreet bicycle lanes are required by a City-adopted subcommunity or area plan, the TMP, or the BVCP.

(c) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.

(d) Emergency Response: Residential collectors exceeding 500 feet in length from any intersection shall provide a secondary emergency access at 500-foot intervals.

(2) **Residential Street:** The residential street is designed to provide access to individual properties as well as access to the higher classification street network. The residential street provides for neighborhood circulation and may carry neighborhood traffic and through movements. The residential street is designed to carry traffic volumes in the range of 500 to 1,000 vehicles per day. The residential street shall be designed to meet the minimum standards shown in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.64," Chapter 11, of these Standards.

Table 2-13: Residential Street Design Standards

Design Standards	Residential Collector	Residential Street	Rural-Type Residential Street	Access Street	Access Lane	Residential Alley
Design Speed	25 mph	25 mph	20 mph	15 mph	10 mph	10 mph
Design Traffic Volumes (Vehicle Trips Per Day)	1,000 -2,500	500 - 1,000	500 - 1,000	400	250	N/A
Minimum Right-of-Way	60'	60'	60'	40'	30'	16'
Minimum Pavement Section	32'	30'	22' plus 2' gravel shoulders	26'	20'	12'
Sidewalk	5'	4'	4' where required	4'	N/A	N/A
Streetscape Planting Strip	8'	8'	N/A	N/A	N/A	N/A
Minimum Centerline Radius	300'	150'	150'	100'	100'	100'
Minimum Curb Radius	20'	20'	20'	10'	10'	10'
Maximum Length Between Connecting Streets	500'	500'	500'	350'	350'	N/A
Maximum Street Length - No Outlet	500'	500'	500'	150'	150'	500'
Maximum Street Length - Loop or Circle Street	500'	500'	500'	500'	500'	500'
Minimum Turn-Around Area	35' Radius	35' Radius	30' Radius or "Y" or "T" Turn	30' Radius or "Y" or "T" Turn	25' Radius or "Y" or "T" Turn	25' Radius or "Y" or "T" Turn
Emergency Response Set Up Area Intervals	N/A	N/A	N/A	150'	150'	N/A
Sidewalk Placement	Detached Required	Detached Required	Adjacent to Property Line Where Required	Attached	N/A	N/A
Curb and Gutter	Required	Required	N/A	Required	N/A	N/A
On-Street Parking	Allowed	Allowed	Allowed	Allowed	Allowed	Not Allowed
Minimum Lot Frontages	N/A	N/A	60' no alley 40' w/ alley	60' no alley 40' w/alley	60'	N/A
Maximum Number of Units to be Accessed	N/A	N/A	N/A	25 single family	15 single family	N/A

NOTE: Residential street standards that are underlined may be varied through Section 9-2-14, "Site Review," B.R.C. 1981.

(a) Parking: Parking is allowed both sides or, on residential streets where parking is restricted or prohibited, off-street parking courts providing parking spaces at a ratio of 0.5 spaces per dwelling unit shall be provided.

(b) Bicycle Facilities: Additional street and right-of-way width shall be provided where on-street bicycle lanes are required by a City-adopted subcommunity or area plan, the TMP, or the BVCP.

(c) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.

(d) Emergency Response: Residential streets exceeding 500 feet from any intersection shall provide a secondary emergency access at 500-foot intervals.

(3) **Rural Residential Street:** The rural residential street is designed to provide access to individual properties as well as access to the higher classification street network. The rural residential street provides for neighborhood traffic and through movements, and is designed to carry traffic volumes in the range of 500 to 1,000 vehicles per day. The rural residential street shall be provided where prescribed by a City-adopted subcommunity or area plan to maintain the rural character of an area or neighborhood. The rural residential street is a curbless paved street section, with gravel shoulders for parking and open roadside ditches for drainage. In addition to the requirements outlined in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.65," Chapter 11, the rural residential street shall be designed to meet the following standards:

(a) Parking: Allowed on both sides of the street.

(b) Turnaround Standard (No Outlet Streets): If a "Y" or "T" turnaround is proposed in place of a standard cul-de-sac bulb turnaround, the "Y" or "T" turnaround shall be designed 60 feet long and 20 feet wide. The turnaround area (including sidewalks if required) shall be contained within the dedicated right-of-way.

(c) Provision for Future Sidewalks: If sidewalks are not required at the time of initial street construction, adequate space in the right-of-way shall be reserved for a future sidewalk and commitments from adjacent property owners to participate in assessment districts shall be obtained, so that sidewalks can be added and funded in the future when they are appropriate.

(d) Sidewalk Placement (Where Required): Sidewalks shall be required where vehicular traffic volumes are anticipated to exceed 1,000 trips per day, on routes to school, and as prescribed by a City-adopted subcommunity or area plan. Sidewalks shall be placed outside of the paved roadway and drainage ditch, and inside the right-of-way line.

(e) Roadside Drainage Ditches: Sideslopes along roadside drainage ditches shall be 4:1, and driveway culverts, at least 12 inches in diameter with flared end sections or headwalls, shall be installed by owners at driveways.

(f) Land Use Requirements: Lot frontages shall be at least 60 feet wide, unless alley access is provided. Lot frontages with alley access shall be at least 40 feet wide.

Two onsite parking spaces, meeting all City requirements, shall be provided on each single-family lot.

(g) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.

(h) Emergency Response: Rural residential streets exceeding 500 feet from any intersection shall provide a secondary emergency access at 500-foot intervals.

(4) **Access Street:** The access street provides public access to no more than 25 single-family dwelling units, where anticipated vehicular volumes would not exceed 400 trips per day. The access street is narrow, to ensure slower speeds for vehicular travel, and provides sidewalks along both sides of the street. In addition to the requirements outlined in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.66," Chapter 11, the access street shall comply with the following minimum standards:

(a) Parking: Parking is allowed on both sides of the street or, if parking is not provided on-street, a parking court at a ratio of 0.5 spaces per dwelling unit is required.

(b) "L" Intersections: "L" intersections may be permitted as part of subdivision, and are subject to approval by the Director. Where permitted, "L" intersections shall have at least a 150-foot-long tangent street section from the intersection to the closest curvature and a minimum corner radius of 50 feet.

(c) Circle or Loop Street: If a circle or loop street is proposed as part of subdivision, the street shall connect to a higher classification street, or connect to two separate perpendicular or offset higher classification streets.

(d) Turnaround Standard (No outlet streets): If a "Y" or "T" turnaround is proposed in place of a standard cul-de-sac bulb turnaround, the "Y" or "T" turnaround shall be designed with a 60 foot length, 20 foot width. The turnaround area (including sidewalks if required) shall be contained within dedicated right-of-way.

(e) Land Use Requirements: A residential access street shall connect to a higher classification street. Lot frontages shall be at least 60 feet wide, unless alley access is provided. Lot frontages with alley access shall be at least 40 feet wide. Two onsite parking spaces, meeting all City requirements, shall be provided on each single-family lot.

(f) Provision of Alleys: Where alleys are provided or required to be provided under a City-adopted subcommunity or area plan, onsite parking spaces shall be accessed from the alley and not the street.

(g) Emergency Response: Access streets exceeding 175 feet from any intersection shall provide a fire apparatus setup area at 150 foot intervals. The setup area shall provide at least 30 foot long, 25 foot wide clear zone, and is subject to approval by the Fire Department.

(5) **Access Lane:** The access lane provides public access to no more than 15 single family dwelling units, where anticipated vehicular traffic volumes would not exceed 250 trips per day. The access lane is a narrow "shared street" for all modes of travel (vehicular, bicycle,

and pedestrian), without curb and gutter or sidewalks, and must connect with a higher classification street. In addition to the requirements outlined in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.67," Chapter 11, the access lane shall comply with the following minimum standards:

(a) Parking: Parking is allowed.

(b) "L" Intersections: "L" intersections shall have a minimum 150-foot long tangent street section from the intersection to the closest curvature and a minimum corner radius of 50 feet.

(c) Circle or Loop Street: A circle or loop street shall connect to a higher classification street, or connect to two separate perpendicular or offset higher classification streets.

(d) Turnaround Standard (No outlet streets): A "Y" or "T" turnaround shall be designed with a 60 foot length, 20 foot width. The turnaround area (including sidewalks if required) shall be contained within dedicated right-of-way.

(e) Land Use Requirements: An access lane shall connect to a higher classification street. Lot frontages shall be at least 60 feet wide. Two onsite parking spaces, meeting all City requirements, shall be provided on each single-family lot. If the minimum lot frontage requirement is not met, additional parking spaces shall be provided at a ratio of 0.5 spaces per dwelling unit as a part of the subdivision. These required spaces shall be located on private property.

(f) Right-of-Way Landscaping: Landscaping other than ground cover or low shrubbery shall be placed outside of the right-of-way.

(g) Emergency Response: Access streets exceeding 175 feet from any intersection shall provide a fire apparatus setup area at 150 foot intervals. The setup area shall provide a minimum 30-foot long, 25 foot wide clear zone, and is subject to approval by the Fire Department.

(6) **Residential Alley:** The residential alley is to provide secondary vehicular access to the rear of lots in detached single-family dwelling subdivisions with narrow street frontages, in order to limit curb cuts from the street and increase on-street parking. Alleys are most beneficial when lot widths are narrower than 50 feet. In addition to the requirements outlined in Table 2-13, "Residential Street Design Standards," and "Technical Drawing 2.68," Chapter 11, the residential alley shall be designed to meet the following minimum land use requirements: Backup distance for parking and garage access from the alley shall be 24 feet, including the 16-foot alley right-of-way width, and the remaining backup distance shall be provided on the lot being served.

2.10 Emergency Access Lanes

(A) Emergency Access Required

All industrial, commercial, and residential developments shall provide adequate emergency vehicle access. Adequate emergency access is a minimum 20 foot wide unobstructed fire apparatus access road with an unobstructed vertical clearance of 15 feet, and meets all applicable standards as set forth in Chapter 10-8, "Fire Prevention Code," B.R.C. 1981.

(B) When Emergency Access Lane is Required

When adequate emergency access is not available from a public street, an applicant for construction approval shall construct an emergency access lane. Emergency access lanes must accommodate all emergency vehicles, including fire equipment.

(C) Secondary Emergency Access

Secondary emergency access lanes shall be provided to structures whenever the distance to the nearest public street equals or exceeds 500 feet. Secondary access lanes shall conform to all design requirements specified for emergency access lanes.

(D) Local Emergency Access Lane Standards

In addition to the emergency access standards set forth in Chapter 10-8, "Fire Prevention Code," B.R.C. 1981., an emergency access lane shall equal or exceed the following standards:

(1) **Direct Route:** Emergency access lanes shall provide the shortest practical direct access to points of concern, and be entirely contained within a minimum, continuous 20 foot wide emergency access easement or public right-of-way.

(2) **Distance From Structure:** Emergency access lanes shall be provided whenever a structure is located more than 150 feet from fire apparatus access.

(3) **Surface:** An emergency access lane shall consist of either of the following:

(a) Two concrete strips at least 4 feet wide, with a 4-foot separation between them. Vegetation other than grass shall not be permitted in the separation area.

(b) A minimum continuous paved surface width of 12 feet.

(4) **Radius:** An emergency access lane shall provide a minimum turning radius of 25 feet, or the radius needed to accommodate an SU-30 vehicle.

(5) **Turnarounds:** If the length of the emergency access lane exceeds 150 feet (without an outlet accessible to emergency vehicles), then a turnaround with a minimum radius of 45 feet shall be provided.

(6) **Grade:** The grade for an emergency access lane shall not exceed five percent. Exceptions may be allowed with specific approval from the City of Boulder Fire Chief where this standard cannot be met due to topographical conditions.

(7) **Vertical Clearance:** Vertical clearance from the surface of the emergency access lane shall be at least 15 feet.

(E) Unobstructed Access

Emergency access lanes shall be kept free and clear of all obstructions. If the Director or Fire Chief determines that barriers are needed to prevent automobile traffic from using an emergency access lane, then the applicant for construction approval shall install traffic bollards. Traffic bollard designs shall provide for immediate access of emergency vehicles, without requiring these vehicles to stop and maneuver around, or unlock, any structures. The Director and Fire Chief shall have final approval of all bollard designs.

(F) Access Identification

Signs and pavement markings will be required if necessary by the Director and Fire Chief to delineate and identify emergency access lanes. All signage for emergency access lanes shall conform with the specifications in the MUTCD.

2.11 Bicycle Facilities and Multi-Use Path Design

(A) Conformance with Bicycle System Plan

The arrangement, type, and location of all bicycle paths, trails, and routes shall conform with the "Bicycle System Plan" section in the TMP. All new construction shall conform to the standards for bicycle lane facilities outlined in this section, the "Guide for the Development of Bicycle Facilities" prepared by the American Association of State Highway and Transportation Officials and the "Regulatory Negotiation Committee on Outdoor Developed Areas" prepared by the United States Architectural and Transportation Barriers Compliance Board (Access Board).

(B) On-Street Bike Lanes - Streets Without On-Street Parking

Bicycle lanes on new streets without on-street parking shall be at least 5 feet wide, exclusive of the curb pan, or 6.5 feet from the face of any curb. On existing streets where on-street bike lanes are being added and available right-of-way or improvements space is restricted, the width of the bicycle lane may be reduced to at least 5 feet wide, inclusive of the curb pan.

(C) On-Street Bike Lanes - Streets With On-Street Parking

Bicycle lanes on new streets with on-street parking shall be at least 5 feet wide, exclusive of the parking lane, or 13 feet from the face of any curb. On existing streets where on-street bike lanes are being added and available right-of-way or improvements space is restricted, the width of the bicycle lane may be reduced to at least 5 feet wide, exclusive of the parking lane, or 12 feet from the face of any curb.

(D) Off-Street Bike Paths or Trails

Design for off-street bike trails or paths shall conform to the design guidelines detailed in the City's "Greenways Design Guidelines"adopted as part of the Tributary Green ways Master Plan. Off-street bike trails or paths shall be at least 10 feet wide with an inside edge radius of at least 15 feet and shall conform to "Technical Drawing2.02D," Chapter 11, of these Standards.

(E) Bicycle Parking

Bicycle parking should be located in a visible and prominent location that is lit at night and physically separated from automobile parking to prevent vehicles from intruding into the bike parking area. All bicycle parking constructed in the City of Boulder shall conform to the provisions in the Section 9-9-6(g), "Bicycle Parking," B.R.C. 1981 or as adopted in any subcommunity or area improvement plan.

(1) **Bicycle Parking in Public Right-of-Way:** Bicycle parking racks located in the public right-of-way shall be designed using either the inverted "U" rack standard or the

~~Cora~~inverted "U" racks on rails ~~style rack~~standard. A minimum aisle of 5 feet shall be provided for bikes to maneuver in when accessing the rack. All racks shall be attached to a concrete base using a high security tamper proof anchor such as a mushroom head carbon steel expansion anchor "spike" #5550 as manufactured by Rawl or an equivalent theft-proof device.

(a) Inverted "U" Rack: The inverted U rack is designed to park two bicycles, facing opposite directions, parallel to the rack. For the rack to meet its design specification of parking two bikes, it must be installed according to the specifications below, otherwise it will be considered to provide parking for one bike. The inverted U standard may be installed with the following conditions:

(i) Where the U rack is installed oriented parallel to a wall or curb, at least 3.0 feet shall be provided between the parallel wall or curb and the center of the rack. Where a bike rack is located near a curb with "head-in" automobile parking, a minimum distance of 5 feet from the curb to the center of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.

(ii) Where the U rack is installed oriented perpendicular to a wall or curb, a minimum distance of 4 feet from the wall or curb to the center of the rack will be provided to allow two bikes to access and use the rack.

(iii) Where placed side-by-side, bike racks shall be placed at least 3.5 feet apart to accommodate ease of access to the racks.

(iv) Where placed in a series of 2 or more and parallel to a wall, inverted U racks will be separated by a minimum distance of 10 feet between the centers of the racks to allow access to both sides of the rack.

(v) The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the bike rack.

(vi) The location of a bike rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked properly in the bike rack.

(b) Inverted "U" Racks on Rails: The inverted U racks on rails are designed to park four to ten bicycles, with two bikes facing opposite directions parked on either side and parallel to each inverted U rack. These racks allow locking of frame and wheel with a U-lock and support bikes with two points of contact. For the rack to meet its design specifications of parking bikes from both sides, it must be installed according to the conditions of the inverted U rack listed above; otherwise it will be considered to provide no more than half of its designed parking capacity.

~~Cora Style Racks: The Cora style standard is designed to be loaded from both sides without an overlap~~

~~of the handlebars of the bicycles parked on the two sides. For the rack to meet its design specification of parking bikes from both sides, it must be installed according to the conditions below, otherwise it will be considered to provide half the rated bike parking. The Cora style standard can be installed with the following conditions:~~

~~Where a bike rack is located perpendicular to a curb with "head-in" automobile parking, a minimum distance of 4-feet from the curb to the end of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.~~

~~A minimum of 10 feet of clear space is required on both sides of a Cora style rack. This provides 5-feet of space for bike parking and a 5-foot access aisle for both sides of the rack. When a series of racks are provided, a common 5-foot access aisle can serve two racks.~~

~~The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6-feet from any bicycle parked properly in the bike rack.~~

~~The location of a bike rack shall maintain a minimum unobstructed distance of 3-feet from any pedestrian curb ramp to any bicycle parked properly in the bike rack.~~

(2) **Onsite Bicycle Parking:** Bicycle parking should generally be provided within 50 feet of the main building entrance. Racks must be installed according to the guidelines in (1) above to reach their designed parking capacity. Otherwise, they shall be credited with no more than half their design capacity. Bicycle parking racks or lockers located on development or project sites or in parking lots outside of public right-of-way shall generally be selected from the following standards:

(a) Inverted "U" Rack: The inverted "U" rack is recommended for most bike rack installations, and is one of the standards for bicycle parking in public rights-of-way as required in Subsection (1) above. Each rack provides space for two bicycles, and allows flexibility in parking by providing two supports for attaching locks. The "U" rack may be used individually where space is limited, or, in circumstances requiring a larger amount of bike parking, inverted "U" racks on rails may be used to park four to ten bikes. Inverted "U" racks and inverted "U" racks on rails shall meet the specifications for the dimensions and installation shown in Chapter 11, "Technical Drawings," of these Standards ~~in clusters where space is available for concentrated bike parking~~.

(b) ~~Cora Style Racks: The Cora rack will accommodate more than eight bicycles and is one of the standards for bicycle parking in public rights-of-way as required in Subsection (1) above. The Cora style rack is recommended where space exists for concentrated bike parking, such as in a parking structure or lot.~~

~~(c)~~ Other Bike Rack Styles: Another rack style may be approved by the Director of Public Works if it meets the following criteria:

(i) Provides at least two contact points between the rack and the bike to securely support the bike;

(ii) Provides at least a 2 foot by 6 foot parking space for each bike without the need to lift the handlebars of one bike over those of another to park;

(iii) Allows the frame and one wheel to be locked to the rack with a standard high security, U-shaped shackle lock.

(iv) The rack is uncomplicated and intuitively simple for the bicyclist to use.

(~~d~~c) Lockers: Bicycle lockers provide secure weatherproof storage for bike parking. Lockers are recommended for employee and longer-term parking and require adequate space, since they require more area than bicycle racks.

2.12 Street Lighting

(A) Scope

The provisions of this section shall apply to public streets, and are subject to the restrictions outlined in the Section 9-9-16, "Lighting, Outdoor," B.R.C. 1981.

(B) Guidelines for Street Lighting

(1) **Street Light Requests**

(a) Public Service Company (PSC) of Colorado is responsible for providing street lighting as requested by the City.

(b) Before considering new or additional local street light requests, the City will require unanimous consent of all affected owners of property within 100 feet of proposed street light locations and the support of at least 51 percent of the total number of owners of properties within 500 feet of proposed locations.

(2) **Costs:** The installation costs of street light fixtures, excluding those that provide a demonstrated safety need, shall be paid by the applicant requesting the installation. The City will assume continued maintenance and energy costs associated with new installations.

(3) **Priorities for Installation:** Streetlights may be provided on the basis of identified traffic need with priorities established as follows:

(a) Reduction of an identified night time traffic accident problem correctable through street light installation.

(b) Major traffic corridors with significant turning movement conflicts and night time pedestrian activity.

(c) Major traffic corridors with significant night-time turning movement conflicts.

(d) Arterial and collector intersections and/or horizontal or vertical alignment changes.

(e) Residential street lighting.

CITY OF BOULDER
DESIGN AND CONSTRUCTION STANDARDS

CHAPTER 11
TECHNICAL DRAWINGS

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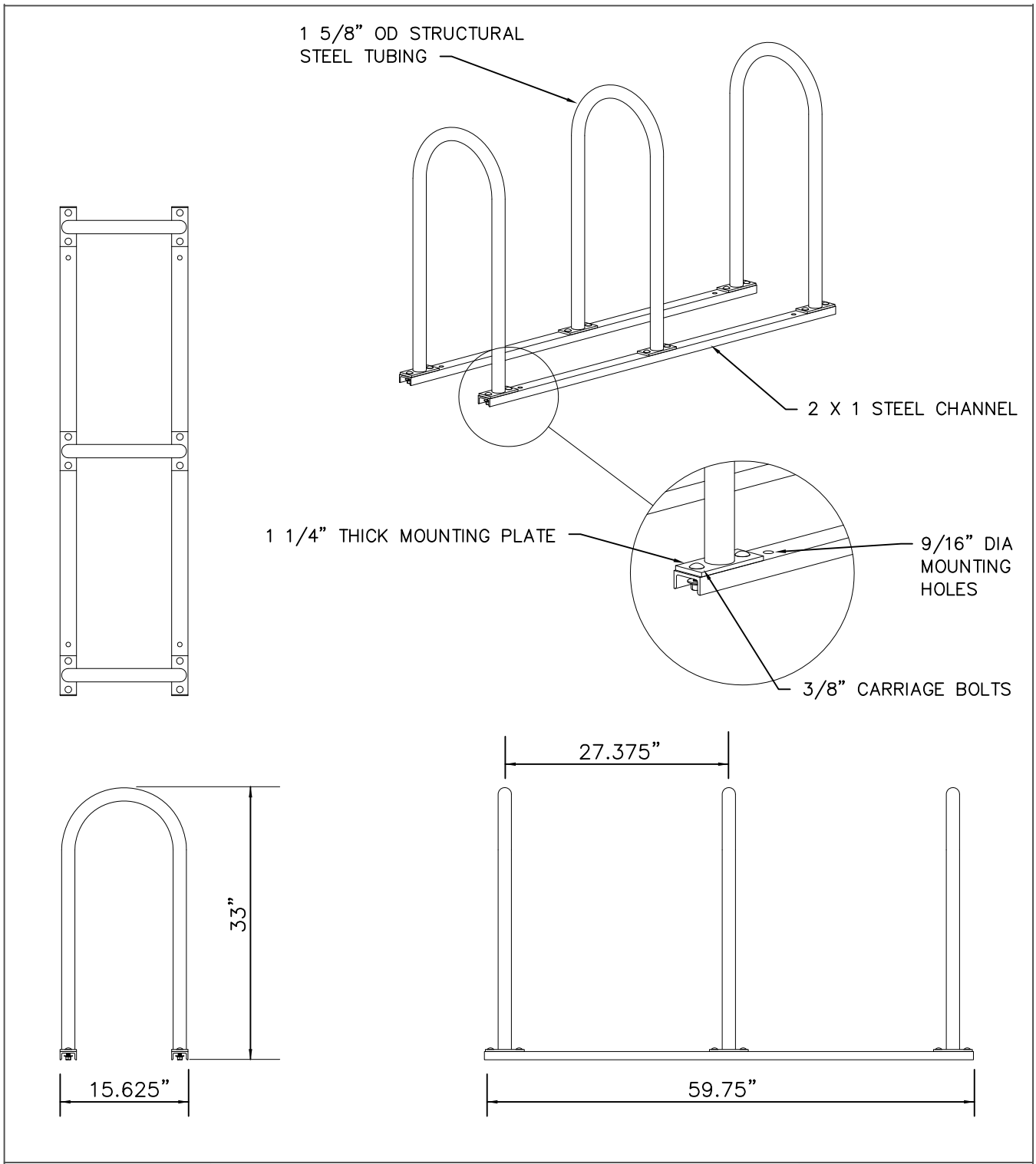

DRAWN BY: BG CHECKED BY: MR APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO INVERTED "U" BICYCLE RACKS ON RAILS	ISSUED: REVISED: DRAWING NO. 2.53

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
July 17, 2014
1777 Broadway, Council Chambers

C. Public hearing to receive feedback on proposed changes to the Parking Standards of Title 9, "Land Use Code," B.R.C. 1981 relative to 1) identified inconsistencies and standards that are often problematic and require update and 2) new bicycle parking standards by land use. The proposed changes were identified as part of the Access Management and Parking Strategy (AMPS) process relative to parking citywide.

Staff Presentation:
K. Guiler and **M. Ratzel** presented the item.

Board Questions:
K. Guiler answered questions from the board.
Bill Fox, the transportation consultant, answered questions from the board.

Public Hearing:
No one from the public spoke.

Board Comments:

C. Gray expressed concern that Topic 2: Driveway Parking Standards would encourage people to park over the sidewalk. For Topic 7, she wanted to assure that there would not be unintended consequences.

Topic 7: Simplifying Parking Requirements for Restaurants, Brewpubs and Taverns

L. May wanted to assure that restaurant seating patterns were taken into account and questioned whether the number of people at a restaurant changes depending on the weather; the client base may just move between interior and exterior seats.

A. Brockett noted that this could significantly raise the parking requirements for businesses. He requested more analysis and examples to provide a better understanding of the ramifications.

J. Putnam agreed with **A. Brockett**. He would like to see more analysis to avoid unintended consequences.

A. Brockett recommended restricting the percentage of restaurants by square footage. Develop tiers depending on the number of restaurants.

Topic 1: Updating RH-1 Parking Standards
C. Gray opposed the addition of curb cuts for homes with access to an alley; she felt that they decrease the walkability of neighborhoods.

L. May thought **C. Gray's** point was legitimate. Remove curb cuts where alley access is available.

B. Bowen recommended that the revised code remove the parking requirement for projects with 60% or more one-bedroom units.

J. Gerstle was interested in learning more about this and requested additional analysis on this topic.

J. Putnam suggested moving **B. Bowen's** parking reduction recommendation to Phase 2 unless information is already readily available.
L. May noted that this could perform differently based upon the location.
A. Brockett noted that the board previously received a great deal of analysis on RH-2 parking standards that were virtually identical to the proposed RH-1 parking standards. This is a simplified version of that, therefore he felt comfortable with this proposal.

Topic 2: Making Driveway Parking Standards for RL-2 Consistent with other Districts

Topic 3: Specifying Non-Residential Parking Requirements in the RH-6 Zoning District
The board felt comfortable with topic three.

Topic 4: Updating Accessible Parking Requirements
B. Bowen looked at NCA117.1, the ADAG. Both documents specify the size, arrangement and clearances requirement for the stalls, but they do not specify the number. The ADA specifies the number. He thought it was either one or both.
J. Putnam thought the concept made sense but prior to approval he would want to assure that the federal standard is keeping up with Boulder's demographics.

Topic 5: Reducing the Parking Rate for Low Parking Demand Nonresidential Land Uses
The board felt comfortable with topic five.

Topic 6: Simplifying Parking Standards for Retail Centers (Restaurants, Brewpubs and Taverns)
A. Brockett noted that restaurants currently require more parking than other retail uses. He suggested restricting the percentage of restaurants by square footage. Include two or three tiers. Reduce the complexity.

Topic 8: Add Duplex to Single Family Detached
The board saw little distinction between single family residential and duplexes.
C. Gray wanted to avoid unintended consequences in locations such as the Hill. She recommended that staff discuss this concept with neighbors on the Hill. Nonconforming duplexes could reduce the parking requirements.
B. Bowen noted that this is currently a hole in the code. There is not currently a requirement.
C. Gray cited an email from her neighbor that that there are many VRBO rentals and old properties that have been turned into VRBO's where parking districts are not enforced.
B. Bowen asked that there be requirements to make parking lots more user friendly. Add sidewalks, and increase tree count and hardscape permeability requirements.
C. Gray exited the meeting at 11:06pm.

Bike Parking Code Requirements and Design Standards:

J. Putnam noted that hotels may not need the same bike rack requirements as multifamily residential and suggested that outlets for electric bikes be added to the standards. He also recommended drafting standards for bike repair spaces in housing complexes with smaller unit sizes.
J. Gerstle agreed with **J. Putnam's** hotel comment.
A. Brockett commented on the difference between office and retail bike parking requirements. Office bike parking should have a 50:50 short term and long term bike parking ratio with the exception of medical offices; they behave more like retail spaces.
B. Bowen thought that this was fantastic and applauded staff for going this far with the rev

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
September 18, 2014
1777 Broadway, Council Chambers
DRAFT

A. Public hearing to consider a recommendation to City Council on an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) create new land use - based bicycle parking standards. The proposed changes were identified as part of the Access Management and Parking Strategy (AMPS) process relative to parking citywide.

Staff Presentation:
C. Ferro introduced the item.
K. Guiler and **M. Ratzel** presented the item to the board.

Board Questions:
K. Guiler answered questions from the board.
C. Ferro answered questions from the board.

Board Questions:
Full name, the role, answered questions from the board.

Public Hearing:
No one from the public spoke.

Board Comments:
C.Gray 58 mins- listen.
L.May was interested in adding a sunset provision to the x after two years. He wanted to get ahead of the curve to allow parking spaces to be converted to ADA standards.

A.Brockett thought that two years was too short for the sunset provision.

J. Putnam agreed with L.May and thought it was likely to shift over time. He thought 2 years was too short and that it could depend on the feds and the changes that they make.

L.Payton recommended that staff reach out to the disabled community to get their input.

L.May thought that it culd be helpful to reach out to the senior community as well.

B.Bowen suggested that staff reach out to organizations that help disabled populations. He felt that ADA was on the ball and felt comfortable tying it to ADA.

L.Payton and B.Bowen agreed that it could also be good to reach out to the local population.

L.May thought that our standards should address the local population as opposed to the national standard because the demographics may be different.

J.Gerstle thought that the bicycle x goal was too modest. He noted that the city is doing everything possible to increase cycling and he thought that we should plan for success and more ambitious bicycle parking requirements.

C.Gray and J.Putnam agreed with J.Gerstle. J.Putnam thought that electric bikes could encourage more people to ride and could affect future demand.

L.May agreed with J. Gerstle and noted that it can be difficult to find bike parking downtown. He has noticed that there has been an increase in biking and thought it would be good to support that.

A.Brockett thought that it would be good to be ambition but also didn't want to waste resources in locations with little bike activity. He would support a directive to be a bit more ambitious.

B.Bowen thought that it could make sense to be more ambitious in commercial and multifamily areas.He would support pushing a bit more on the commercial sites. He also thought that it could be good to put more bike racks on busses.

A.Brockett would support duplexes being treated as single family homes for parking purposes. (with the exception of Uni Hill if possible).

B.Bowen agreed… 1.10.

L.May agreed with A.Brockett and also understood staff's perspective. He suggested adding a clause that pertained to land to building ratios.

C.Gray would support the staff recommendation but thought it was a missed opportunity not to add a overlay on uni hill where conditions are unique.

B.Bowen would support staff's recommendation but thought that it would be good to be more restrictive because the board could always relax the requirement. He noted that car ownership is rates are very low for cooperative housing models for future discussion.

Motion:
Hella will send final language

On a motion by **J. Putnam**, seconded by **J.Gerstle**, the Planning Board voted 7-0 to approve… language.

J. Putnam picked 25% mode share increment by taking the target numbers and multiplying them by 1.25. It was arbitrary but a general target. He thought that this would help staff to generate a recommendation to City Council, but wanted to note that this was not a set number. The board had not crunched the numbers enough to have an exact number.

On a friendly amendment by J. Gerstle to non-residential areas, accepted by J. Putnam.

C.Gray was in support of reduction but wanted to make a statement that MPP was a companion with other initiatives such as EcoPass use. She did not want … listen to suggested motion language 1.25. She was trying to be proactive and let the AMPS folks know that there will need to be enforcement.

On a motion by **J. Putnam** seconded by **L. May**, the Planning Board voted 7-0 to recommend approval to the City Council of an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to (1) simplify various vehicular parking standards and reduce quantitative requirements for warehouses, storage facilities, and airports and (2) to create new land use-based bicycle parking standards, and of an ordinance amending the Design and Construction Standards related to bicycle parking design standards to eliminate the Cora-style bike parking rack style and codify the use of inverted U racks for all bike parking requirements as recommended by staff with the following exception: that the bicycle parking for commercial uses be increased by 25% across the board and that staff reach out to disability and senior advocacy groups prior to the City Council hearing and that Council consider the long term adequacy of the ADA Parking requirements.

Friendly amendment by **J. Gerstle**, accepted by **J. Putnam** and **L. May**, to revise the motion recommending an increase of the proposed requirements for commercial uses to referring to nonresidential uses rather than commercial uses.

On a motion by **C. Gray**, seconded by **L. May**, the Planning Board recommend that during the AMPS analysis, that the Neighborhood parking program be fully funded and made available to lessen impacts that parking reductions for restaurants, taverns, and brewpubs could potentially cause to adjacent residential areas and that the MPP program have adequate enforcement.

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CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: 8 July 2013

Contact Information Preparing Summary: Kaaren Davis 303-441-3233

Board Members Present: Andria Bilich, Dom Nozzi, Jessica Yates, Matt Moseley
Board Members Absent: Zane Selvans

Staff Present: Tracy Winfree, Director of Public Works for Transportation
Kathleen Bracke, GO Boulder Manager
J.R. Clanton, Transportation Budget Analyst
Marni Ratzel, Senior Transportation Planner
Bill Cowern, Acting Principal Traffic Engineer
Brett KenCairn, Senior Environmental Planner
Carlos Hernandez, Fox-Tuttle Consulting
Chris Hagelin, Senior Transportation Planner
Kaaren Davis, Board Secretary

Type of Meeting: Advisory/ Regular

Agenda Item 5: Public hearing and consideration of a recommendation regarding development-related bicycle parking requirements . [6:06 p.m.]
Marni Ratzel presented the item.

Executive Summary from Packet Materials:
The City of Boulder is considering changes to bike parking requirements for new development. While the city provides some bicycle parking in public areas of the downtown commercial district, property owners are required to provide adequate bike parking for their buildings throughout the city.

Development-related bicycle parking requirements are codified under Title 9, “Land Use Code” of the Boulder Revised Code (BRC). According to the BRC, the Transportation Advisory Board (TAB) cannot get involved in any review under the land use regulation, title 9, "Land Use Code," B.R.C. 1981, unless its opinion is requested by the city council. While Planning Board will consider a staff recommendation and approval of proposed development-related bike parking requirements, a TAB recommendation is being sought as part of the public input to guide the Planning Board in its decision-making process. The BRC requires the TAB to hold a public hearing prior to making any recommendation.

Improvements to the city’s development-related bicycle parking requirements will better meet demand and cyclist’s needs and is an important element of an integrated multimodal transportation system. As part of the *Complete Streets: Bike and Pedestrian Innovations* focus area of the 2013 Transportation Master Plan Update, the city is developing strategies to enhance bicycling opportunities for residents, commuters, students, and visitors. While the TMP Update is underway, work on regulations for new development was already in progress with results already available. Staff believes it is prudent to advance changes to these bike parking regulations for new development and incorporate the changes into the TMP Update. This bike parking policy analysis is also being coordinated with the 2013 *Access Management & Parking Strategies* (AMPS) interdepartmental process.

Board Discussion and comments included:

- Whether there is or will be pushback from development community regarding the cost of fulfilling the requirements.
- Suggestion for additional criteria for bike parking design that it should seek to minimize damage to bike frames.
- Clarification on changes to minimum bike parking space requirements and the move to uncouple bike parking from car parking and connect it to land usage and occupancy.
- Bike share at transit stations currently, and how the recommendation would change this. Effects on RTD.
- The more bike parking there is, the more people will ride. Good way to increase mode share.
- An expression of preference for the multi-parking spiral model wherein the connecting part between loops

is along the ground rather than over the top.

- How staff is working towards guidance for the development community regarding long term bike parking.
- Codification of the location of bike racks in relation to business.
- Process for learning from the implementation with a goal of further review and improvements.
- Clarification of calculation of mode share regarding the recommendations for bike parking at Park-n-Rides.
- Discussion of the requirement for placing bike parking on a hard surface such as concrete or asphalt.

Public Comment: None

Motion: Nozzi, Seconded by Moseley

TAB recommends that Planning Board adopt policy direction and approach for changes in Bike Parking Requirements as per the staff recommendation wherein requirements are calculated based on: land use and square footage, units/bedrooms (for prior ratio see attachment C and for design see Attachment D).

Vote: 4-0 Motion Passes

An audio recording of the full meeting for which these minutes are a summary, is available on the Transportation Advisory Board web page.

FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

Date: September 4, 2014

To: Karl Guiler

From: Carlos Hernandez

RE: Summary of RH-1 and RH-2 parking supply and demand

This memorandum summarizes a parking supply and demand study completed for housing projects within the RH-1 and RH-2 zone districts in the city of Boulder. Parking supply and demand data was collected in August and September of this year. The key findings are listed below.

- The actual RH-1 off-street parking demand ranged from 0.4 to 1.04 spaces per dwelling unit.
- The actual RH-2 off-street parking demand ranged from 0.4 to 0.53 spaces per dwelling unit.
- There is underutilized off-street parking in the RH-1 and RH-2 zones after 9:00 PM (supply exceeds demand). The same is true when combining both the off-street and on-street parking supply and demand.
- Adjusting the RH-1 parking supply requirements to be the same as the RH-2 requirements would meet the current parking demand based on the results of the 2014 field studies.

Current Parking Code Requirements

The current City of Boulder parking code has different requirements for RH-1 and RH-2 zone districts as illustrated in the table below. The RH-1 zone requires parking using a square footage calculation. The RH-2 zone requires parking by the total number of dwelling units and their associated size (number of bedrooms). Currently, RH1 typically requires more parking overall than RH2.

Figure 1: (9-9-6 Parking Standards, Table 9.1)

Zone District Standard	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	RMX-2, MU-2, MH, IMS	RL, RM, RMX-1, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P, RH-2	RH-1	RH-3	MU-4, RH-7
Minimum number of off-street parking spaces for a detached dwelling unit (DU)	1	1	1	1 space for detached DUs construction prior to 9/2/1993. Use the requirements below for DUs built after 9/2/1993	1	0
Maximum number of off-street parking spaces for an attached DU	N/A	N/A	N/A	N/A	N/A	1 space per DU
Minimum number of off-street parking spaces for an attached DU	1	1 for 1- or 2-bedroom DU 1.5 for 3-bedroom DU 2 for a 4 or more bedroom DU	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4 or more bedroom DU	1 space for first 500 square feet and 1 additional space for each 300 square feet or portion thereof not to exceed 4 spaces per DU	1 for 1-bedroom DU 1.5 for 2-bedroom DU 2 for 3-bedroom DU 3 for a 4-or-more-bedroom DU	0

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RH-1 and RH-2 Field Study

Parking supply and demand studies we conducted in August and September 2014 to determine the available parking supply and the peak parking demand per dwelling unit in the RH-1 and RH-2 zones. The field study evaluated each parcel and individual dwelling unit in the zones. The off-street and on-street parking was evaluated independently and then consolidated to account for the urban nature of RH-1 and RH-2 zones. The supply and demand rate ranges are shown below and detailed in the attached tabulation.

Parking Supply Rate Results:

RH1 parking supply (existing multi-family buildings)

- the district ranges from 0.48 (off street only) to 2.15 (with on-street) spaces per dwelling unit

RH2 parking supply (existing multi-family buildings)

- the district ranges from 0.91 (off street only) to 1.20 (with on-street) spaces per unit

Parking Demand Rate Results:

Parking demand (August 7, 2014 @ 8:00 PM)

- RH1 range was 0.40 to 0.78 spaces per unit (off street only) and 0.73 to 0.98 spaces per unit (with off-street and on-street)
- RH2 range was 0.40 spaces per unit (off street only) to 0.52 spaces per unit (with off-street and on-street)

Parking demand (Sept 3, 2014 @ 8:00 PM)

- RH1 range was 0.43 to 1.04 spaces per unit (off street only) and 0.56 to 1.38 spaces per unit (with off-street and on-street)
- RH2 range was 0.53 spaces per unit (off street only) to 0.72 spaces per unit (with off-street and on-street)

In summary, the RH-1 off-street parking demand was typically at or below 1 space per dwelling unit, and the combined off-street and on-street parking demand was below 1.4 spaces per dwelling unit. In this context, we would expect that applying the RH-2 parking standards to the RH-1 zones would provide adequate parking, in both the off-street and combined off-street and on-street situations.

RH-1 and RH-2 Parking Study

FOX TUTTLE HERNANDEZ TRANSPORTATION GROUP

1. Parking Supply Rates

District	Number of Dwelling Units	Parking Supply			
		Total Off Street Spaces	Total On Street Spaces	Supply Rate (off-street)	Supply Rate (on & off-street)
RH-1 (Canyon and 9th)	82	39	31	0.48	0.85
RH-1 (Arapahoe)	89	141	50	1.58	2.15
RH-2 (Canyon)	128	117	36	0.91	1.20

2. Parking Demand Rates (August 7, 2014 @ 8:00 PM)

District	Number of Dwelling Units	Parking Demand (August 7, 2014)			
		Off Street Demand	On Street Demand	Demand Rate (Off-street)	Demand Rate (on & off-street)
RH-1 (Canyon and 9th)	82	33	27	0.40	0.73
RH-1 (Arapahoe)	89	69	18	0.78	0.98
RH-2 (Canyon)	128	51	16	0.40	0.52

3. Parking Demand Rates (Sept 3, 2014 @ 8:00 PM)

District	Number of Dwelling Units	Parking Demand (September 3, 2014)			
		Off Street Demand	On Street Demand	Demand Rate (Off-street)	Demand Rate (on & off-street)
RH-1 (Canyon and 9th)	82	35	11	0.43	0.56
RH-1 (Arapahoe)	89	93	30	1.04	1.38
RH-2 (Canyon)	128	68	24	0.53	0.72

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FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

Date: September 4, 2014

To: Karl Guiler

From: Carlos Hernandez

RE: Summary of ADA Residential Parking

The following summarizes ADA accessible (ADA) parking at new residential developments in the city of Boulder. Each of the developments provided ADA parking based on the current residential parking requirements in the city code. The key findings are listed below.

- The current city parking requirements for accessible parking spaces at residential developments requires up to 1.5 times more parking than the federal standard requires.
- The additional accessible parking is not being fully utilized during the evening peak parking hours based on September 2014 field study.
- In this context, it appears that the City could relax its current accessible parking space requirements to be consistent with the federal standard.

ADA Parking Requirements

The U.S. Department of Justice (DOJ) issued new regulations under the Americans with Disabilities Act (ADA) in 2010. The new rules affect state and local governments (Title II of the ADA), as well as public accommodations and commercial facilities (Title III). The regulations include the new 2010 ADA Standards for Accessible Design, outlining minimum accessibility requirements for buildings and facilities. New construction projects must meet minimum standards with very few exceptions. Alterations to existing projects are also subject to strict requirements, though those requirements can vary based on existing structural conditions. Existing buildings and facilities that are not undergoing planned alterations are viewed differently. Additional information can be found at (http://adata.org/factsheet/parking). In general, one accessible parking space is required for every 25 regular parking spaces provided, but there is no guidance specific to residential only developments.

The current City of Boulder parking code requires 1 accessible parking space per every 7 dwelling units (DU) for projects that have more than 7 DU. The requirements are shown below. The current requirements exceed the ADA regulations. As an example, the current city code would require a project with 25 dwelling units to provide approximately 2.5 or 3 accessible parking spaces. The ADA regulations only require 1 ADA parking space (assuming 1 parking space per dwelling unit on average).

Figure 1: (9-9-6 Parking Standards, Table 9.1)

Zone District Standard	RR, RE, MU-1, MU-3, BMS, DT, A, RH-6	RMX-2, MU-2, MH, IMS	RL, RM, RMX-1, RH-4, RH-5, BT, BC, BR, IS, IG, IM, P, RH-2	RH-1	RH-3	MU-4, RH-7
Accessible space requirement	0 spaces for the first 7 DUs, 1 space per 7 DUs thereafter					

ADA parking supply within recently constructed projects

The following table provides a summary of the ADA parking space supply, utilization and violations at residential developments in the city that have applied the parking code. The parking spaces are located in underground parking garages and in surface parking lots as shown.

	Street Location	Total ADA Parking Spaces	ADA Parking Spaces in Garage	ADA Parking Spaces in Lot	ADA Parking Space % Occupancy and # of Violations
29th Street Place	30th St. and Walnut St.	10	9	1	50% / 0
The Lofts at Peloton-Boulder	33rd St. and Arapahoe Ave.	14	6	8	14% / 1
Landmark Lofts	28th St. Frontage Road and College Ave.	6	6 (as a total in two garages)	0	0% / 0

Boulder Industrial Area Parking Supply and Demand Study

Warehouse	Warehouse Size (1,000 sq. ft.)	Parking Supply		Weekday Afternoon Parking Demand		
		(spaces)	Supply Rate (spaces per 1,000 sq. ft.)	(spaces)	(% occupancy)	Demand Rate (spaces per 1,000 sq. ft.)
Area 1	**11.0**	**41**	**3.73**	**19**	**46%**	**1.73**
Area 2	**11.0**	**11**	**1.00**	**6**	**55%**	**0.55**
Area 3+4+5 - Surface		324		160	49%	
Area 3+4+5 - On Street		37		13	35%	
Area 3+4+5 (Total)	**188.0**	**361**	**1.92**	**173**	**48%**	**0.92**
Area 6	**101.0**	**185**	**1.89**	**114**	**60%**	**1.13**

Aggregate for All Six Areas	**311.0**	**598**	**1.92**	**312**	**52%**	**1.00**

Google earth feet 1000 meters 300

Industrial Bldgs 1 + 2
(Auto parking only - Not Trucks)

Google earth feet 2000 meters 600

Industrial Bldgs 3 - 6

(only inventory the auto parking spaces - NOT TRUCKS

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FOX TUTTLE
TRANSPORTATION GROUP

April 28, 2014

Mr. Karl Guiler, AICP
Senior Planner/Code Amendment Specialist
City of Boulder Department of Community Planning & Sustainability
1739 Broadway, 3rd Floor
Boulder, CO 80306-0791

Re: Proposed parking code revision for airplane hangars at the Boulder Municipal Airport

Dear Karl,

At your request, I have prepared a draft recommendation for creating a parking supply requirement for airplane hangars at the Boulder Municipal Airport. In preparation of this recommendation I have:

- Reviewed various publications listing the parking requirements for airplane hangars at small municipal airports in other communities,
- Reviewed existing hangar and parking configuration at a number of small municipal airports in Colorado using available aerial photography,
- Discussed the existing hangar and parking conditions at the Boulder Municipal Airport with the airport manager.

In the process it was noted that:

- Many communities require one parking space per aircraft that is stored (or space for a stored aircraft), although the rate ranged as low as one space per four aircraft stored.
- Many other communities require parking spaces on a per floor area of the storage space basis, with rates typically in the range of one space per 1,500 to 2,000 sq. ft. of storage floor area.
- A stored personal aircraft typically occupies 1,200 to 1,500 sq. ft. of space.
- In many communities, airport uses in or adjacent to airplane hangars that are not specific to airplane storage, such as designated office space or commercial areas, typically have parking rates applied that are specific to those other types of uses for that portion of the space.
- Many small airports surveyed had very few formal parking spaces adjacent to the airplane hangars used for storage. Yet, when the aerial photos used in the survey were taken, there were very few parked automobiles noted in the vicinity of the aircraft hangars.
- It is my understanding that many people who store their airplane in a hanger also park their automobile within the hangar when the airplane is in use.

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- Except for during special airport events, the number of airplane owners that are parked at their airplane hangars at the same time is typically low. In this context, it is likely that parking spaces at an airport have the potential to serve multiple stored aircraft.
- It is my understanding that the Boulder Municipal Airport currently has a parking supply of over 260 spaces when counting all designated lots and adjacent gravel areas that are considered available for automobile parking. On the day the aerial photo was taken, approximately 80 vehicles were parked at the airport (approx. 31% occupancy). The airport manager has indicated that this is typical at the Boulder Municipal Airport.
- The existing automobile parking spaces at the Boulder airport serves a range of uses, including:
    - private hangar space for 88 airplanes
    - surface tie down spots for 68 airplanes (with only 18 airplanes parked when photographed)
    - space for up to 50 gliders (only 17 parked when photographed)
    - additional airplanes parked near hangars (8 observed when photographed)
    - 56,000 sq. ft. of executive hanger space
    - 27,000 sq. ft. of office space.
- It is my understanding that the Boulder Municipal Airport can serve commercial flights arriving to pick up or drop off passengers, but the airport classification does not allow it to function as a commercial terminal with scheduled passenger flights.

On this basis I offer the following:

- It is clear that Boulder's airport has more than enough automobile parking in aggregate to serve the existing airport activity and typical parking demand.
- Boulder's parking code should be updated to include specific automobile parking rates for airport hangars used for airplane storage. These rates should acknowledge the likely parking demand associated with the airplane storage function rather than apply other unrelated parking rates for uses such as "industrial or warehousing".
- Additional uses that occur in or adjacent to airplane hangars, other than airplane storage, should have parking rates applied that are specific to those other types of uses (such as "office").
- My proposed parking supply rates for airplane storage are as follows:
    - **1 parking space for every 4 outside airplane or glider tie-down spaces**
    - **1 parking space for every 4,000 sq. ft. of private airplane hangar space (with or without external or internal walls)**
    - **1 parking space for every 2,000 sq. ft. of commercial or "executive" airplane hangar space**
    - **Parking for all other uses calculated based on rates for other specific uses.**
- These rates reflect the less intense use of hangars or tie-downs for private airplane storage, and a more intense use of airplane hangar space for commercial operations.
- These rates are intended to provide necessary parking while minimizing "excess" parking being required.
- When I apply these rates to the existing airport property I estimate a supply of 172 spaces (including 27,000 sq. ft. of office space with a supply of one space per 300 sq. ft.). This total is 110 spaces less than currently available at the airport, and over twice the typical parking demand of 80 spaces observed.

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

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC

William C. Fox, P.E.
Principal

Attachments: Billing Rate Sheet

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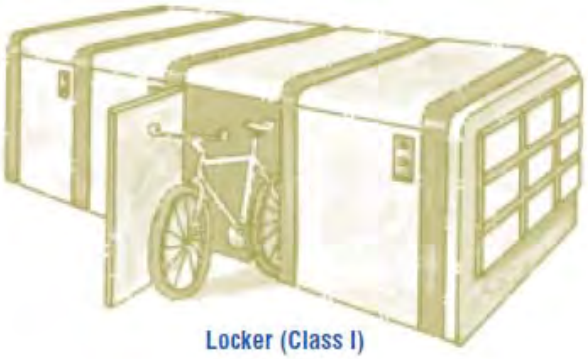
Boulder Shopping Center Parking Supply and Demand Study

Shopping Center	Shopping Center Size (1,000 sq. ft.)	Parking Supply		Weekday Afternoon Parking Demand			Friday Evening Parking Demand			Saturday Afternoon Parking Demand		
		(spaces)	Supply Rate (spaces per 1,000 sq. ft.)	(spaces)	(% occupancy)	Demand Rate (spaces per 1,000 sq. ft.)	(spaces)	(% occupancy)	Demand Rate (spaces per 1,000 sq. ft.)	(spaces)	(% occupancy)	Demand Rate (spaces per 1,000 sq. ft.)
Willow Springs	**55.0**	**246**	**4.47**	**174**	**71%**	**3.16**	**146**	**59%**	**2.65**	**72**	**29%**	**1.31**
The Village	**215.9**	**898**	**4.16**	**548**	**61%**	**2.54**	**599**	**67%**	**2.77**	**540**	**60%**	**2.50**
Table Mesa - King Sooper Only	55.0	191	3.47	147	77%	2.67	153	80%	2.78	139	73%	2.53
Table Mesa - Except King Soopers	216.0	746	3.45	604	81%	2.80	518	69%	2.40	373	50%	1.73
Table Mesa (Total)	**271.0**	**937**	**3.46**	**751**	**80%**	**2.77**	**671**	**72%**	**2.48**	**512**	**55%**	**1.89**
29th Street - Surface Lots and Street Only		1,450		999	69%		899	62%		1,185	82%	
29th Street - Parking Structures Only		1,779		734	41%		573	32%		593	33%	
29th Street (Total)	**851.0**	**3,229**	**3.79**	**1,733**	**54%**	**2.04**	**1,472**	**46%**	**1.73**	**1,778**	**55%**	**2.09**
Whole Foods - Surface Lots Only		755		571	76%		454	60%		518	69%	
Whole Foods - Structure Only		79		65	82%		19	24%		66	84%	
Whole Foods (Total)	**145.0**	**834**	**5.75**	**636**	**76%**	**4.39**	**473**	**57%**	**3.26**	**584**	**70%**	**4.03**
Basemar	**83.3**	**493**	**5.92**	**280**	**57%**	**3.36**	**219**	**44%**	**2.6**	**213**	**43%**	**2.63**
Aggregate for All Six Centers	**1,621.2**	**6,637**	**4.09**	**4,122**	**62%**	**2.54**	**3,580**	**54%**	**2.21**	**3,699**	**56%**	**2.28**

City of Boulder Bike Parking Standard Designs

Inverted "U" (Class II)

Cora (Class I)



Locker (Class I)

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Land use examples of existing and proposed bike parking space requirements

Land Uses	Units/Sq. Ft.	Existing		Proposed	
		(long, short)	Total	(long, short)	Total
Residential					
Red Oak Park - 2637 Valmont	79	(0, 42)	42	(119, 40)	158
Two Nine North - 30th Street	238	(0, 36)	36	(358, 120)	476
Element Properties - 1707 Walnut	17	(0,8)	8	(26,9)	34
Landmark Lofts II - 970 28th Street	138	(128,50)	178	(207,69)	276
950 28th Street	84	(170,38)	208	(126,42)	168
Dining and Entertainment					
Dunkin' Donuts	3,106	(0, 4)	4	(1, 3)	4
McDonald's	4,610	(0, 4)	4	(2, 5)	6
Upslope	16,393	(0, 20)	20	(5, 16)	22
Lodging					
St Julien Hotel & Spa	158,742	(34, 24)	58	(17, 17)	34
Hampton Inn	61,500	(0, 14)	14	(17, 17)	34
Medical and Financial					
BCH - Foothills	418,000	(0,104)	104	(208, 70)	279
BCH Broadway	304,530	(28,18)	46	(152, 50)	203
Boulder Medical Center	76,200	(0,20)	20	(28, 13)	51
Office					
Park Central - 1739 Broadway	20,910	(24,10)	34	(10,3)	14
New Britain Building - 1101 Arapahoe	13,851	(0,12)	12	(7,2)	9
Municipal Building - 1777 Broadway	23,657	(0,28)	28	(12,4)	16
Atrium Building - 1300 Caynon Blvd	12,392	(0,16)	16	(6,2)	8
3333 Walnut Street	158,199	(0,42)	42	(79,26)	105
1738 Pearl Street	42,000	(0,19)	19	(21,7)	28
Commercial, Retail, and Industrial					
Walgreens	14,820	(0, 8)	8	(5, 15)	20
Alfalfa's Market	36,066	(0, 20)	20	(12, 36)	48
Trader Joes	14,200	(0, 14)	14	(4, 10)	19
Christie's Sports	8,820	(0,10)	10	(4,10)	12
Mixed Use					
901 Pearl	4 / 6,396	(0,6)	6	(9,3)	12
1175 Lee Hill Drive	31 / 1,395	(0,17)	17	(47,16)	63

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2.11 Bicycle Facilities and Multi-Use Path Design

(E) Bicycle Parking

Bicycle parking should be located in a visible and prominent location that is lit at night and physically separated from automobile parking to prevent vehicles from intruding into the bike parking area. All bicycle parking constructed in the City of Boulder shall conform to the provisions in the Section 9-9-6(g), Bicycle Parking," B.R.C. 1981 or as adopted in any subcommunity or area improvement plan.

(1) Bicycle Parking in Public Right-of-Way: Bicycle parking racks located in the public right-of-way shall be designed using either the inverted "U" rack standard or the inverted "U" racks on rails standard. A minimum aisle of 5 feet shall be provided for bikes to maneuver in when accessing the rack. All racks shall be attached to a concrete base using a high security tamper proof anchor such as a mushroom head carbon steel expansion anchor "spike" #5550 as manufactured by Rawl or an equivalent theft-proof device.

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(a) Inverted "U" Rack: The inverted U rack is designed to park two bicycles, facing opposite directions, parallel to the rack. For the rack to meet its design specification of parking two bikes, it must be installed according to the specifications below, otherwise it will be considered to provide parking for one bike. The inverted U standard may be installed with the following conditions:

(i) Where the U rack is installed oriented parallel to a wall or curb, at least 3.0 feet shall be provided between the parallel wall or curb and the center of the rack. Where a bike rack is located near a curb with "head-in" automobile parking, a minimum distance of 5 feet from the curb to the center of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.

(ii) Where the U rack is installed oriented perpendicular to a wall or curb, a minimum distance of 4 feet from the wall or curb to the center of the rack will be provided to allow two bikes to access and use the rack.

(iii) Where placed side-by-side, bike racks shall be placed at least 3.5 feet apart to accommodate ease of access to the racks.

(iv) Where placed in a series of 2 or more and parallel to a wall, inverted U racks will be separated by a minimum distance of 10 feet between the centers of the racks to allow access to both sides of the rack.

(v) The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the bike rack.

(vi) The location of a bike rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked properly in the bike rack.

(b) Inverted "U" Racks on Rails: The inverted U racks on rails are designed to park four to ten bicycles, with two bikes facing opposite directions parked on either side and parallel to each inverted U rack. These racks allow locking of frame and wheel with a U-lock and support bikes with two points of contact. For the rack to meet its design specifications of parking bikes from both sides, it must be installed according to the conditions of the inverted U rack listed above, otherwise it will be considered to provide no more than half of its designed parking capacity.

(2) **Onsite Bicycle Parking:** Bicycle parking should generally be provided within 50 feet of the main building entrance. Racks must be installed according to the guidelines in (1) above to reach their designed parking capacity. Otherwise, they shall be credited with no more than half their design capacity. Bicycle parking racks or lockers located on development or project sites or in parking lots outside of public right of-way shall generally be selected from the following standards:

(a) Inverted "U" Rack: The inverted U rack is recommended for bike rack installations and is the standard for bicycle parking in public rights-of-way as required in Subsection (1) above. Each rack provides space for two bicycles, and allows flexibility in parking by providing two supports for attaching locks. The U rack may be used individually where space is limited, or in circumstances requiring a larger amount of bike parking, inverted U racks on rails may be used to park between four and ten bikes. The specifications for the dimensions of these racks are attached.

(c) Other Bike Rack Styles: Another rack style may be approved by the Director of Public Works if it meets the following criteria:

(i) Provides at least two contact points between the rack and the bike to securely support the bike;

(ii) Provides at least a 2 foot by 6 foot parking space for each bike without the need to lift the handlebars of one bike over those of another to park;

(iii) Allows the frame and one wheel to be locked to the rack with a standard high security, U-shaped shackle lock.

(iv) The rack is uncomplicated and intuitively simple for the bicyclist to use.

(d) Lockers: Bicycle lockers provide secure weatherproof storage for bike parking. Lockers are recommended for employee and longer-term parking and require adequate space, since they require more area than bicycle racks.

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<#>Cora Style Racks: The Cora style standard is designed to be loaded from both sides without an overlap of the handlebars of the bicycles parked on the two sides. For the rack to meet its design specification of parking bikes from both sides, it must be installed according to the conditions below, otherwise it will be considered to provide half the rated bike parking. The Cora style standard can be installed with the following conditions: ¶
¶
(i) . Where a bike rack is located perpendicular to a curb with "head-in" automobile parking, a minimum distance of 4-feet from the curb to the end of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk. ¶
(ii) A minimum of 10 feet of clear space is required on both sides of a Cora style rack. This provides 5 feet of space for bike parking and a 5-foot access aisle for both sides of the rack. When a series of racks are provided, a common 5-foot access aisle can serve two racks. ¶
(iii) . The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the bike rack. ¶
(iv) The location of a bike rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked ¶ properly in the bike rack. ¶

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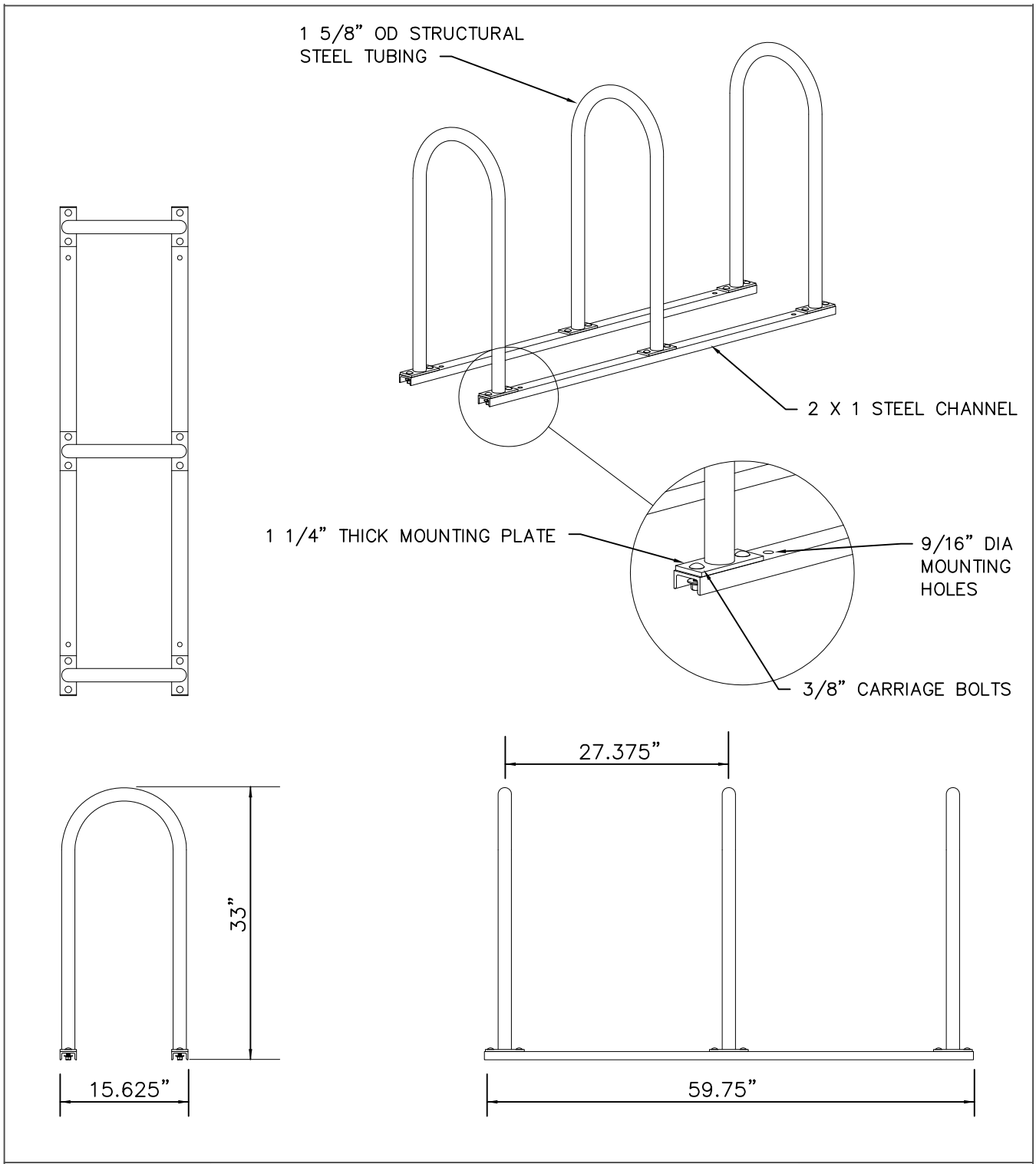
(b) Cora Style Racks: The Cora rack will accommodate more than eight bicycles and is one of the standards for bicycle parking in public rights-of-way as required in Subsection (1) above. The Cora style rack is recommended where space exists for concentrated bike parking, such as in a parking structure or lot.



DRAWN BY: BG CHECKED BY: MR APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO INVERTED "U" BICYCLE RACKS ON RAILS	ISSUED: REVISED: DRAWING NO. 2.53

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Long term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours a secure and weather protected place to park their bicycle. To comply with City of Boulder requirements, long term bike parking **must be enclosed and secure** to ensure protection from theft and inclimate weather.

Long Term Bike Parking **Guidelines**

2014 | *GO Boulder* | City of Boulder

Long Term Bike Parking - Guidelines

Types of Bike Parking:

The purpose of a bike trip including how long a cyclist will leave their bicycle are important considerations in understanding where and what type of bike parking to provide. In general, cyclists either seek to short term or long term parking. ***Short term bike parking*** offers a convenient and accessible area to park bicycles for customers and other visitors who seek to leave their bicycle for two hours or less. ***Long term bike parking*** offers a secure and weather protected place to store a bicycle for several hours or more. Long term bicycle parking should be covered and located in a locked room, within an area that is within view of a parking attendant / employee work areas, or enclosed by a fence with a locked gate.

Long Term Bike Parking:

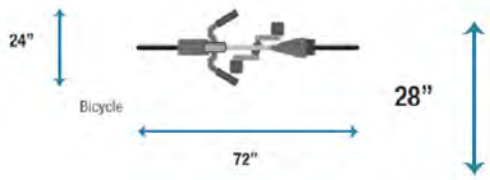
Long term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours a secure and weather protected place to park their bicycle. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage travel by bicycle.

To comply with City of Boulder requirements, long term bike parking must be enclosed and secure to ensure protection from theft and inclement weather. In general types of long term bike parking include enclosed storage lockers, a room within a building dedicated to bike parking or a stand alone building or enclosed bike shelter.

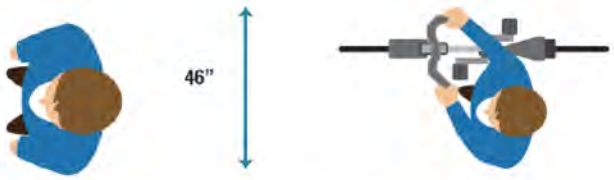
Bicycle parking racks are installed within the room or shelter to provide a space for a bicyclist to affix and lock their bicycle. Some options to increase the capacity within the storage space include vertical and double decker bicycle racks.

Basic Dimensions:

Bicycles are among the easiest vehicles to park because they are small in size and simple in design. Bicycle parking is significantly more efficient than parking for motorized vehicles. A standard bike is 6' long with handle bars 2' wide and approximately 4' tall. Envision the bicycle as a box that you need to move within the given space.



Pedestrian



Cyclist with Bicycle

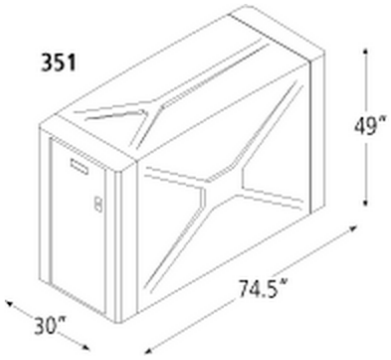
Bike Lockers

Description:

Bike lockers fully encloses each individual bicycle. They provide weather protection and are anchored securely to the ground resists tampering and vandalism. Bike lockers provide a physical barrier between thiefs or weather and the individual bike.

Specifications:

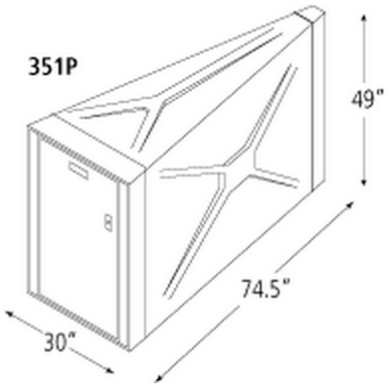
» Locker doors should open to at least 90 degrees to allow easy loading/unloading.
» Lockers should be clearly labeled as bicycle parking.
» Directions for use should be posted on or near the lockers.
» Information about how to sign up for lockers (leased or smartcard on-demand) should be posted on or near the locker.



Site Layout:

Ensure adequate end and side clearance for users to maneuver their bicycles around the parking area, given the increased size and obstruction of larger bicycle lockers. Also consider access from both sides where two-sided lockers are used.

Aisle spacing should: allow for simultaneous users, consider entry and exit flow and take into account door swing from opening lockers, both to allow the door to open and to maneuver the bicycle into and out of the locker.

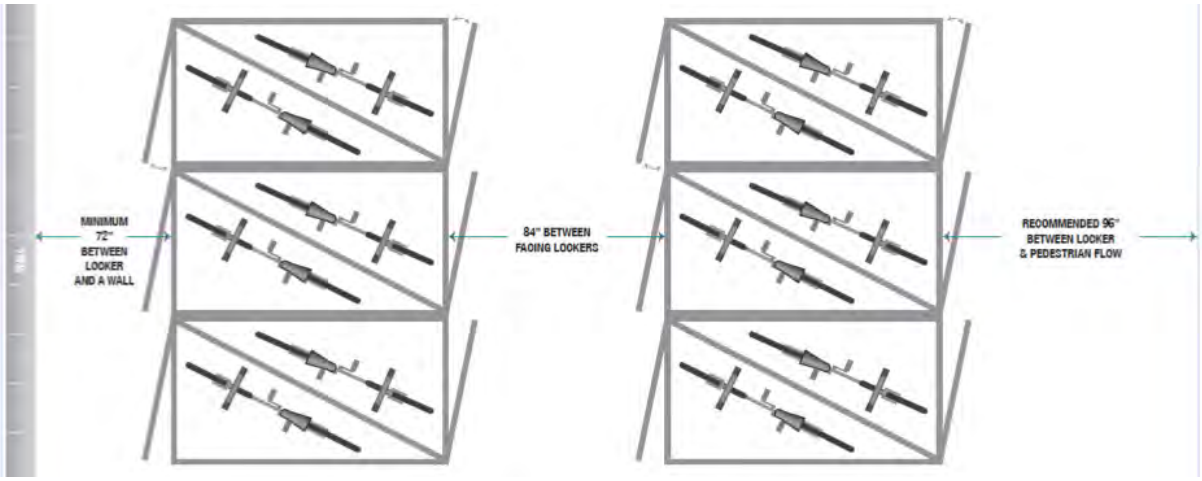


Advantages:

» Low operating costs
» High security

Disadvantages:

» Space requirements per bicycle
» Lack of capacity and other amenities for bicyclists



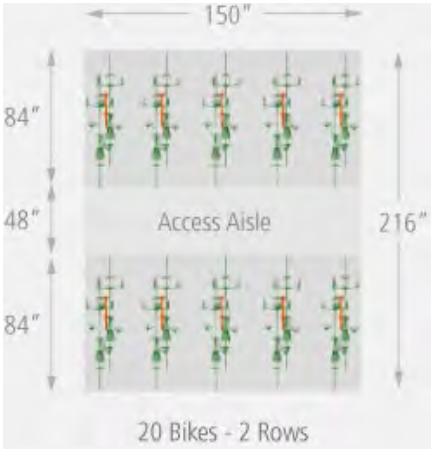
Bike Rooms and Cages

Description:

Bike rooms or cages are fully enclosed facilities that include racks on the inside. Access to bike cage/room is restricted to only the owners of the bicycles stored inside. Indoor storage rooms can be incorporated into employment or residential buildings. These rooms include racks and sometimes include other amenities such as lockers or showers.

Specifications:

» Approximately 15 square feet per bicycle parking space
» Width of aisle serving single level of bike parking should be 5 feet minimum
» Doors should be automatic opening if at all possible.
» Corridor widths should be sufficiently wide so that there is both easy access and allows for easy turning movements.
» Areas should be well lit, and in a convenient location
» Room should be intuitive to use
» Provide enough space to comfortably navigate when the facility is under high usage

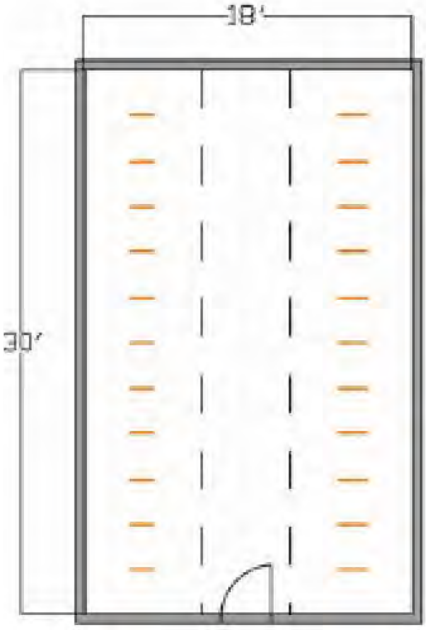


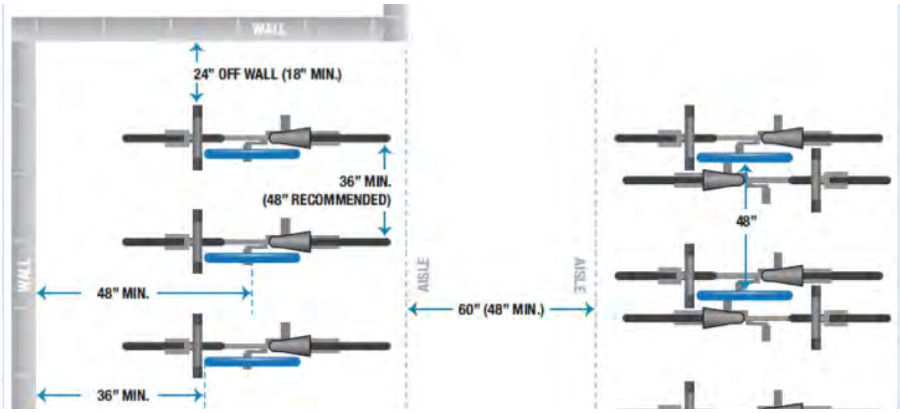
Advantages:

» Relatively low in capital cost
» Can convert existing space in a parking garage or a room to provide bicycle parking
» Can vary in design from basic chain-linked fenced areas to more elaborate indoor facilities

Disadvantages:

» Since more than one person has access to these facilities, there are potential security issues in comparison to bike locker.
» Potentially large space requirements





Custom Bike Parking Solutions

The Lambeth Bikehangar

Description:

There are custom bike parking solutions to provide secure and covered bike parking for sites where storage space is limited. These still offer a safe and effective way to protect bikes from inclement weather conditions, vandalism and theft. An example would be the *Lambeth Bikehangar*:

www.cyclehoop.com/product/bike-lockers/bike-hangar

Specifications:

» Solution specific

The Lambeth Bikehangar

» Stores up to six bicycles
» Gas sprung door which remains open at the required height.
» Can be placed in half a parking space.

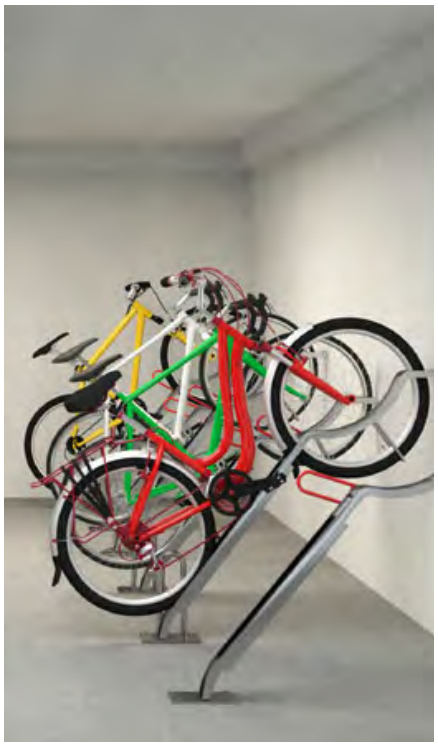
Advantages:

» Fit specific settings and situations where other options may not be possible.

Disadvantages:

» May me more expensive than other long term bike parking solutions

The Lambeth Bikehangar



Space Saving Solutions

Double Decker Bike Parking

Description:

Double Decker bike parking allows for increased space efficiency through the use of a second level of bicycle storage. Bikes on the second level sit in trays that can be lowered for easier loading.

Specifications:

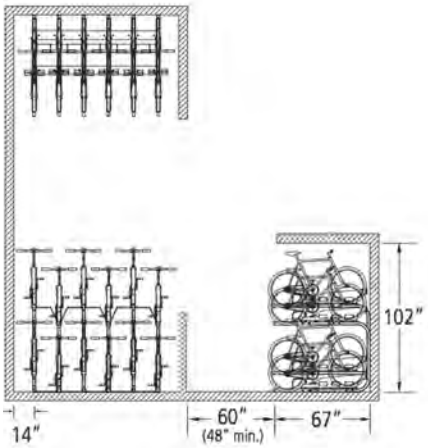
- » Width of aisle serving double decker bike parking should be 7 feet minimum
- » Double decker bike parking is only possible in places with enough ceiling height

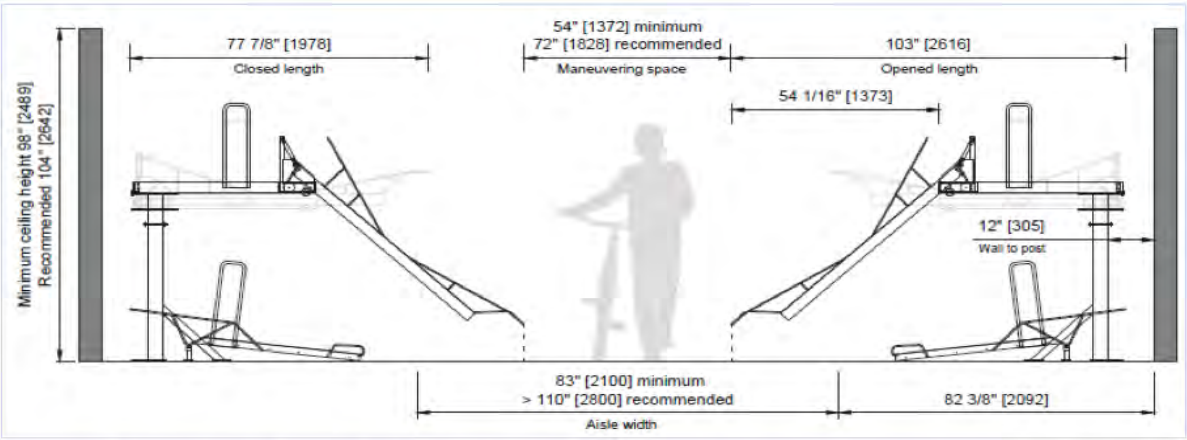
Advantages:

- » Increased space efficiency
- » Increased storage options within the facility

Disadvantages:

- » Moving parts are susceptible to malfunction and require periodic inspection
- » Design may not be intuitive so instructional signage may needed
- » Medium to high cost per bicycle





(© Urban Bicycle Parking Systems 2014)

Space Saving Solutions

Vertical Bike Parking

Description:

Vertical bike parking solutions increase space efficiency by allowing bicycles to be mounted vertically on the walls. This type of rack require manual lifting of bicycles in order to mount the bike to the rack.

Specifications:

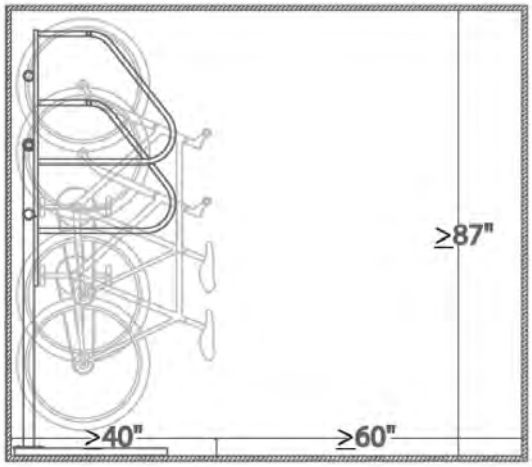
- » Designs typically space bicycles 14 to 16 inches apart.
- » Maximum bicycle density is achieved by rack designs or installations that vertically stagger bicycles such that the handlebars overlap in space.
- » Raising every other bicycle about 12 inches achieves maximum density.

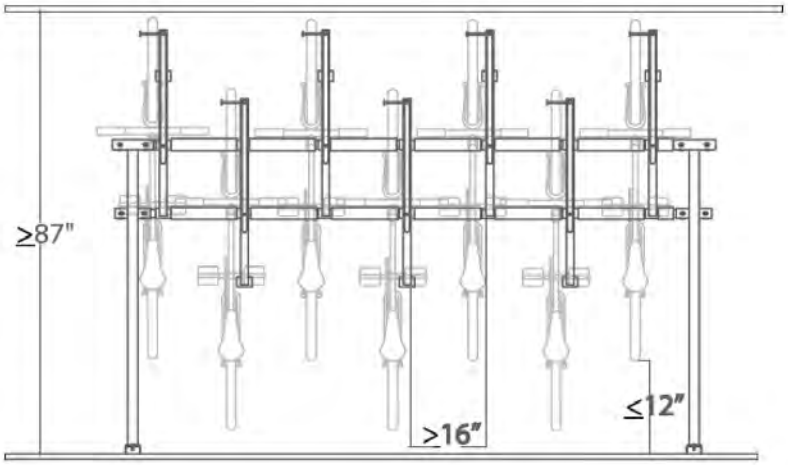
Advantages:

- » Increased space efficiency
- » Low cost per bicycle
- » Small footprint

Disadvantages:

- » May be difficult to lift bicycle to necessary position for some users
- » Design may not be intuitive so instructional signage may need to be provided to prevent misuse and injury.





Bike Parking Amenities

In designing and providing long term bike parking, consider including the following amenities that will further accommodate the needs of cyclists.

Repair Stations

Providing tools cyclist most need when bikes need tuning is essential for exceptional long term bike parking. Tools can everything from bike pumps and extra tubes to full-featured bike repair racks including wrenches, screwdrivers, and air pumps. These amenities will allow cyclists to perform repairs and maintenance, from changing a flat to adjusting brakes and gears.

All-in-one bike maintenance stations come with the necessary tools and air pump securely attached to a stand with stainless steel cables. Hanging the bike from a hanger arms allows the pedals and wheels to spin freely while making adjustments.

Recommended Spacing:

Wall setbacks:

- Minimum of 48" from side of station to wall or other objects
- Minimum of 12" from back of station to wall
- Minimum of 6" between station and pump

Electric Assist Bike (eBike) Parking

Electric Assist Bikes must be charged fairly frequently. Providing a standard electrical outlet in or near the long term bike parking allows for electric assist bicycle users to charge their bikes conveniently and securely. Provide a table or shelf near the outlet where the users charging stand can be placed and stored.

Showers and Clothes Lockers

Other amenities, particularly for employers are cyclist showers and clothes lockers. These provide a place for cyclists to freshen up after a long ride or on a hot day.

For more information please visit *goboulder.net*

Reference:

- Bicycle Parking Guidelines - A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals (APBP)
- Urban Racks Bicycle Parking Guidelines
- City of San Fransico
- San Fransisco Municipal Transportation Agency
- NYC Dept of City Planning Transportation Division
- City of Portland Office of Transportation
- Arlington County Guide to Effective Bicycle Parking
- http://www.dero.com/

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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: OCTOBER 21, 2014

AGENDA TITLE: Introduction, first reading and consideration of a motion to order published, by title only, an ordinance to remove the sunset provision to Ordinance 7491, and continue allowing e-bike use on certain multi-use paths.

PRESENTER/S
Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
Tracy Winfree, Director of Public Works for Transportation
Michael Gardner-Sweeney, Transportation Planning and Operations Coordinator
Kathleen Bracke, GO Boulder Program Manager
Jeff Haley, Parks Planner, Parks and Recreation Department
Jim Reeder, Land and Facilities Division Manager, Open Space and Mountain Parks
Kurt Weiler, Traffic Commander, Boulder Police Department
Molly Winter, Executive Director of Downtown, University Hill and Parking Services
Marni Ratzel, Senior Transportation Planner

EXECUTIVE SUMMARY

On Feb. 7, 2014, the city began a pilot project to allow and test electric-assisted bicycle (e-bike) use on hard-surface multi-use paths, not including paths on Open Space and Mountain Parks (OSMP) lands. The pilot project was authorized by an ordinance adopted by council in November 2013 that established a pilot project sunset date of Dec. 31, 2014.

A staff evaluation of multi-use path users during the pilot project showed that e-bikes make up a very small proportion of path users. During a seven-hour multi-use path observation, 1,000 bikes were counted and only three of those were e-bikes. Since the pilot project began, there have been no reported traffic collisions or close calls involving e-bikes. In addition, intercept surveys of other path users show the majority of path users have not interacted with e-bikes and support their use on multi-use paths. This qualitative

and quantitative data suggests that e-bikes can continue to coexist with current users on multi-use paths.

This item introduces an ordinance to remove the sunset provision of Ordinance 7491, which allows e-bikes on certain multi-use paths, excluding paths on OSMP-managed lands. The draft ordinance is included as **Attachment A**. It enables the City Manager, under rulemaking authority, to regulate the hard-surface paths where a person may activate the electric-assisted motor of an e-bike. The current regulation establishes a Map of Multi-Use Paths That Allow E-Bike Use and allows the pilot project to continue until Dec. 31, 2014. A new rule to remove the sunset date would be published approximately 30 days after council approval of the ordinance and enacted approximately two weeks thereafter, on or about Jan. 2, 2015.

Consistent with the current ordinance, the new ordinance would not include use on facilities that are pedestrian-only or intended to preserve the natural environment. Specifically, the proposed ordinance states that e-bike use would continue to be prohibited on sidewalks, paths and soft-surface trails in the OSMP system surrounding Boulder.

STAFF RECOMMENDATION

Based on the technical evaluation and community input detailed in subsequent sections of this memo, staff recommends that e-bike use be continued as allowed today and that Ordinance 7941 be amended to remove the sunset provision.

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to introduce and order published, by title only, an ordinance removing the sunset provision of Ordinance 7941.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- **Economic**: Bicyclists tend to shop locally and invest in the local economy. A local survey estimates the direct economic benefit of the bicycling industry in Boulder to be $52 million in 2010. E-bikes support local trips to shopping and employment for people of all ages and abilities.

- **Environmental:** E-bikes are an efficient, zero-emission transportation option, reducing greenhouse gases and vehicle miles traveled. An estimated 40 percent of all car trips are less than two miles away. Reducing the number of trips made by cars reduces congestion and frees up road space for essential motor vehicle trips. E-bikes expand the distance a bicyclist is willing and able to ride, which increases the potential to shift some single-occupant vehicle trips to e-bike trips.

- **Social:** Allowing the use of e-bikes on multi-use paths supports a complete transportation system. E-bikes expand travel options and help aging generations stay active and healthy. Biking is an active form of transportation that helps address health problems related to sedentary behavior.

OTHER IMPACTS

- **Fiscal –** There are no budgetary impacts associated with this work.
- **Staff time –** No additional staffing or staff time is expected as a result of these proposed changes.

BOARD AND COMMISSION FEEDBACK

On Oct. 13, 2014, the Transportation Advisory Board (TAB) held a public hearing to consider the staff recommendation to remove the sunset provision and continue to allow electric-assisted bicycle use on certain multi-use paths, excluding paths on OSMP-managed land. The board unanimously passed a motion in support of a recommendation to City Council to remove the sunset provision from Ordinance 7941.

TAB members are supportive of removing the sunset provision and continuing e-bike use on multi-use paths as a means to increase mobility and bicycle mode share. TAB members expressed a desire for staff to continue monitoring the use of e-bikes on multi-use paths and to revisit the issue should a problem arise in the future. At least one board member felt that the low percentage of e-bike users observed on multi-use paths and relatively low response rate from the survey demonstrates that there was not adequate data to make an educated long-term policy decision regarding e-bike use on multi-use paths.

Other affected boards include the Downtown Management Commission (DMC), Open Space Board of Trustees (OSBT), University Hill Commercial Area Management Commission (UHCAMC), and Parks and Recreation Advisory Board (PRAB). These boards received the TAB packet materials for this topic as an information item in advance of the City Council meeting.

PUBLIC FEEDBACK

There was an extensive public engagement process that preceded the board and council consideration of the e-bikes pilot project. Throughout the pilot project, Inspire Boulder offered a digital forum for community input and dialog. Stakeholders from that process who expressed interest in updates about the city's policy regarding the use of e-bikes have been informed of the staff recommendation and the TAB and council meeting schedule to consider the proposed ordinance, and have been provided with links to the TAB and council materials.

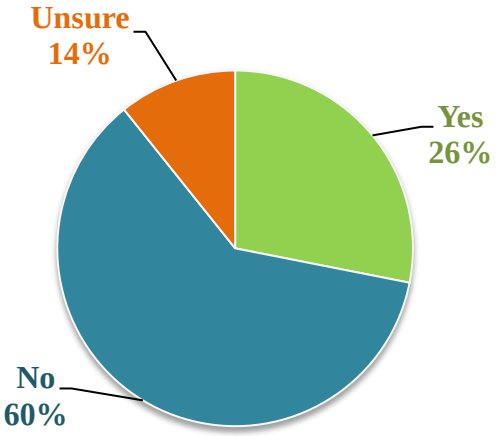
An intercept survey of multi-use path users was conducted during the week of Sept. 6, 2014. Four locations along the paths were selected to intercept path users: Boulder Creek multi-use path at Boulder High School; Elmer's Twomile Creek multi-use path at Goose

Creek multi-use path; Arapahoe Avenue multi-use path at 48th Street/Boulder Community Health; and South Boulder Creek path south of Baseline Road.

A total of 126 respondents answered two questions about e-bikes included on the survey. These questions and a breakdown of responses are detailed below.

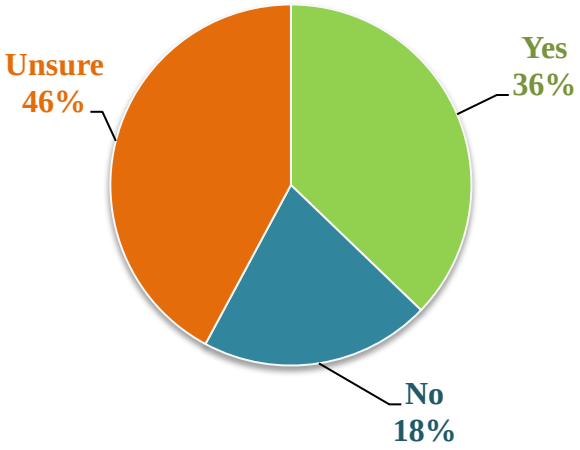
Have you encountered an electric-assisted bicycle on multi-use paths in Boulder?

- **Yes:** 34
- **No:** 74
- **Unsure:** 13



Do you support the use of electric-assisted bicycles on Boulder's multi-use paths?

- **Yes:** 45
- **No:** 25
- **Unsure:** 51



Two community members attended the Transportation Advisory Board meeting on Oct. 13, 2014, to provide testimony during the public hearing. Both community members expressed support for continuing to allow e-bike use on multi-use paths. Additionally, Community Cycles provided written comment in support of continuing to allow e-bike use on multi-use paths.

BACKGROUND

One objective of the updated Transportation Master Plan (TMP) is achieving an increase in bicycle mode share from 10 to 15 percent by 2020 and ultimately to 30 percent by 2035. In support of this objective, staff is focusing its efforts on attracting and better accommodating "interested but concerned cyclists" and especially increasing trips by older adults, women and families with young children – accommodating bicyclists from eight to 80 years old. Engineering improvements, coupled with strategies to encourage,

educate, enforce, and evaluate, are the five "E's" that comprise this comprehensive approach to increasing bike mode share in Boulder.

As part of the 2014 TMP update, the city introduced a Living Laboratory to test a variety of new bicycle facilities and programs and evaluate their long-term application in Boulder. These bicycle pilot projects include innovative treatments that offer the opportunity to experiment with enhancements to the existing system and aim to encourage bicycle use by all types of people for a variety of trip purposes.

In February 2014, the city began the pilot program to test the use of e-bikes on certain hard-surfaced multi-use paths, not including paths on OSMP lands or sidewalks (except those designated as multi-use paths). Staff conducted a qualitative and quantitative evaluation of the e-bike pilot project that is detailed in the "Analysis" below.

ANALYSIS

In order to assess whether the use of e-bikes as an alternate mode of transportation is safe, prudent, and in the best interest of all users of the city's hard-surfaced, multi-use path system, city staff evaluated the factors and data on an ongoing basis. Since the inception of the pilot project, the findings are as follows:

1. There have been no reported traffic collisions involving e-bikes on hard-surfaced, multi-use paths;

2. There have been no reported close call incidents involving e-bikes on hard-surfaced, multi-use paths;

3. There have been no reported or observed unsafe behaviors by e-bike users, including speeding and/or other safety concerns, along the hard-surfaced, multi-use paths; and

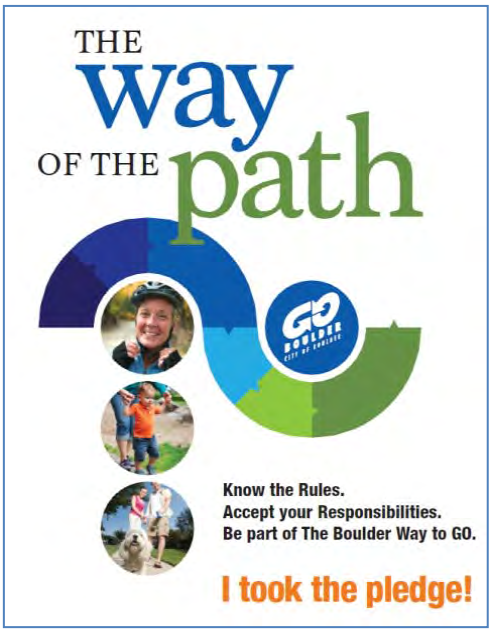
4. There has not been a need for Boulder Police officers to issue any warnings or citations involving e-bikes along the hard-surfaced, multi-use path system, or for officers to increase enforcement at a particular location. Enforcement efforts were only to be considered if a problem location was identified.

Staff conducted field surveys in August 2014 and key findings indicate that allowing e-bikes to ride on multi-use paths has not resulted in large numbers of e-bikes using the trail system and that 82 percent of all bicycles (e-bikes and "regular" bikes) are traveling at or below the posted 15 mph speed limit on multi-use paths.

Key findings from approximately seven hours of observing 1,000 traveling bicycles at four multi-use path locations included the following:

- Three e-bikes were observed (out of 1,000 bikes);
- 82 percent of cyclists were traveling at or below the 15 mph speed limit;
- Less than 1 percent of cyclists experienced near-miss conflicts;
- 67 percent of all cyclists observed were male;

- 33 percent of all cyclists observed were female;
- 10 percent of cyclists observed wore a "full lycra cycling kit;" and
- 7 percent of cyclists observed were children.



The city launched The Way of the Path courtesy campaign this fall to encourage safe behaviors for all path users, with an emphasis during the back-to-school timeframe. This campaign is part of the community outreach initiated with the e-bikes pilot program as part of the Living Lab, though it is designed to be universal in communicating safety and etiquette messages. The Way of the Path campaign features messaging about eight rules designed to encourage proper etiquette and safety for all path users. It is supported by a project Web page and social media, as well as a team of Bicycle Ambassadors.

In partnership with Community Cycles, Bicycle Ambassadors staffed a table at the Wednesday Boulder Farmers' Markets and at spot locations along the multi-use paths throughout September to raise awareness about the rules and ask community members to pledge their commitment to make paths more safe and enjoyable. Those who signed the pledge receive weekly blog posts and surveys on the rules of the path. As of the seventh week of the campaign, more than 330 people have pledged to follow The Way of the Path, several of whom are completing weekly surveys to share their perspective and experience as path users.

Some highlights from the surveys so far include:

- More than 80 percent of respondents knew the 15 mph speed limit on Boulder's multi-use paths;
- The top three reasons for using Boulder's multi-use paths were recreational/social, exercise, and shopping/errands; and
- A total of 21 people completed the weekly blog survey asking two questions about e-bikes. Of these respondents, 17 expressed support for e-bike use on multi-use paths, four were unsure and none were in opposition. In answer to the question of whether they have encountered an e-bike on multi-use paths, four said yes, four responded that they were unsure and 13 answered no.

The Way of the Path campaign will continue on an ongoing basis throughout 2014 and 2015, regardless of whether e-bike use on multi-use paths continues or not.

PROPOSED ORDINANCE REVISION

The City Attorney's Office has drafted a proposed ordinance for City Council consideration that would remove the sunset provision (Section 8) of Ordinance 7491 and continue to allow e-bike use on hard-surface, multi-use paths, excluding paths on OSMP. This proposed ordinance is included as **Attachment A**.

Based on the pilot project technical analysis and community feedback, staff recommends that the use of e-bikes on the hard-surface multi-use paths is working well and recommends that council remove of the sunset date provision of Dec. 31, 2014 to allow e-bikes on certain multi-use paths in 2015 and beyond.

NEXT STEPS

If the proposed ordinance to remove the sunset provision is approved by City Council, staff will proceed with amending the current rule to continue to allow e-bike use on specific hard-surface multi-use paths in Boulder.

Visit www.goboulder.net for more information about e-bikes and multi-use paths.

ATTACHMENTS

Attachment A: Ordinance 8007

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ORDINANCE NO. 8007

AN ORDINANCE TO REMOVE THE SUNSET PROVISION OF ORDINANCE 7941, AND TO CONTINUE ALLOWING E-BIKE USE ON CERTAIN MULTI-USE PATHS.

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

Section 1. The first sentence of Section 8 of Ordinance 7941 is repealed. This sentence provided that Ordinance 7941 would no longer be effective after December 31, 2014. All other provisions of Ordinance 7941 shall remain in full force and effect including the remaining provisions of Section 8.

Section 2. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 3. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this ____ day of _____, 2014.

.

_____
Mayor

Attest:

_____
City Clerk

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE:
Introduction, first reading and consideration of a motion to order published by title only, an ordinance vacating and authorizing the City Manager to execute a deed of vacation for four sidewalk easements and one public roadway easement at 1715 and 1725 28th Street and 2625 Canyon Boulevard. (LUR2014-00075)

PRESENTER/S
Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning + Sustainability
Charles Ferro, Development Review Manager for Community Planning + Sustainability
Edward Stafford, Development Review Manager for Public Works
Jonathan Woodward, Associate Planner

EXECUTIVE SUMMARY
The applicants, Bison Holdings I, LLC, CHAI, LLC, and LJD-EADS, LLC, have requested vacations of four sidewalk easements and one public roadway easement at 1715 and 1725 28th Street and 2625 Canyon Boulevard. (Case # LUR2014-00075). The site is located on the northwest corner of 28th Street and Canyon Boulevard and is part of an approved redevelopment project that includes two new hotels and one new office building. The vacations are consistent with this approved site review (Case # LUR2013-00066).

These vacations are necessary for the redevelopment, and the new easements will be dedicated on the 28th and Canyon Subdivision Final Plat. (Case # LUR2014-00034). These easement vacations must be approved by ordinance.

The Planning Board will receive an information item regarding this ordinance prior to its meeting on October 16, 2014. City Council will have two readings of the proposed ordinance on October 21 and November 6, 2014.

STAFF RECOMMENDATION

Staff requests council consideration of this matter and action in the form of the following:

Suggested Motion Language:
Motion to introduce on first reading and order published by title only, an ordinance vacating and authorizing the City Manager to execute a deed of vacation for four sidewalk easements and one public roadway easement at 1715 and 1725 28th Street and 2625 Canyon Boulevard.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic - No economic impact is anticipated through this easement vacation.
- Environmental - No impacts are anticipated through this easement vacation.
- Social - None identified.

OTHER IMPACTS

- Fiscal - None identified.

BOARD AND COMMISSION FEEDBACK

A copy of this report will be sent to Planning Board on October 16, 2014, in conformance with Section 79 of the City of Boulder Charter. Should the board have any comments on the proposal, they will be conveyed to the City Council in the second reading memorandum set for November 6, 2014.

PUBLIC FEEDBACK

Public notices of this proposed vacation were mailed to property owners within 600 feet of the project on September 5, 2014. Staff has received no written or verbal comments adverse to the vacation.

BACKGROUND

The site is located on the northwest corner of Canyon Boulevard and 28th Street, which is a major commercial corridor in Boulder. At nearly three acres, the site is undergoing a transformation. The redevelopment will be home to two hotels (Embassy Suites and Hilton Garden) and one office building. Attachment B shows the former building outlines of the Golden Buff Lodge and Eads Shop.

This ordinance seeks to vacate four sidewalk easements and one public roadway easement which were used for the previous development on the site. These easements were dedicated between 1970 and 1985. There were four other easements on the site: two have been vacated through quitclaim deed, and the other two are utility easements that will be vacated through a private quitclaim deed. Utility companies Xcel Energy, Centurylink and Comcast have signed their consent of these vacations.

Due to the reconfiguration of the three acre property and the new buildings, these easements will have no public benefit. Failure to vacate these easements would create a hardship to the owner and developer. Staff is currently working with the applicants to establish the new easements on the Final Plat.

ANALYSIS

Staff finds the proposed five vacations at 1715 and 1725 28th Street and 2625 Canyon Boulevard are consistent with the standard set forth in section 8-6-9(c), "*Vacation of Public Rights of Way and Public Access Easements*", B.R.C. 1981. Specifically, staff has determined that these easements have no use for the new development. New easements are being dedicated on the final plat. Staff has reviewed this vacation request and has concluded that the criteria can be met based on the criteria laid forth in section 8-6-9(c):

(1) The applicant must demonstrate that the public purpose for which an easement or right of way was originally acquired or dedicated is no longer valid or necessary for public use;

Applicant has requested new dedications for the new development. The easements that are being vacated no longer serve a purpose for the site.

(2) All agencies and departments having a conceivable interest in the easement or right of way must indicate that no need exists, either at present or conceivable in the future, to retain the property as an easement or right of way, either for its original purpose or for some other public purpose unless the vacation ordinance retains the needed utility or right of way easement;

City of Boulder Engineering Department has consented to the vacation. Utilities companies Xcel, Centurylink, and Comcast have signed their consent that these easements are no longer needed.

(3) The applicant must demonstrate, consistent with the Boulder Valley Comprehensive Plan and the city's land use regulations, either:

(A) That failure to vacate an existing right of way easement on the property would cause a substantial hardship to the use of the property consistent with the Boulder Valley Comprehensive Plan and the city's land use regulations; or

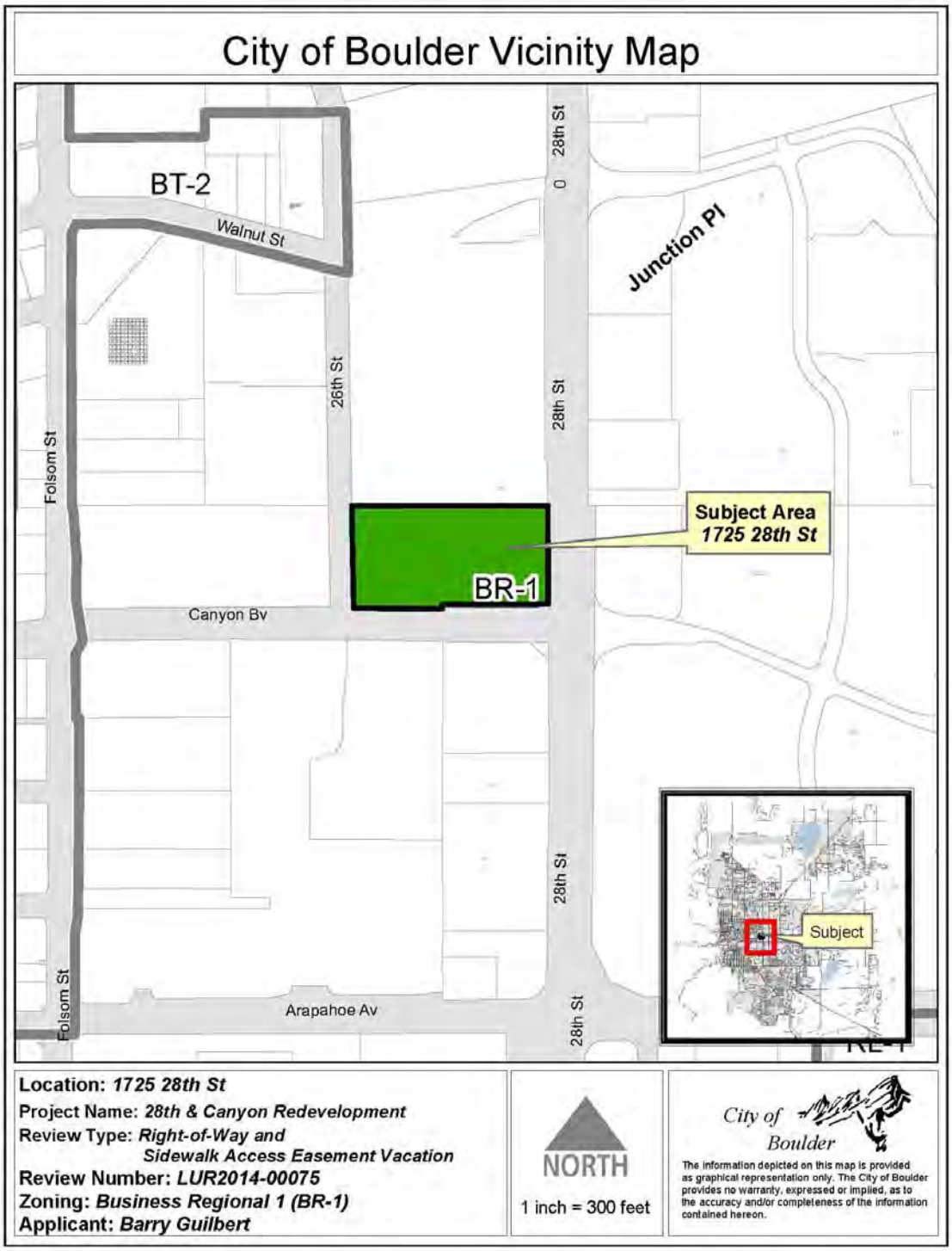
Applicant needs use of the land in the easements. Failure to approve these vacations will create a hardship for the project, as the site review has been approved and the easements are inconsistent with the land use approval.

(B) That vacation of the easement or right of way would actually provide a greater public benefit than retaining the property in its present status.

The public will receive greater public benefit with the new easements that are being dedicated with the final plat and are consistent with the approved site review.

ATTACHMENTS

A. Vicinity Map (page 4)
B. Map with easements to be vacated (page 5)
C. Ordinance to Vacate Easements which includes Deed of Vacation (page 6)


City of Boulder Vicinity Map
BT-2
Walnut St
28th St
Junction Pl
26th St
28th St
Folsom St
Subject Area
1725 28th St
BR-1
Canyon Bv
28th St
Subject
Folsom St
Arapahoe Av
28th St
Location: 1725 28th St
Project Name: 28th & Canyon Redevelopment
Review Type: Right-of-Way and Sidewalk Access Easement Vacation
Review Number: LUR2014-00075
Zoning: Business Regional 1 (BR-1)
Applicant: Barry Guilbert
NORTH
1 inch = 300 feet
City of Boulder
The information depicted on this map is provided as graphical representation only. The City of Boulder provides no warranty, expressed or implied, as to the accuracy and/or completeness of the information contained hereon.

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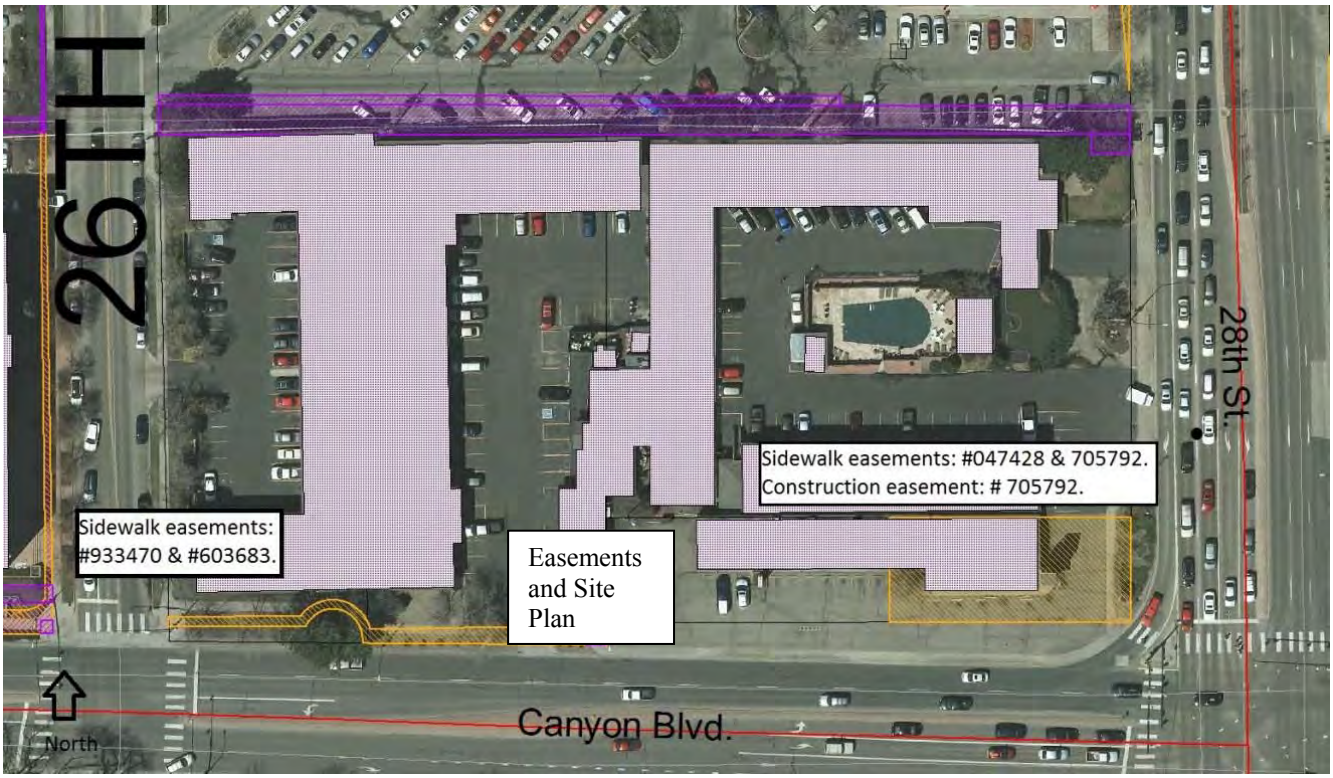

Note: Easements shown in yellow

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ORDINANCE NO. _____

AN ORDINANCE VACATING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A DEED OF VACATION FOR FOUR SIDEWALK EASEMENTS AND/OR RIGHT-OF-WAY AND ONE PUBLIC ROADWAY EASEMENT AND/OR RIGHT-OF-WAY GENERALLY LOCATED AT 1715 AND 1725 28th STREET AND 2625 CANYON BOULEVARD, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER FINDS AND RECITES THAT:

A. Chai, LLC, a Colorado limited liability company, owns an undivided 97% interest and Bison Holdings I, LLC, a Colorado limited liability company, owns an undivided 3% interest in the property generally known as 1725 28th Street and 2625 Canyon Boulevard and more particularly described as Parcels A and B on Exhibit A attached hereto and incorporated herein and LJD-Eads, LLC, a Colorado limited liability company, owns the property generally known as 1715 28th Street and more particularly described as Parcel C on Exhibit A ("Owners"). The Owners have requested that the city vacate four sidewalk easements and/or right-of-way and one public roadway easement and/or right-of-way; and

B. The City Council is of the opinion that the requested vacations are in the public interest and that said easements and/or right-of-way are not necessary for the public use.

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

Section 1. The City Council vacates and authorizes the city manager to execute a deed of vacation for the easements and/or right-of-way as more particularly described in the deed of vacation on Exhibit B attached hereto and incorporated herein.

Section 2. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 3. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 6th day of November, 2014.

_____
Mayor

Attest:

_____
City Clerk

EXHIBIT A TO ORDINANCE

LEGAL DESCRIPTION

PARCEL C: (PER TITLE COMMITMENT 1715 28TH STREET)

COMMENCING AT THE SOUTHWEST CORNER OF HARDEN PLACE LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF ON FILE WITH THE OFFICE OF THE CLERK AND RECORDER OF SAID BOULDER COUNTY;

THENCE EASTERLY ALONG THE NORTH LINE OF COUNTY ROAD NO. 26, KNOWN AS ARAPAHOE OR VALLEY ROAD, A DISTANCE OF 960 FEET;

THENCE NORTHERLY AND PARALLEL TO THE WEST LINE OF SAID SECTION 29 TO A POINT 260 FEET SOUTH OF THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29, THE TRUE POINT OF BEGINNING;

THENCE NORTH 00°11'30" WEST, PARALLEL WITH THE WEST LINE OF SAID SECTION 29, A DISTANCE OF 60.0 FEET;

THENCE NORTH 89°51'50" EAST, PARALLEL AND 200 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 273.43 FEET TO THE WEST RIGHT-OF-WAY LINE OF 28TH STREET, AS DESCRIBED IN DEED RECORDED NOVEMBER 17, 1956 IN BOOK 1030 AT PAGE 94, BOULDER COUNTY RECORDS,

THENCE SOUTH 00°04'10" EAST, ALONG THE WEST RIGHT-OF-WAY LINE OF 28TH STREET, A DISTANCE OF 60.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CANYON BOULEVARD (FORMERLY KNOWN AS WATER STREET), DESCRIBED AS "PARCEL NO. 6 REVISED" IN THE RULE AND ORDER OF CIVIL ACTION NO. 16692, RECORDED JULY 17, 1964 UNDER RECEPTION NO. 761009, BOULDER COUNTY RECORDS; THENCE SOUTH 89°51'50" WEST, ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID CANYON BOULEVARD, A DISTANCE OF 273.30 FEET TO THE TRUE POINT OF BEGINNING. LESS AND EXCEPT THAT PORTION CONVEYED TO THE CITY OF BOULDER IN SPECIAL WARRANTY DEED RECORDED DECEMBER 18, 2013 UNDER RECEPTION NO. 3358084.

COUNTY OF BOULDER, STATE OF COLORADO.

PARCEL A: (PER TITLE COMMITMENT 1725 28TH STREET)

A TRACT OF LAND IN THE SW1/4 OF THE SW1/4 OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29; THENCE NORTH 89 DEGREES 51 MINUTES 50 SECONDS EAST, 861.10 FEET ALONG THE NORTH LINE OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29, TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 58 MINUTES EAST, 259.68 FEET PARALLEL WITH THE EAST RIGHT-OF-WAY LINE OF 26TH STREET AS DESCRIBED IN DEED RECORDED IN BOOK 1291 AT PAGE 444 OF THE BOULDER COUNTY RECORDS, BOULDER COUNTY, COLORADO TO THE NORTH RIGHT OF WAY LINE OF CANYON BOULEVARD AS

EXHIBIT A TO ORDINANCE

DESCRIBED IN DEED RECORDED IN BOOK 1265 AT PAGE 27 OF SAID BOULDER COUNTY RECORDS; THENCE SOUTH 88 DEGREES 50 MINUTES EAST, 125.42 FEET ALONG THE NORTH LINE OF SAID CANYON BOULEVARD TO THE EAST LINE OF THAT TRACT OF LAND CONVEYED FROM THE UNIVERSITY OF COLORADO TO WESTERN INDUSTRIES, INC., BY QUIT CLAIM DEED RECORDED ON FILM 526 AS RECEPTION NO. 776266 OF SAID BOULDER COUNTY RECORDS; THENCE NORTH 0 DEGREES 11 MINUTES 30 SECONDS WEST, 62.51 FEET ALONG THE EAST LINE OF THAT TRACT OF LAND DESCRIBED ON SAID FILM 526 AS RECEPTION NO. 776266 TO A POINT THAT IS 200.00 FEET SOUTHERLY AT RIGHT ANGLES FROM THE NORTH LINE OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29; THENCE NORTH 89 DEGREES 51 MINUTES 50 SECONDS EAST, 273.43 FEET PARALLEL WITH THE NORTH LINE OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29 TO THE WEST LINE OF 28TH STREET; THENCE NORTH 0 DEGREES 04 MINUTES 10 SECONDS WEST, 200.00 FEET ALONG THE WEST LINE OF SAID 28TH STREET TO THE NORTH LINE OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29; THENCE SOUTH 89 DEGREES 51 MINUTES 50 SECONDS WEST, 402.76 FEET ALONG THE NORTH LINE OF THE SW1/4 OF THE SW1/4 OF SAID SECTION 29 TO THE TRUE POINT OF BEGINNING.

PARCEL B: (PER TITLE COMMITMENT 1725 28TH STREET)

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, IN THE CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29 FROM WHICH THE SOUTHWEST CORNER OF SAID SECTION 29 BEARS SOUTH 0 DEGREES 10 MINUTES 00 SECONDS EAST, 1322.59 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 20 SECONDS EAST, 761.16 FEET ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29 TO THE EAST RIGHT-OF-WAY LINE OF 26TH STREET AS DESCRIBED IN DEED RECORDED IN BOOK 1291 AT PAGE 444 OF THE RECORDS OF BOULDER COUNTY, COLORADO AND THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 55 MINUTES 20 SECONDS EAST, 100.08 FEET ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29 TO THE NORTHWEST CORNER OF THAT TRACT OF LAND AS DESCRIBED IN WARRANTY DEED RECORDED ON FILM 635 AT RECEPTION NO. 879256 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE SOUTH 00 DEGREES 54 MINUTES 30 SECONDS EAST, 261.00 FEET ALONG THE WEST LINE OF SAID TRACT OF LAND DESCRIBED ON SAID FILM 635 AT RECEPTION NO. 879256 TO THE NORTH RIGHT-OF-WAY LINE OF CANYON BOULEVARD (COLORADO STATE HIGHWAY NO. 119) AS DESCRIBED IN DEED RECORDED IN BOOK 1265 AT PAGE 27 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE NORTH 88 DEGREES 40 MINUTES 30 SECONDS WEST, 100.15 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID CANYON BOULEVARD TO THE EAST RIGHT-OF-WAY LINE OF SAID 26TH STREET; THENCE NORTH 00 DEGREES 54 MINUTES 30 SECONDS WEST, 258.54 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 26TH STREET TO THE TRUE POINT OF BEGINNING.

THE ABOVE PARCELS OF LAND (PARCELS A & B) ARE ALSO DESCRIBED AS FOLLOWS:

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29, THENCE NORTH 89 DEGREES 51 MINUTES 50 SECONDS EAST, 761.16 FEET ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF

EXHIBIT A TO ORDINANCE

THE SOUTHWEST QUARTER OF SAID SECTION 29 TO THE EAST RIGHT-OF-WAY LINE OF 26TH STREET IN THE CITY OF BOULDER, COLORADO, AS DESCRIBED IN DEED RECORDED IN BOOK 1291 AT PAGE 444 OF THE RECORDS OF BOULDER COUNTY, COLORADO AND THE TRUE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 51 MINUTES 50 SECONDS EAST, 502.70 FEET ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29 TO THE WEST RIGHT-OF-WAY LINE OF 28TH STREET IN THE CITY OF BOULDER, COLORADO; THENCE SOUTH 00 DEGREES 04 MINUTES 10 SECONDS EAST, 200.00 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SAID 28TH STREET;

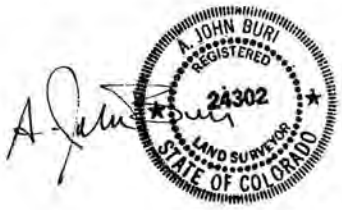
THENCE SOUTH 89 DEGREES 51 MINUTES 50 SECONDS WEST, 273.43 FEET PARALLEL TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 29 TO THE EAST LINE OF THAT TRACT OF LAND AS DESCRIBED IN THAT QUIT CLAIM DEED RECORDED ON FILM 526 AS RECEPTION NO. 776266 OF THE RECORDS OF BOULDER COUNTY, COLORADO;

THENCE SOUTH 00 DEGREES 11 MINUTES 30 SECONDS EAST, 62.51 FEET ALONG THE EAST LINE OF THAT TRACT OF LAND AS DESCRIBED ON SAID FILM 526 AS RECEPTION NO. 776266 TO THE NORTH RIGHT-OF-WAY LINE OF CANYON BOULEVARD IN THE CITY OF BOULDER, COLORADO AS DESCRIBED IN BOOK 1265 AT PAGE 27 OF THE RECORDS OF BOULDER COUNTY, COLORADO;

THENCE NORTH 88 DEGREES 50 MINUTES 00 SECONDS WEST, 225.42 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID CANYON BOULEVARD TO THE EAST RIGHT-OF-WAY LINE OF SAID 26TH STREET;

THENCE NORTH 00 DEGREES 58 MINUTES 00 SECONDS WEST, 257.41 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 26TH STREET TO THE TRUE POINT OF BEGINNING.

COUNTY OF BOULDER, STATE OF COLORADO.



A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
05/05/14
PROJECT NO. 13452F

EXHIBIT B TO ORDINANCE

For Administrative Purposes Only
Address: 1715 28th St & 1725 28th St
Case No.: LUR2014-00075

DEED OF VACATION

The City of Boulder, Colorado, does hereby vacate and release to the present owners of the subservient land, in the manner prescribed by Section 43-2-302, C.R.S., the following real property interests:

1) a sidewalk easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Film No. 1290 Reception No. 603683 on the 14th day of February, 1984 located generally at 2625 Canyon Boulevard and 1725 28th Street and more described on Exhibit A attached hereto and incorporated herein by reference; and

2) a public sidewalk easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Film No. 688 Reception No. 933470 on the 9th day of January, 1970 located generally at 1725 28th Street and more described on Exhibit B attached hereto and incorporated herein by reference; and

3) a sidewalk easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Film 1367 Reception No. 00705792 on the 13th day of August, 1985 located generally at 1715 28th Street and more described on Exhibit C attached hereto and incorporated herein by reference; and

4) a public roadway easement for road construction previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Film 1367 Reception No. 00705792 on the 13th day of August, 1985 located generally at 1715 28th Street and more described on Exhibit D attached hereto and incorporated herein by reference; and

5) a public sidewalk easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Film No. 800 Reception No. 047428 on the 15th day of December, 1972 located generally at 1715 28th Street and more described on Exhibit E attached hereto and incorporated herein by reference.

The above easement vacations and releases of said easements at 2625 Canyon Boulevard, 1715 28th Street, and 1725 28th Street shall extend only to the portion and the type of easements specifically vacated. The within vacations are not to be construed as vacating any rights-of-way, easements or cross-easements lying within the description of the vacated easements.

Executed this _____ day of _____, 20__, by the City Manager after having received authorization from the City Council of the City of Boulder, Colorado, **pursuant to Ordinance No. _____, adopted by the City Council of the City of Boulder, Colorado.**

CITY OF BOULDER, COLORADO

By:_____
Jane S. Brautigam,
City Manager

Attest:

_____
City Clerk

Approved as to form:

_____
City Attorney's Office

_____
Date

EXHIBIT A TO DEED OF VACATION

LEGAL DESCRIPTION – SIDEWALK EASEMENT

A SIDEWALK EASEMENT RECORDED FEBRUARY 14, 1984 AT RECEPTION NO. 603683 LOCATED IN THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P. M.; WHENCE THE NORTH LINE OF SAID SW 1/4, SW 1/4 BEARS N89°51'50"E SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION; THENCE N89°51'50"E ALONG SAID NORTH LINE A DISTANCE OF 761.18 FEET TO THE NORTHWEST CORNER OF PARCEL B; THENCE S00°58'06"E ALONG THE WEST LINE OF SAID PARCEL B, A DISTANCE OF 242.58 FEET TO THE POINT OF BEGINNING;

THENCE S88°43'02"E, A DISTANCE OF 72.70 FEET; THENCE N66°17'08"E, A DISTANCE OF 10.69 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 15.25 FEET AND A CENTRAL ANGLE OF 92°04'16" (CHORD BEARS S67°40'44"E, 21.95 FEET), 24.51 FEET; THENCE S21°38'36"E, A DISTANCE OF 7.03 FEET; THENCE S88°47'14"E, A DISTANCE OF 120.42 FEET; THENCE S00°13'36"E, A DISTANCE OF 6.20 FEET; THENCE N88°48'06"W, A DISTANCE OF 124.52 FEET; THENCE N21°38'36"W, A DISTANCE OF 11.10 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 9.25 FEET AND A CENTRAL ANGLE OF 92°04'16" (CHORD BEARS N67°40'44"W, 13.32 FEET), 14.86 FEET; THENCE S66°17'08"W, A DISTANCE OF 12.02 FEET; THENCE N88°43'02"W, A DISTANCE OF 73.80 FEET TO A POINT ON SAID WEST LINE; THENCE N00°58'06"W ALONG SAID WEST LINE, A DISTANCE OF 6.01 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 1456 SQUARE FEET OR 0.033 ACRES.

A. JOHN BURI REGISTERED 24302 LAND SURVEYOR STATE OF COLORADO

A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
09/24/14
PROJECT NO. 13452H

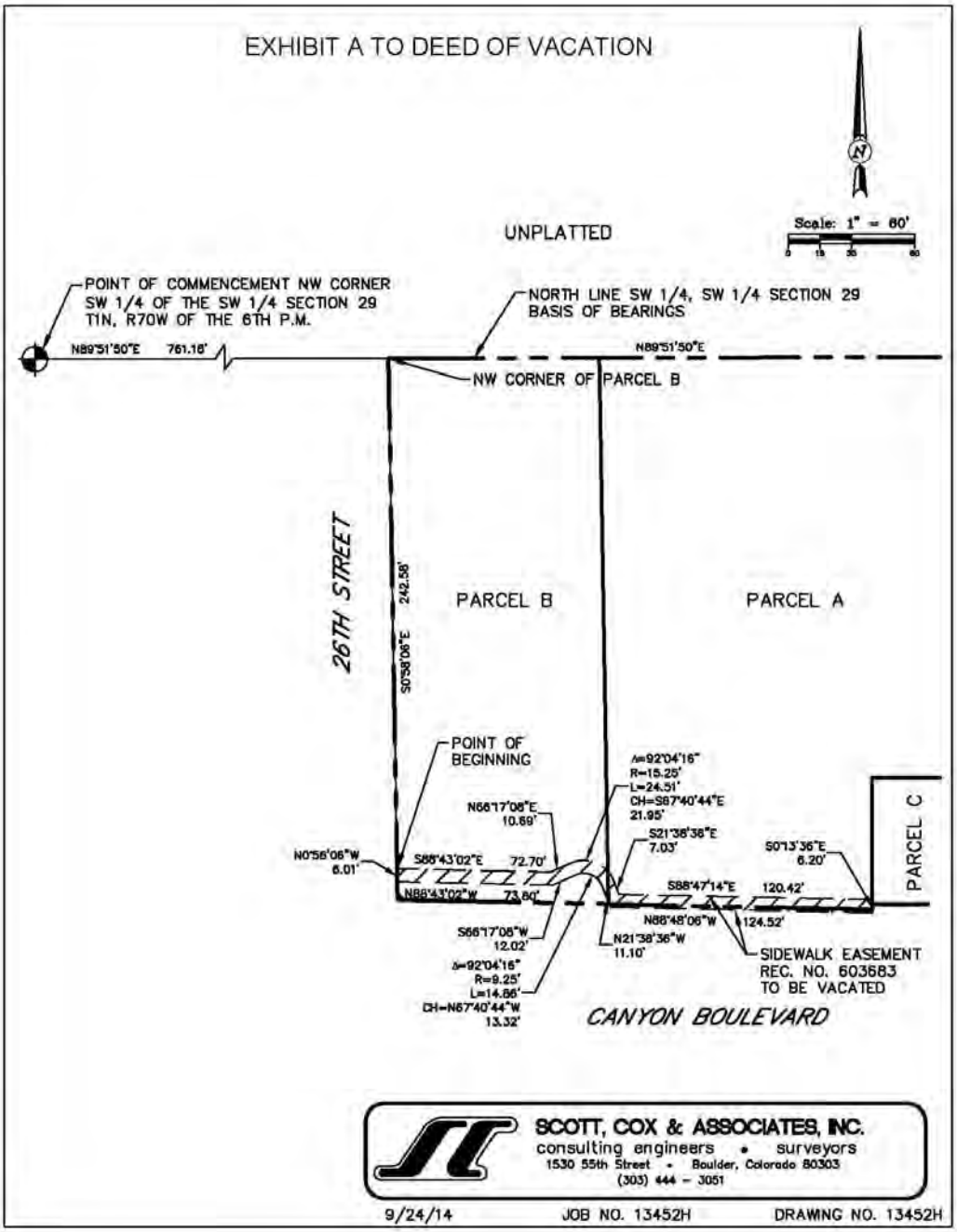


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EXHIBIT B TO DEED OF VACATION

LEGAL DESCRIPTION – SIDEWALK EASEMENT

A SIDEWALK EASEMENT RECORDED JANUARY 9, 1970 AT RECEPTION NO. 933470 LOCATED IN THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P. M., WHENCE THE NORTH LINE OF SAID SW 1/4, SW 1/4 BEARS N89°51'50"E SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION; THENCE N89°51'50"E ALONG SAID NORTH LINE, A DISTANCE OF 761.18 FEET TO THE NORTHWEST CORNER OF PARCEL B; THENCE S22°11'31"E, A DISTANCE OF 276.38 FEET TO A POINT ON THE WEST LINE OF PARCEL A, AND THE POINT OF BEGINNING;

THENCE S88°50'00"E, A DISTANCE OF 125.34 FEET TO THE EASTERLY LINE OF PARCEL A; THENCE S00°11'30"E ALONG SAID EAST LINE, A DISTANCE 3.50 FEET TO THE SOUTH LINE OF SAID PARCEL A; THENCE N88°50'00"W ALONG SAID SOUTH LINE, A DISTANCE OF 125.42 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL A; THENCE N01°10'00"E ALONG SAID WEST LINE, A DISTANCE OF 3.50 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 439 SQUARE FEET OR 0.010 ACRES.

A. JOHN BURI REGISTERED 24302 LAND SURVEYOR STATE OF COLORADO

A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
09/24/14
PROJECT NO. 13452H

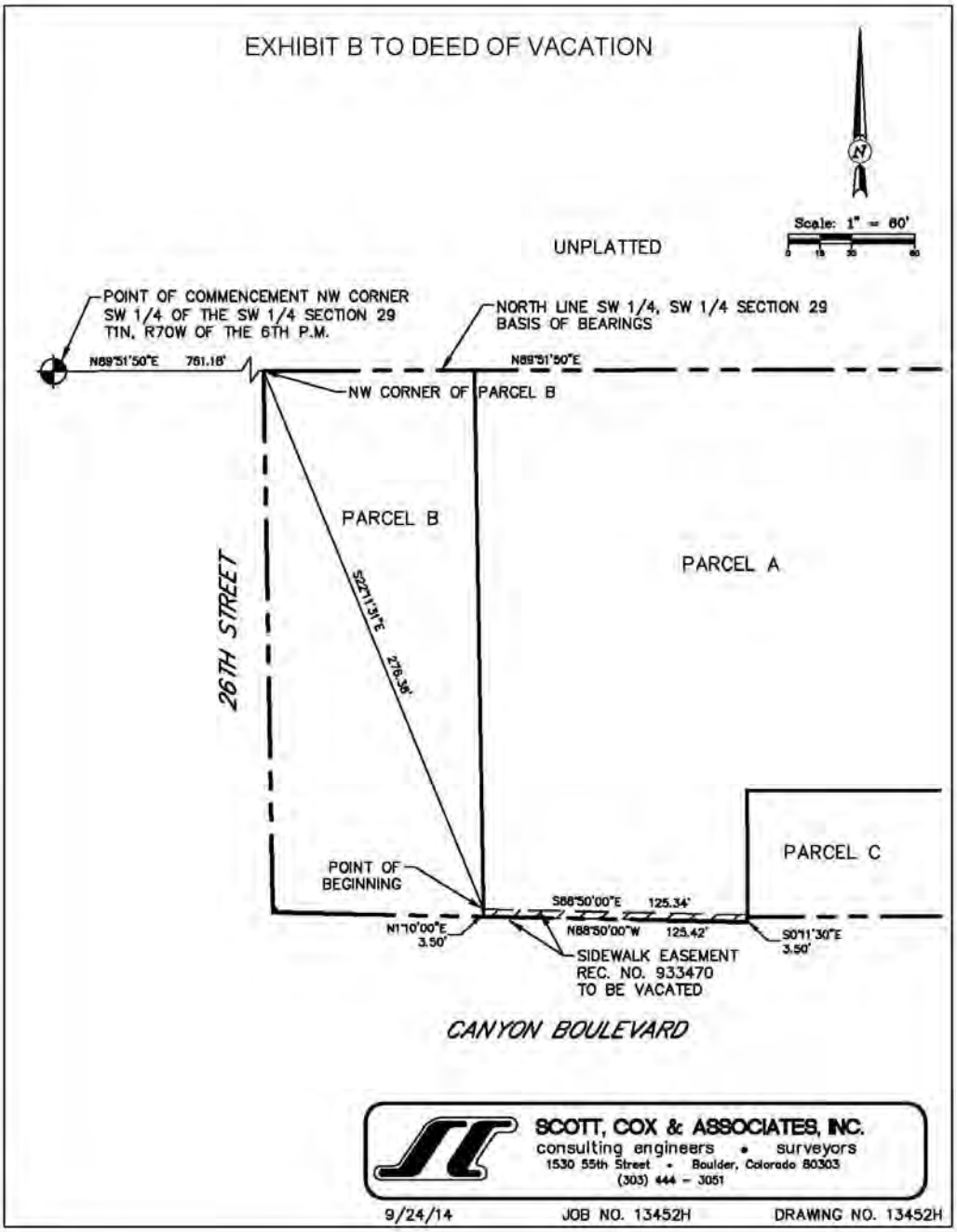

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EXHIBIT C TO DEED OF VACATION

LEGAL DESCRIPTION – SIDEWALK EASEMENT

A SIDEWALK EASEMENT RECORDED AUGUST 13, 1985 AT RECEPTION NO. 705792 LOCATED IN THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P. M., WHENCE THE NORTH LINE OF SAID SW 1/4, SW 1/4 BEARS N89°51'50"E SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION; THENCE N89°51'50"E ALONG SAID NORTH LINE, A DISTANCE OF 761.18 FEET TO THE NORTHWEST CORNER OF PARCEL B; THENCE S67°52'11"E, A DISTANCE OF 527.82 FEET TO A POINT ON THE NORTH LINE OF PARCEL C, AND THE POINT OF BEGINNING;

THENCE N89°51'50"E, A DISTANCE OF 14.00 FEET TO THE NORTHEAST CORNER OF SAID PARCEL C; THENCE S00°04'10"E, A DISTANCE OF 52.00 FEET; THENCE S44°53'50"W, A DISTANCE 11.32 FEET; THENCE S89°51'50"W, A DISTANCE OF 6.00 FEET; THENCE N00°04'10"W, A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 808 SQUARE FEET OR 0.019 ACRES.

A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
09/24/14
PROJECT NO. 13452H

EXHIBIT C TO DEED OF VACATION

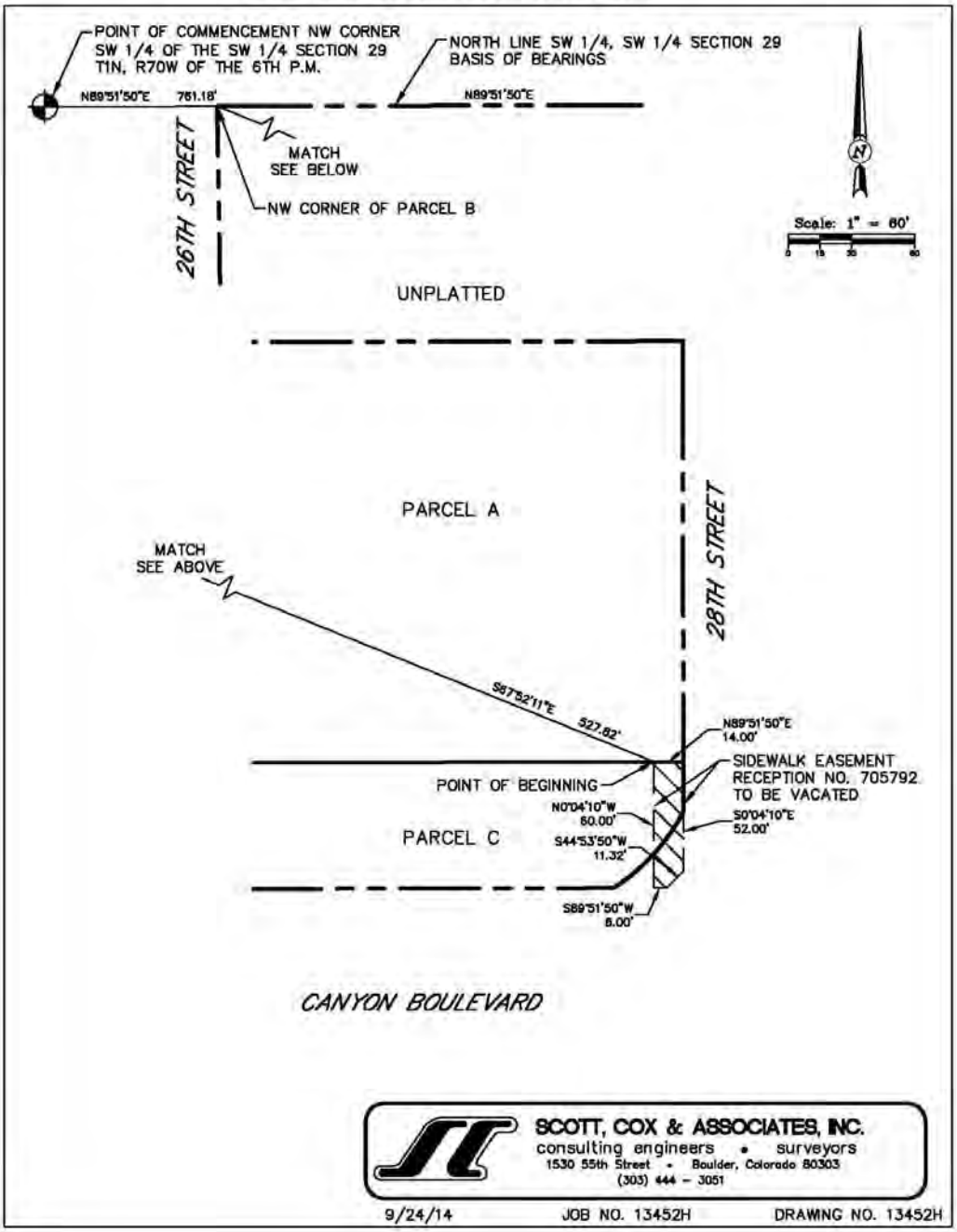

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EXHIBIT D TO DEED OF VACATION

LEGAL DESCRIPTION – PUBLIC ROADWAY EASEMENT FOR ROAD CONSTRUCTION

A PUBLIC R.O.W. FOR ROAD CONSTRUCTION RECORDED AUGUST 13, 1985 AT RECEPTION NO. 705792 LOCATED IN THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P. M., WHENCE THE NORTH LINE OF SAID SW 1/4, SW 1/4 BEARS N89°51'50"E SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION; THENCE N89°51'50"E ALONG SAID NORTH LINE, A DISTANCE OF 761.18 FEET TO THE NORTHWEST CORNER OF PARCEL B; THENCE S67°52'11"E, A DISTANCE OF 527.82 FEET TO THE NORTH LINE OF SAID PARCEL C; THENCE N89°51'50"E, A DISTANCE OF 14.00 FEET TO THE NORTHEAST CORNER OF SAID PARCEL C; THENCE S00°04'10"E, A DISTANCE OF 52.00 FEET TO THE POINT OF BEGINNING;

THENCE S00°04'10"E, A DISTANCE OF 8.00 FEET; THENCE S89°51'50"W, A DISTANCE 8.00 FEET; THENCE N44°53'50"E, A DISTANCE OF 11.32 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 32 SQUARE FEET OR 0.001 ACRES.

A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
09/24/14
PROJECT NO. 13452H

EXHIBIT D TO DEED OF VACATION

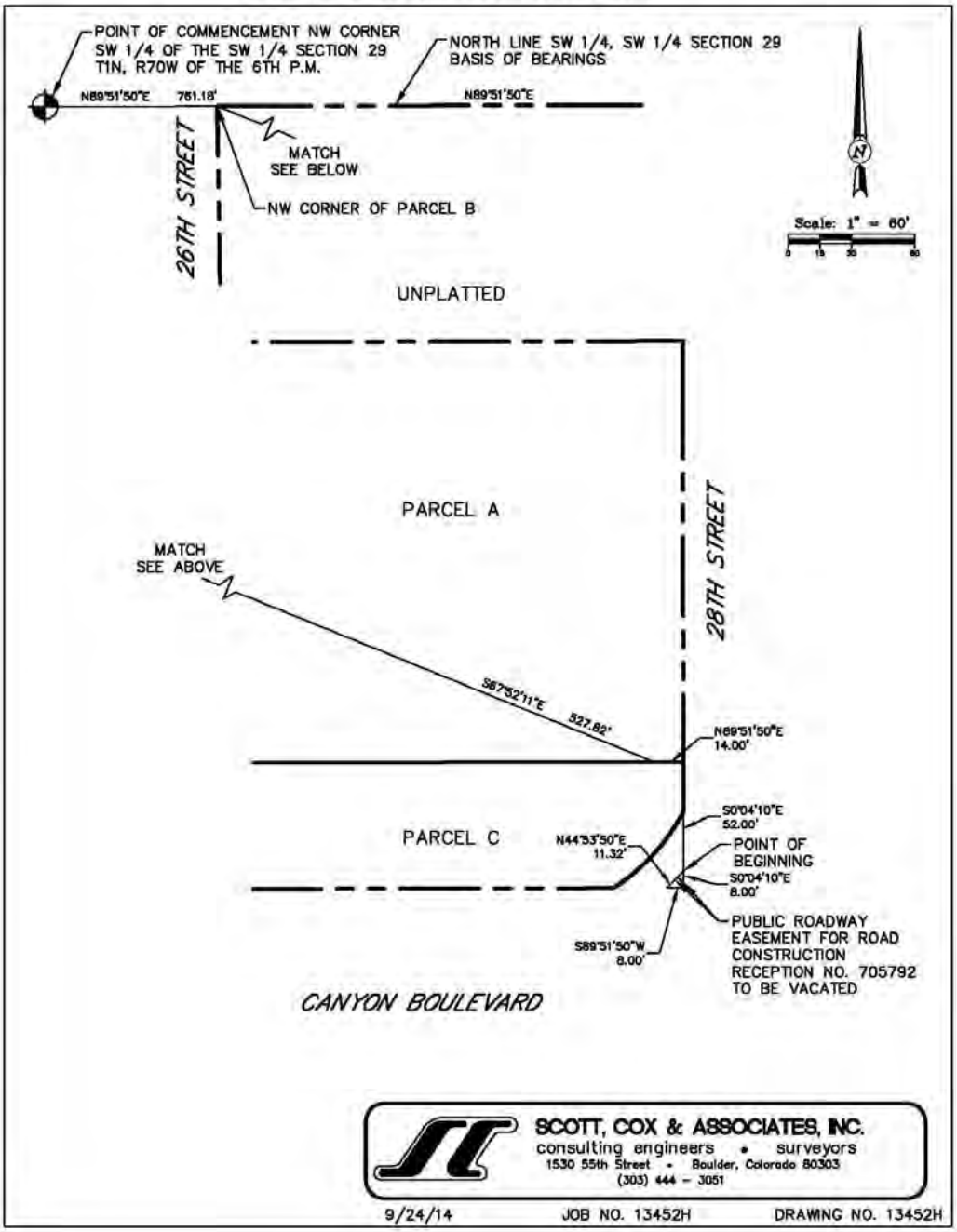

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EXHIBIT E TO DEED OF VACATION

LEGAL DESCRIPTION – PUBLIC SIDEWALK EASEMENT

A PUBLIC SIDEWALK EASEMENT RECORDED DECEMBER 15, 1972 AT RECEPTION NO. 047428 LOCATED IN THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

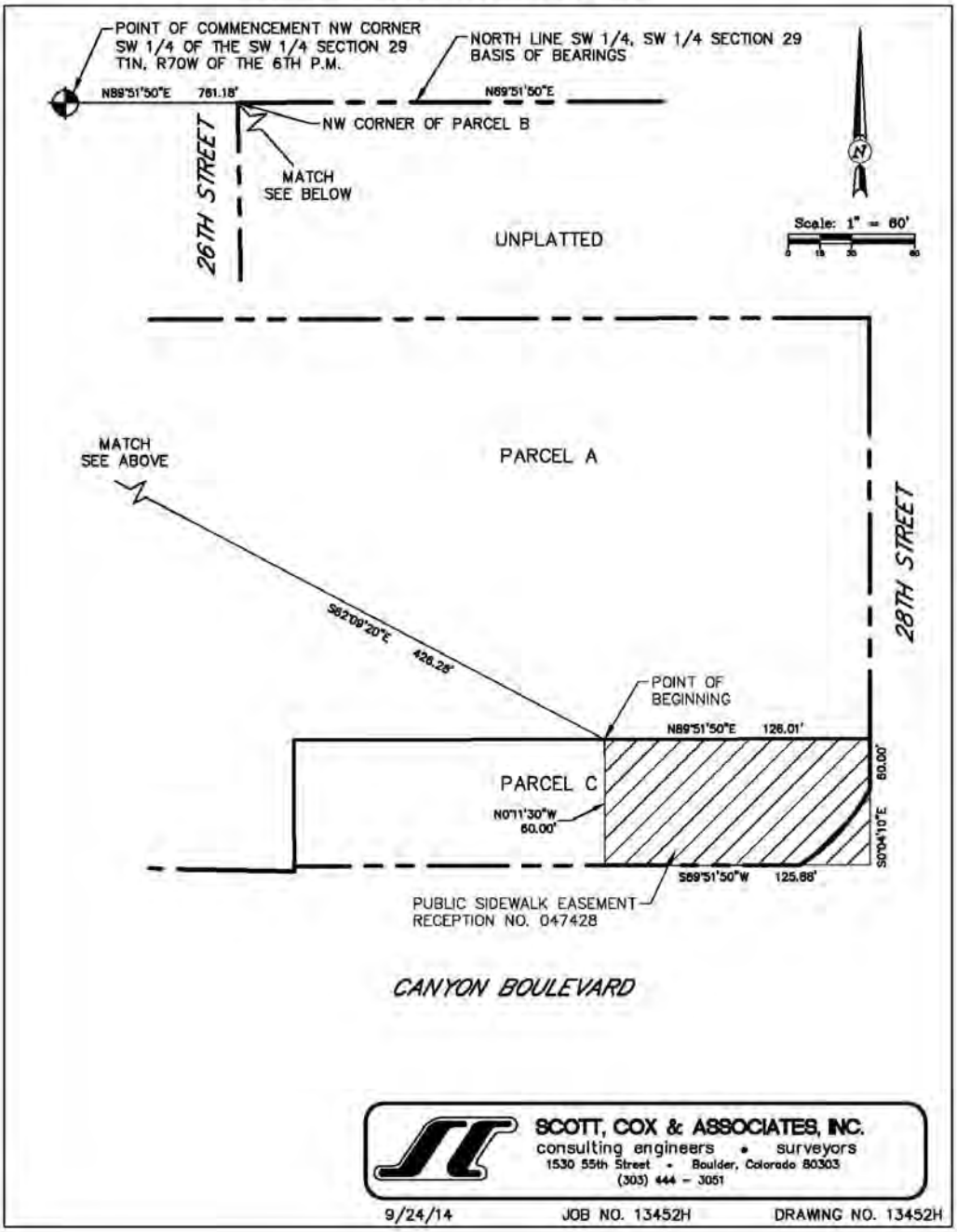
COMMENCING AT THE NORTHWEST CORNER OF THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T1N, R70W OF THE 6TH P. M., WHENCE THE NORTH LINE OF SAID SW 1/4, SW 1/4 BEARS N89°51'50"E SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION; THENCE N89°51'50"E ALONG SAID NORTH LINE, A DISTANCE OF 761.18 FEET TO THE NORTHEAST CORNER OF PARCEL A; THENCE S62°09'20"E, A DISTANCE OF 426.28 FEET TO THE POINT OF BEGINNING;

THENCE N89°51'50"E ALONG NORTH LINE OF PARCEL C, A DISTANCE OF 126.01 FEET TO THE NORTHEAST CORNER OF SAID PARCEL C; THENCE S00°04'10"E, A DISTANCE 60.00 FEET; THENCE S89°51'50"W, A DISTANCE OF 125.88 FEET; THENCE N00°11'30"W, A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 7,557 SQUARE FEET OR 0.173 ACRES.

A. JOHN BURI P.L.S. #24302
FOR AND ON BEHALF OF
SCOTT, COX & ASSOCIATES, INC.
1530 55TH STREET
BOULDER, COLORADO 80303
303.444.3051
09/24/14
PROJECT NO. 13452H

EXHIBIT E TO DEED OF VACATION



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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE:
Introduction, first reading and consideration of a motion to order published by title only an ordinance designating the building and property at 1919 14th St., to be known as the Colorado Building, as an individual landmark under the city's Historic Preservation Ordinance.

Owner/Applicant: 1919 14th Street, LLC

PRESENTERS:
Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning & Sustainability
Lesli Ellis, Comprehensive Planning Manager
James Hewat, Senior Historic Preservation Planner
Marcy Cameron, Historic Preservation Planner

EXECUTIVE SUMMARY:
The purpose of this item is to allow the City Council to determine whether the proposed individual landmark designation of the building at 1919 14th St. meets the purposes and standards of the Historic Preservation Ordinance *(Sections 9-11-1 and 9-11-2, B.R.C. 1981)*. The property owner is in support of the designation.

If approved, this ordinance (see **Attachment A**) would designate the building as an individual landmark. The findings are included in the ordinance. The landmark designation application was submitted by the property owner on June 13, 2014, and was heard by the Landmarks Board on September 3, 2014. The board voted 4-1 (K. Remley opposed) to recommend the designation to City Council. The second reading for this designation will be a quasi-judicial public hearing.

STAFF RECOMMENDATION:

Suggested Motion Language:
Staff requests council consideration of this matter and action in the form of the following motion:

Motion to introduce and order published by title only an ordinance designating the building at1919 14th St., to be known as the Colorado Building, as an individual landmark under the City of Boulder's Historic Preservation Ordinance.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

Economic: Owners of locally designated landmarked properties are eligible for state and local tax credits for approved rehabilitations and repairs, and studies have found that historic preservation adds to economic vitality and tourism. Exterior changes to individually landmarked buildings require a Landmark Alteration Certificate, issued by the Community Planning and Sustainability Department at no charge. The additional review process for landmarked buildings may, however, add time and design expense to a project.

Environmental: The preservation of historic buildings is inherently sustainable. Owners of individually landmarked buildings are encouraged to reuse and repair as much of the original building as possible when making exterior alterations, thereby reducing the amount of building material waste deposited in landfills. City staff can assist architects, contractors and homeowners with design and material selections and sources that are environmentally friendly. Also, the Historic Preservation website provides information on improving the energy efficiency of older buildings.

Social: The Historic Preservation Ordinance was adopted to "…enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the city's living heritage." Section 9-11-1 (a), B.R.C., 1981. The primary beneficiaries of historic designation are the property owners of a historic landmark and adjacent neighbors, who are ensured that the character of the immediate area will be protected through the design review process. The greater community also benefits from the preservation of the community's character and history.

OTHER IMPACTS:

Fiscal: The designation of individual historic landmarks is an anticipated and ongoing function of the Historic Preservation Program.

Staff Time: This designation application is within the staff work plan.

LANDMARKS BOARD ACTION

On September 3, 2014 the Landmarks Board voted 4-1, **K. Remley** opposed, to recommend to City Council that the building at 1919 14th St., to be known as the Colorado Building, be designated as a local historic landmark, finding that it meets the standards for individual landmark designations in sections 9-11-1 and 9-11-2, B.R.C. 1981, and is consistent with the criteria specified in section 9-11-5(c), B.R.C. 1981. Remley opposed the recommendation for

designation to City Council based on her consideration that the building is not of architectural or historic significance and exceeds the city's height limit.

BACKGROUND:

- On June 13, 2014, the city received an application from the owners of the building for individual landmark designation of the property at 1919 14th St. This application was submitted as a condition of Site Review approval for the re-development of the property.
- The owners are planning to rehabilitate the building; exterior changes will require a Landmark Alteration Certificate and will be reviewed by the Landmarks Design Review Committee (Ldrc).

Figure 1. Location Map, 1919 14th St.

PROPERTY DESCRIPTION:

The 15,165 sq. ft. lot at 1919 14th St. is located on the northwest corner of Walnut St. and 14th St. An alley, Lawry Ln., borders the property's northern boundary and marks the Downtown Historic District's southern boundary. The building encompasses the majority of the lot, with pavement on the north side.

Figure 2. Colorado Building, 1919 14th St., 1957.

Designed by prominent Boulder architect James M. Hunter, the nine-story Colorado Building is one of downtown Boulder's most prominent visual landmarks. The building, completed in 1957, was originally planned as a "six-story, glass and native stone structure, which will be designed somewhat along the lines of United Nations headquarters (completed in 1952)." The Daily Camera reported that the Colorado Insurance Building was the first private building project to exceed $1,000,000 in the city of Boulder. The three lower floors were designed to hold a department store, Joslin's, described as the "first big store in Boulder." The building, measuring approximately 100 ft. in height, was erected before Boulder imposed a height restriction of 55 ft. in 1972.

The property was developed by Allen J. Lefferdink, a Boulder businessman who started several enterprises including Allen Enterprises, Allen Enterprises Loan, Colorado Credit Life Insurance Co., and Boulder Acceptance Co. In 1960, Lefferdink was indicted on 18 counts of mail fraud. He was convicted of the charges, but won a new trial where he was acquitted. Lefferdink then left the state, leaving investors with an estimated $25 million in losses.

Figure 3. South and east facades, 1919 14th St., 2014.

The nine-story building features red brick walls that bookend a glass and aluminum curtain wall. The brick walls, located on the north and south elevations, are subtly textured with protruding horizontal brick bands, approximately located at each floor plate. Vertical tiles, measuring approximately 4” by 12”, wrap the ground floor of the building.

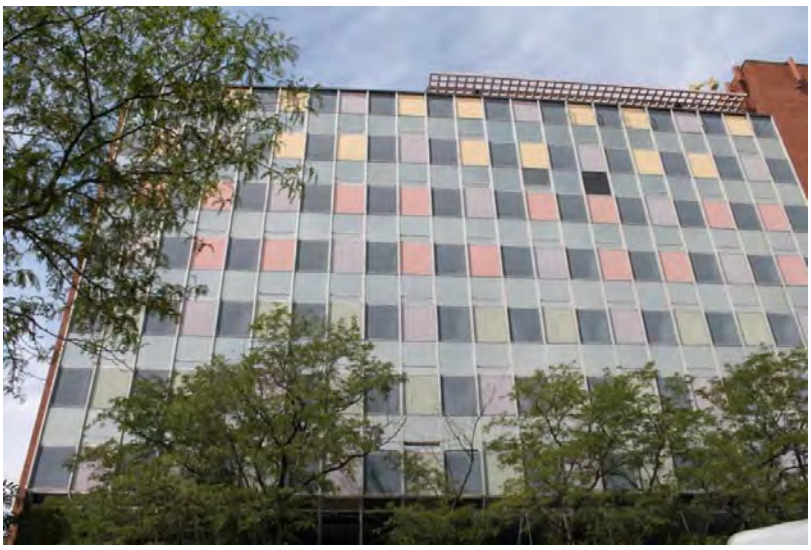

Figure 4. East Façade, 1919 14th St., 2014.

The east façade (facing 14th St.) features a large aluminum and glass curtain wall bordered by the masonry walls on the north and south. The curtain wall is composed of alternating horizontal bands of glass and painted panels.

Figure 5. South Elevation, 1919 14th St., c. 1970s (left) and 2014 (right).

The south elevation (facing Walnut St.) features a contemporary “Colorado Building” sign located near the bottom of the elevation. The ground level is wrapped in a shiny black,

vertical tile (a later alteration). The entrance at the corner of 14th and Walnut St. is recessed, and is currently unused. A three-story pavilion is located west of the office tower, and features an open storefront on the ground level and an inverted curtain wall above. The third story is setback, and features a paneled curtain wall similar to that on the office tower. The pavilion is capped by an overhanging sun-screen that closed on the south elevation and has an open grid on the west elevation.

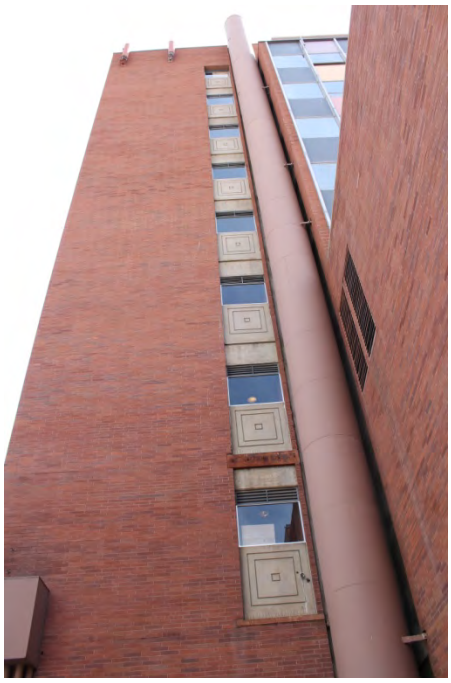

Figure 6. West Elevation, detail, 1919 14th St., 2014.

The west elevation of the office tower features a paneled glass curtain wall. The brick wall at the north end is recessed and features concrete panels at each level. The west elevation of the pavilion features regularly spaced sliding glass windows. The recessed third floor with the gridded sunshade extends approximately two-thirds of the elevation. A northernmost portion of the elevation is painted.

Figure 7. West Elevation, 1919 14th St., 2014.

The north elevation is nearly identical in design to the south elevation. The wall is subtly textured with slightly protruding horizontal bands of brick, as seen on the southern elevation. A 1966 photo shows that the north elevation originally featured a "Colorado Building" sign near the top that was identical to the sign seen on the south elevation.

Figure 8. Northeast corner, 1919 14th St., 1972 (left) and 2014 (right).

ANALYSIS:

Criteria for Review

Section 9-11-6(b), B.R.C. 1981, specifies that during the review for an application for local landmark designation, the council must consider "whether the designation meets the purposes and standards in subsection 9-11-1(a) and section 9-11-2, "*City Council May Designate or Amend Landmarks and Historic Districts*," B.R.C. 1981, in balance with the goals and policies of the Boulder Valley Comprehensive Plan" and provides that the City Council "shall approve by ordinance, modify and approve by ordinance, or disapprove the proposed designation."

<u>Historic, Architectural, and Environmental Significance</u>

Staff finds that the proposed application to landmark 1919 14th St. will protect, enhance, and perpetuate a building reminiscent of a past era important in local history and preserve an important example of Boulder's historic architecture. Staff considers the application to meet the historic criteria for individual landmark designation as outlined below:

HISTORICAL SIGNIFICANCE:

Summary: The building at 1919 14th St. is considered to have historic significance under criteria 1, 3 and 4.

1. **Date of Construction:** 1955

2. **Association with Persons or Events**: None observed.

3. **Development of the Community:** Modern Architecture
   Elaboration: This building was the first major construction project downtown after 1930 and demonstrates the development of the Modern Architectural Movement in the Post-World War II era and promotes community awareness of our cultural, economic and social heritage.

4. **Recognition by Authorities:** Survey of Modern Architecture, 2000.

ARCHITECTURAL SIGNIFICANCE:
Summary: The building at 1919 14th St. is believed to have architectural significance under criteria 1, 2, 3 and 4.

1. **Recognized Period or Style:** Modern Architecture
   Elaboration: The Colorado Building was built in 1955 using the design of locally prominent architect, James M. Hunter, in a Modern Architectural style.
2. **Architect or Builder of Prominence:** James M. Hunter
   Elaboration: The Colorado Building is one of Hunter's most important commissions in the 1950s. Some of Hunter's other key architectural designs in Boulder include the Boulder Municipal Building, the Nelson House, the original Boulder Public Library, and Boulder Medical Center. During his illustrious career, Hunter served as planner and architect for Colorado State University and Fort Lewis College in Durango. He also held similar posts with Regis College in Denver and Tarkio College in Missouri.

3. **Artistic Merit:** Embodies the characteristics of the International style.
   Elaboration: This building is an excellent example of the Meisian Style influenced regional design, as reflected in its curtain wall system, flat roof, use of cantilevers, use of industrial materials including aluminum, enameled metal panels in colors, and rectilinear conception of building's volumes. Hunter felt that the structural qualities of the building's form and materials were key artistic elements.

4. **Example of the Uncommon:** The Colorado Building was the first major building constructed downtown after 1930 and remains one of Boulder's only high-rise buildings.

5. **Indigenous Qualities:** None observed.

ENVIRONMENTAL SIGNIFICANCE:
Summary: The building at 1919 14th St. has environmental significance under criterion 3.

1. **Site Characteristics:** None observed

2. **Compatibility with Site:** None observed

3. **Geographic Importance:** Downtown Boulder
   Elaboration: The building is significant for its location on a prominent corner in downtown Boulder. It is situated on the northwest corner of 14th St. and Walnut St.,

forming a readily recognizable landmark in the surrounding landscape. Due to its height, the Colorado Building can be seen from many parts of Boulder's Downtown area, making it a visual landmark.

4. **Environmental Appropriateness:** None observed.

5. **Area Integrity:**
   The property is located one block south of Pearl Street Mall at the intersection of Walnut St. and 14th Street. The building sits just outside the southern border of the Downtown Historic District. Aside from the many historical Pearl Street buildings that sit directly to the north of the Colorado Building, the historic U.S. Post Office sits one block to the east at 1905 15th St.

   Walnut Street and 14th Street, which border the south and east sides of the building are both heavily trafficked streets. Additionally, the intersection of two of Boulder's main thoroughfares, Broadway and Canyon Boulevard, sits only two blocks to the southwest.

OPTIONS:

City Council may approve, modify or not approve the first reading ordinance.

Approved By:

_____
Jane S. Brautigam,
City Manager

ATTACHMENTS:
A: Ordinance No._____
B: Sections 9-11-1 and 9-11-2, "*Purposes and Intent*," B.R.C., 1981
C: Significance Criteria for individual landmarks

ORDINANCE NO. ____

AN ORDINANCE DESIGNATING THE BUILDING AND THE A PORTION OF THE PROPERTY AT 1919 14TH STREET, CITY OF BOULDER, COLORADO, ALSO KNOWN AS THE COLORADO BUILDING, A LANDMARK UNDER CHAPTER 9-11, "HISTORIC PRESERVATION" B.R.C. 1981, AND SETTING FORTH DETAILS IN RELATION THERETO.

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

Section 1. The council enacts this ordinance pursuant to its authority under Chapter 9-11, "Historic Preservation," B.R.C. 1981, to designate as a landmark a property having a special character or special historic, architectural, or aesthetic interest or value.

Section 2. The council finds that: 1) on or about June 13, 2014, property owner 1919 Street, LLC, applied to the City of Boulder to designate the building and property at said property as a landmark; 2) the Landmarks Board held a public hearing on the proposed designation on September 3, 2014; and 3) on September 3, 2014, the board recommended that the council approve the proposed designation.

Section 3. The council also finds that upon public notice required by law, the council held a public hearing on the proposed designation on November 18, 2014 and upon the basis of the presentations at that hearing finds that the building at 2205 Broadway does possess a special character and special historic, architectural, or aesthetic interest or value warranting its designation as a landmark.

Section 4. The characteristics of the subject property that justify its designation as a landmark are: 1) its historic significance is relevant to its construction in 1955 by local architect James M. Hunter and its connection with the development of the Modern Architectural Movement in the

Post-World War II era that was significant to the Development of Boulder; and 2) its architectural significance indicative of the International Style, and is significant for its curtain wall system, flat roof, use of cantilevers, use of industrial materials and the rectilinear conception of the building's volumes and its association with prominent architect James M. Hunter and as an example of the uncommon as the first major building constructed downtown after 1930 and one of Boulder's only high-rise buildings 3) its environmental significance for its geographic importance as an existing visual landmark at the corner of 14th Street and Walnut Street.

Section 5. The council further finds that the foregoing landmark designation is necessary to promote the public health, safety, and welfare of the residents of the city.

Section 6. There is hereby created as a landmark the building and property located at 1919 14th Street, also known as the Colorado Building, whose legal landmark boundary is identical to the boundary of the legal lots upon which it sits:

> E 12 FT LOT 10 & ALL LOTS 11 -12 BLK 68 BOULDER O T, BOULDER COUNTY, COLORADO as depicted in the proposed landmark boundary map, attached hereto as Exhibit A.

Section 7. The council directs that the department of Community Planning and Sustainability give prompt notice of this designation to the property owner and cause a copy of this ordinance to be recorded as described in Subsection 9-11-6(d), B.R.C. 1981.

Section 8. The council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY THIS 21ST DAY OF OCTOBER, 2014.

_____

Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 18th day of NOVEMBER, 2014.

_____
Mayor

Attest:

_____
City Clerk

Exhibit A – Landmark Boundary Map for 1919 14th Street

E 12 FT LOT 10 & ALL LOTS 11 -12 BLK 68 BOULDER O T

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9-11-1 & 9-11-2 Purposes and Intent
Boulder Revised Code, 1981

9-11-1: *Purpose and Legislative Intent* states:

(a) The purpose of this chapter is to promote the public health, safety, and welfare by protecting, enhancing, and perpetuating buildings, sites, and areas of the city reminiscent of past eras, events, and persons important in local, state, or national history or providing significant examples of architectural styles of the past. It is also the purpose of this chapter to develop and maintain appropriate settings and environments for such buildings, sites, and areas to enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the city's living heritage.

(b) The City Council does not intend by this chapter to preserve every old building in the city but instead to draw a reasonable balance between private property rights and the public interest in preserving the city's cultural, historic, and architectural heritage by ensuring that demolition of buildings and structures important to that heritage will be carefully weighed with other alternatives and that alterations to such buildings and structures and new construction will respect the character of each such setting, not by imitating surrounding structures, but by being compatible with them.

(c) The City Council intends that in reviewing applications for alterations to and new construction on landmarks or structures in a historic district, the Landmarks Board shall follow relevant city policies, including, without limitation, energy-efficient design, access for the disabled and creative approaches to renovation.

9-11-2: *City Council may Designate or Amend Landmarks and Historic Districts* states:

(a) Pursuant to the procedures in this chapter the City Council may by ordinance:

(1) Designate as a landmark an individual building or other feature or an integrated group of structures or features on a single lot or site having a special character and historical, architectural, or aesthetic interest or value and designate a landmark site for each landmark;

(2) Designate as a historic district a contiguous area containing a number of sites, buildings, structures or features having a special character and historical, architectural, or aesthetic interest or value and constituting a distinct section of the city;

(3) Designate as a discontiguous historic district a collection of sites, buildings, structures, or features which are contained in two or more geographically separate areas, having a special character and historical, architectural, or aesthetic interest or value that are united together by historical, architectural, or aesthetic characteristics; and

(4) Amend designations to add features or property to or from the site or district.

(b) Upon designation, the property included in any such designation is subject to all the requirements of this code and other ordinances of the city.

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SIGNIFICANCE CRITERIA
Individual Landmark
September 1975

On September 6, 1975, the City Council adopted Ordinance #4000 providing procedures for the designation of Landmarks and Historic Districts in the City of Boulder. The purpose of the ordinance is the preservation of the City's permitted cultural, historic, and architectural heritage. The Landmarks Board is permitted by the ordinance to adopt rules and regulations as it deems necessary for its own organization and procedures. The following Significance Criteria have been adopted by the board to help evaluate each potential designation in a consistent and equitable manner.

Historic Significance

The place (building, site, area) should show character, interest or value as part of the development, heritage, or cultural characteristics of the community, state or nation; be the site of a historic, or prehistoric event that had an effect upon society; or exemplify the cultural, political, economic, or social heritage of the community.

Date of Construction: This area of consideration places particular importance on the age of the structure.

Association with Historical Persons or Events: This association could be national, state, or local.

Distinction in the Development of the Community of Boulder: This is most applicable to an institution (religious, educational, civic, etc) or business structure, though in some cases residences might qualify. It stresses the importance of preserving those places which demonstrate the growth during different time spans in the history of Boulder, in order to maintain an awareness of our cultural, economic, social or political heritage.

Recognition by Authorities: If it is recognized by Historic Boulder, Inc. the Boulder Historical Society, local historians (Barker, Crossen, Frink, Gladden, Paddock, Schooland, etc), State Historical Society, The Improvement of Boulder, Colorado by F.L. Olmsted, or others in published form as having historic interest and value.

Other, if applicable.

Architectural Significance

The place should embody those distinguishing characteristics of an architectural type specimen, a good example of the common; be the work of an architect or master builder, known nationally, state-wide, or locally, and perhaps whose work has influenced later development; contain elements of architectural design, detail, materials or craftsmanship which represent a significant innovation; or be a fine example of the uncommon.

Recognized Period/Style: It should exemplify specific elements of an architectural period/style, i.e.: Victorian, Revival styles, such as described by *Historic American Building Survey Criteria*, Gingerbread Age (Maass), 76 Boulder Homes (Barkar), The History of Architectural Style (Marcus/Wiffin), Architecture in San Francisco (Gebhard et al), History of Architecture (Fletcher), Architecture/Colorado, and any other published source of universal or local analysis of a style.

Architect or Builder of Prominence: A good example of the work of an architect or builder who is recognized for expertise in his field nationally, state-wide, or locally.

Artistic Merit: A skillful integration of design, material, and color which is of excellent visual quality and/or demonstrates superior craftsmanship.

Example of the Uncommon: Elements of architectural design, details, or craftsmanship that are representative of a significant innovation.

Indigenous Qualities: A style or material that is particularly associated with the Boulder area.

Other, if applicable.

Environmental Significance

The place should enhance the variety, interest, and sense of identity of the community by the protection of the unique natural and man-made environment.

Site Characteristics: It should be of high quality in terms of planned or natural vegetation.

Compatibility with Site: Consideration will be given to scale, massing placement, or other qualities of design with respect to its site.

Geographic Importance: Due to its unique location or singular physical characteristics, it represents an established and familiar visual feature of the community.

Environmental Appropriateness: The surroundings are complementary and/or it is situated in a manner particularly suited to its function.

Area Integrity: Places which provide historical, architectural, or environmental importance and continuity of an existing condition, although taken singularly or out of context might not qualify under other criteria.

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE: Consideration of a motion approving the proposed 2015 budget, operating plan and board nominations for the Downtown Boulder Business Improvement District.

PRESENTER/S
Sean Maher, Executive Director, Downtown Boulder Business Improvement District
Dave Adams, Deputy Director, Downtown Boulder Business Improvement District

EXECUTIVE SUMMARY

The purpose of this item is to approve the 2015 budget and operating plan of the Downtown Boulder Business Improvement District (BID) as per state statute, and to approve nominations for four board positions as per city ordinance.

Budget Process: The budget process for the BID began in September 2014. Staff consulted with committees to review 2014 programming and submit proposed 2015 budgets by Sept. 25, 2014. On Oct. 3, a proposed budget was distributed to the BID board for review along with a staff recommendation.

The total City of Boulder allocation to the 2015 BID budget is $63,943.

A final draft, along with the nominating committee report, was approved at the BID board meeting on Oct. 9, 2014. There was no public comment regarding the budget. The 2015 budget was approved at 4.453 mills by a majority vote, and the nominating committee recommendations were approved and accepted unanimously.

Nominating process: There are three, 3-year expiring terms, one, 2-year expiring term due to board resignation, and an alternate board position. In September 2014, a nominating committee of the following representatives from the district met: Boni Sandoval, Chair of Downtown Boulder, Inc., Barclay Eckenroth, Board Treasurer, Downtown Boulder Business Improvement District, Mary Ann Mahoney, Executive Director of the Boulder Convention

and Visitors Bureau, and Sue Deans, Chair of the Downtown Management Commission. Beginning in September 2014, BID Board seats were publicized via email blast to 4500 subscribers and in the Boulder County Business Report. Two sitting board members and six newcomers applied for the four board positions. The committee recommended two incumbents for additional three year terms, one new board member for a three year term, one new board member for a two year term, and recommended an alternate.

STAFF RECOMMENDATION

Staff recommends approval of the 2015 Downtown Boulder Business Improvement District budget and operating plan, and the nominations of Jay Elowsky, Pasta Jay's; Marc Ginsberg, Flatirons Technology Group; Stephen Sparn, Stephen Sparn Architects PC; for the Downtown Boulder Business Improvement District Board of Directors and Will Frischkorn, Cured, for the one year term; and Kiva Stram, Wells Fargo Bank, as the alternate to the board.

Suggested Motion Language:
Staff requests council consideration of this matter and action in the form of the following motion: motion to approve the proposed 2015 budget, operating plan and board nominations for the Downtown Boulder Business Improvement District.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic: The Downtown Boulder Business Improvement District has a direct impact on the economy of Boulder. The BID organizes and funds promotions designed to increase sales and to raise awareness of downtown as a shopping, dining and office destination. So far in 2014, downtown accounts for roughly 11.5 percent of sales taxes collected in Boulder. However, in the dining category, downtown restaurants collect over 35 percent of taxes. For apparel, downtown retailers bring in nearly 26% of the City's sales tax revenue. In addition, the BID staff works with property owners brokers and tenants to increase occupancy rates for both office and retail space. As of the most recent report in 2014, downtown commercial vacancy is at 2.65%, the lowest in Colorado.
- Environmental: Downtown Boulder has been a leader in converting all of our events and festivals to zero waste. This includes partnerships with Eco Cycle, Eco Products, Boulder County, the City of Boulder and Western Disposal. Each major downtown event includes dedicated staff to manage the zero waste program. The BID partners with the Downtown Management Division on promoting the Employee EcoPass program. We also promote 10 for Change, PACE and the Energy Smart programs to our downtown businesses.
- Social: Since downtown is the primary central gathering place of Boulder, the entire community benefits from a cleaner, safer, vibrant downtown environment. Community events sponsored by the BID take place every month and target a wide variety of community segments from athletes to art lovers. Family and kid focused events take place in all four seasons of the year.

OTHER IMPACTS

- Fiscal: The City contribution is fee for service allocations from the Downtown Management Division for visitor center usage, collateral (maps), ambassador services, maintenance and marketing services.

BOARD AND COMMISSION FEEDBACK

At its monthly board meeting on Oct. 9, 2014 the Downtown Boulder Business Improvement District Board of Directors voted to adopt the 2015 budget and slate of directors.

PUBLIC FEEDBACK

As required by law, a public hearing will be held on November 13, 2014 prior to the regular Board of Directors Meeting for the Business Improvement District. The public hearing will be noticed ahead of time as required.

BACKGROUND

The Downtown Boulder Business Improvement District was created pursuant to the "Business Improvement District Act" part 12 of article 25 of title 31, Colorado Revised Statutes. Sponsored by a coalition of property owners and business owners and Downtown Boulder, Inc., in cooperation with the City of Boulder, the Downtown Boulder Business Improvement District (BID) was created to provide enhanced or otherwise unavailable services, facilities and improvements to commercial properties located in downtown Boulder. Operational since January 2000, the BID provides services above and beyond those provided by the city, including, but not limited to, marketing, communications, events, maintenance, business assistance and downtown ambassadors. More background info is available in Attachment A.

ANALYSIS

The operating plan in **Attachment A** outlines both the service plan for 2015 and the accomplishments for 2014. The nominating committee report is part of the operating plan. The Board of Directors for the Business Improvement District accepted the report from the nominating committee. The nominating process is outlined in the Executive Summary of this report.

The City Council is requested to approve the 2015 Operating Plan, Budget and Nominating Committee report as submitted by the board of directors of the Downtown Boulder Business Improvement District. It is representative of the issues and priorities of the rate payers and stakeholders it affects.

ATTACHMENTS

A. Operating plan and Budget for 2015 including nominating committee report

B. Map of the Downtown Boulder Business Improvement District boundaries

DOWNTOWN BOULDER BUSINESS IMPROVEMENT DISTRICT
DISTRICT OPERATING PLAN 2015

SECTION 1: GENERAL SUMMARY

Creation:

The Downtown Boulder Business Improvement District was created pursuant to the "Business Improvement District Act," part 12 of article 25 of title 31, Colorado Revised Statutes.

Non-duplication of Services, Facilities and Improvements:

The services, facilities and improvements to be provided by the Downtown Boulder Business Improvement District are not intended to duplicate the services, facilities and improvements provided by the City of Boulder within the boundaries of the district. The Downtown Boulder Business Improvement District (BID) was created to provide enhanced or otherwise unavailable services and resources for owners of real and personal property (excluding agricultural and residential) located in downtown Boulder.

Service Area:

Approximately 34 blocks contiguous with the Central Area General Improvement District (CAGID) plus additional blocks to the east and west, bounded roughly by 8th Street to the west, Spruce Street to the north, 21st Street to the east and Arapahoe Avenue to the south. The BID may be expanded in the future upon the request of the property owners. Pursuant to statute, the district shall contain only that taxable real and personal property within said boundaries, which is NOT classified as either agricultural or residential. A map of the district service area is attached to this operating plan.

Powers, Functions and Duties:

The Downtown Boulder BID will have the authority through its board of directors to exercise all the powers, functions and duties specified in this Business Improvement District Act except as expressly stated in this operating plan.

Board of Directors:

The Board of Directors of the BID consists of nine electors of the district appointed by the City Council of the City of Boulder. Members appointed to the board represent specific geographic areas and a cross section of interests in the district, including large and small property and business owners. Each director serves a three-year term. Terms are staggered with three expiring every year. Four representatives from the City of Boulder serve as ex-officio members and liaisons to the board, including the City Manager, two City Council members and the Director of the Downtown Management Division & Parking Services.

Services:

The Downtown Boulder BID provides services in three major areas: marketing and promotion, service and maintenance, and economic vitality. The service plan for FY2015 includes the continuation of these services as well as development of close partnerships with Downtown Boulder, Inc. and the Downtown Management Division to provide a strong identity for downtown. These partners also work together to communicate with downtown constituents, plan and administer programs and encourage economic vitality and community involvement.

Method of Funding:

The Downtown Boulder BID has three sources of revenue:

- Levy of ad valorem tax on taxable real and personal property, estimated to be between 3.5 and 4.8 mills (to be finalized in December 2014),
- Fee for service from the City's general fund and meter revenue budget and
- Contract with Downtown Boulder, Incorporated (DBI) for staffing, administration and event production.

Budget:

Total proposed district budgeted revenue for FY2015 is $1,365,691. Approximately $1,133,348 in revenue is generated by BID property taxes and specific ownership taxes; $63,943 is fee for service from the City of Boulder, and $148,000 in contract services from DBI. $20,400 is generated from earned income and other miscellaneous sources.

Legal Restrictions:

BID assessments are subject to state constitutional limitations – a vote by ratepayers is required to increase revenue over allowed limits.

Term:

The district will terminate 20 years from January 1, 2010, unless a petition is filed to continue it before that date.

Existing City Services:

The City of Boulder will continue to document existing city services to ensure that service levels currently provided by the city do not decrease.

SECTION 2: SERVICE PLAN

Marketing and Promotion

The Downtown Boulder Business Improvement District (BID) is responsible for the marketing & promotion of the district to both consumer and investor markets. This includes, but is not limited to promotions, advertising, image campaign, branding, banners, brochures, printed collateral materials, newsletters, public relations and market research.

2014 Accomplishments

- Produced the 'I am Downtown' banner campaign highlighting over 40 downtown business owners and prominent downtown landmarks on brightly colored banners that line the Pearl Street Mall.
- Researched and hired new creative team and developed #FeelBoulder, a branding campaign with the focus on strong visuals to reinforce downtown image.
- Downtown Boulder's paid advertising efforts included an increased presence (more robust schedules) on 9News, DenverPost.com and Pandora.com. In addition to four branding ads in 5280 magazine, we added a special Downtown Boulder 16 page insert (polywrapped and mailed out to 50,000 subscribers with an additional 5,000 that were sent out via direct mail throughout Boulder). The insert highlighted summer events, shopping / dining suggestions, mini itineraries, information about the Boulder County Farmers' Market and more. This year's advertising plan also included outreach to the Ft. Collins market with print ads and radio campaigns highlighting Taste of Pearl, Open Arts Fest, Boulder Craft Beer Festival and Fall Fest.
- Successfully marketed the inaugural Boulder Craft Beer Festival (event sold out) through various advertising outlets (Daily Camera (print and online), Westword & Boulder Weekly). Ticket sales revealed that 52% of the attendees were from outside of Boulder. From a post event survey, over 45% of the respondents (from outside of Boulder) came to town specifically for the event.
- Launched the Wild West End Wednesdays promotion that ran May – August. The promotion was designed to help West End businesses maintain strong visibility during three big construction projects that began this year. With a financial contribution from the City of Boulder's Downtown University Hill Parking Services and PearlWest developers, an advertising schedule (print and online) was put into place and a comprehensive social media campaign was instituted in support of the efforts.
- Worked closely with the City of Boulder to develop a comprehensive resource page for West End businesses to communicate the city's Streetscape Improvement project as well as construction of PearlWest and 901 Pearl / 909 Walnut. Created, updated and managed content for www.WestPearlUpdates.com.
- Created, printed and distributed 40,000 copies of Downtown Boulder's Official Guide Book. Demand for the guide remained strong this year with distribution points at over 45 hotels (Boulder, Denver, Highway 36 corridor), as well as the Denver International Airport, 16th Street Mall Visitor Center and the Colorado Convention Center.

- In partnership with Visit Denver, the Downtown Boulder Guide Book has generated over 5,000 specific leads in 2014. Of that number: 2,000 of the guides have been individual mailed worldwide with the additional 3,000 leads receiving an electronic welcome email/electronic copy of the guide. The average open rate for this specific email is 45% - well above the industry standard of 18% for travel/tourism related newsletters.
- Downtown Boulder's website (BoulderDowntown.com) experienced strong traffic in 2014. From January 1 – August 31, the site had 1,055,194 page views (up 6% from same time period 2013) and 288,698 users (up 21% from same time period 2013).
- Comparing 2013 to 2014 outgoing referrals from BoulderDowntown.com to specific downtown businesses or events websites (January 1 – August 31) - 2013: 179,181 links to 660 websites (averaging 740 referrals a day). In 2014: 185,004 links to 653 websites (averaging 765 referrals a day). Outgoing referrals were up an average of 3% in 2014.
- Downtown Boulder's mobile site (m.boulderdowntown.com) saw a significant increase in traffic 2013 compared to 2014 (January – August): 2013 – 68,942 sessions & 288,143 page views vs. 2014 – 97,567 sessions & 374,921 page views – an increase of 42% in sessions and 30% in page views.
- In 2014, the bi-weekly Downtown Boulder e-newsletter is sent out to an average of 6,900 emails – the opt-in rate for the newsletter has increased 18% since 2013. The newsletter open rate averages 31% which is well over the industry standard (travel & tourism) of 18%.
- Downtown Boulder's social media efforts have remained strong this year. While the main focus continues to be on Facebook (14,299 likes as of August 2014 - up 25% from August 2013) and Twitter (14,260 followers as of August 2014 – up 34% from August 2014), Downtown Boulder also has a growing following on Instagram (1,276 followers) and Pinterest (735 followers on 1242 pins).
- Downtown Boulder Gift Card sales increased 47% ($240,700 total) for the January-August period over 2013 sales. NOTE: This does include a one-time order from the City of Boulder for $68,000 in June. Taking that order out of the figures, 2014 sales are up 5% year to date.
- Developed a specialized media list to target key press about events – specifically the Boulder Craft Beer Festival (outreach to over 40 beer bloggers) and Fashion's Night Downtown Boulder (outreach to over 20 fashion bloggers).
- Switched the BID/DBI main database from Solve360 to Trackvia (cloud-based application platform). Worked with Trackvia team to develop a user-friendly database model and import information to ensure the most up-to-date contacts and details.

Plan for 2015

- The advertising plan will continue to focus locally primarily through outreach in the Daily Camera (both print, online and direct digital mail) as well as concentrated outreach to the Denver Metro market through key outlets (9News, DenverPost.com and Pandora).
- More in-depth analysis on reporting numbers (social media, website, newsletter) will be conducted to help better understand the preferences of our audience (aka general public) so that more impactful and meaningful interactions and calls to action may occur.
- Continued efforts to specialize messaging to appeal specifically to various audiences (families, college students, office workers, etc.) through social media outreach with very targeted interactions.
- Business communications: Work with retailers and restaurants (specifically around events) with ideas to generate foot traffic. Provide specific examples of incentives that might help draw attendees, volunteers and event exhibitors into their stores/restaurants during events.
- Continue to develop the branding campaign (#FeelBoulder) and look for opportunities to incorporate the creative to various collateral pieces including the Downtown Boulder Guide Book, as well as event branding.
- Maintain up-to-date information & resources for West Pearl businesses as they continue to operate in the midst of West End public and private improvement projects.

Operations Service and Maintenance

One of the BID's primary missions is to work closely with Boulder Police, Parks staff and the Downtown Management Division to keep downtown clean and safe for residents, tourists and employees.

2014 Accomplishments

- Increased Spring Green business participation by 10% to 105 businesses. This BID program distributes free flowers and soil to businesses throughout the district.
- Expanded Seasonal Lighting presence 50% with no increase in budget by contracting with new company
- Contracted with Colorado Security to provide private officers Downtown. Security presence increased from 3-4 hours daily to 8-16 hours per day to support regular Downtown PD officers.
- Improved cleanliness of Mall restrooms working with private contractor and City of Boulder Parks Department.
- Increased community ties and public interaction with 2014 Student Banner Showcase project.
- Designed, purchased and hung new Downtown Boulder banners
- Augmented presence of CU in Downtown with new banners that will hang through the fall into January.

- Strived to minimize negative impacts to business during West Pearl Streetscape Improvement project, Pearl West and 9th & Pearl demolition and construction work.
- Provided logistics for new Craft Beer Festival with over 2,000 attendees
- Assumed operation of Tebo Train on Pearl Street Mall
- Enhanced sidewalk cleanliness and reduced service call response times in Downtown Boulder with increase to 2 full-time operations staff members.
- Acquired new operations truck increasing positive image of the BID
- Supported DBI "Zero Waste" efforts at all major outdoor events

Plan for 2015

- Evaluate impact of private security versus over-time police officers
- Expand responsibilities of Chris Zachariasse as operations manager
- Increase exposure of operations staff and maintenance efforts to BID stakeholders.
- Continue to strive to minimize negative impact to businesses during ongoing major construction projects.
- Implement new seasonal lighting plan with expansion to South of Downtown Area (SODA) on 15th Street between Canyon and Arapahoe
- Improve ambassador training, knowledge and expertise
- Continue to expand scope of BID streetscape and alley ambiance

Economic Vitality

Executive Director, Sean Maher works closely with City staff, Council, property owners and employers to maintain a vibrant business sector downtown. Major goals include:

1. Maintaining a vibrant and unique retail/restaurant tenant mix so downtown remains a favorite destination for locals, visitors and employers.
2. Supporting entrepreneurial tech and creative class companies to maintain the "entrepreneurial density" that is critical to downtown's continued vitality.
3. Working closely with the City staff and consulting teams on creative new uses that activate and energize the Civic Area in a way that complements the existing downtown uses.

2014 Accomplishments

- Worked closely with the development teams at PearlWest, Wencel Building and 1738 Pearl on tenant recruitment efforts for new office and retail space.
- Partnered with Downtown Denver Partnership on growing Denver and Boulder as a major start-up destination.
- Met with tech entrepreneurs and CEOs monthly to assist in searching for and securing space for growing firms.
- Assisted 11 prospective retail & restaurant tenants in the search for downtown space.
- Partnered on business outreach with the City's Economic Vitality team and the BEC.

- Worked closely with City staff and the CVB to support the inaugural IRONMAN Boulder event.
- Served on US Pro Challenge LOC and partnered with City staff on maximizing race benefits while minimizing negative impacts on downtown businesses.
- Downtown Boulder enjoys the lowest commercial vacancy rate in Colorado – 2.65 percent.

Plan for 2015

- Increase interaction and dialogue with downtown employers in the tech, creative and natural products sectors.
- Collaborate with City staff and consultants on planning new projects and uses for the Civic Area to activate the space to its full potential and complement other parts of the downtown district.
- Refine and expand business recruiting efforts for both retail and office tenants.
- Maintain business outreach partnership with the Chamber, City and BEC.

SECTION 3: BOARD & NOMINATING COMMITTEE REPORT

The current board members, terms and the geographic areas they represent are:

Term expires December 31, 2014
Marc Ginsberg, Flatirons Technology Group, Pearl Street Mall
Fern O'Brien, O'Brien & Zender, PC, At-large,
Stephen Sparn, Stephen Sparn Architects, PC, At-Large

Term expires December 31, 2015
Barclay Eckenroth, ShipCompliant, At Large
Gannon Hartnett, Patagonia, Pearl Street Mall
David Workman, Unico Properties, East End

Term expires December 31, 2016
Michael Brown, Serac Adventure Films, Pearl Street Mall
Shaun Oshman, iSupportU, East End
Patty Ross, Clutter Consignment, West End

Ex-Officio Liaisons
Jane Brautigam, City Manager
Sam Weaver, City Council
Molly Winter, DUHMD
Mary Young, City Council

In September 2014, BID Board seats were publicized via email blast to 4500 subscribers and in the Boulder County Business Report and Daily Camera. Two sitting board members and

six newcomers applied for four board positions. A nominating committee of the following representatives met: Boni Sandoval, Chair of Downtown Boulder, Inc., Barclay Eckenroth, Board Treasurer, Downtown Boulder Business Improvement District, Mary Ann Mahoney, Executive Director of the Boulder Convention and Visitors Bureau, and Sue Deans, Chair of the Downtown Management Commission. The committee's recommendations are as follows:

Appoint to fill three-year terms beginning January 2015 and ending December 31, 2017:

Jay Elowsky, At Large
Pasta Jay's
1001 Pearl Street
Boulder, CO 80302

Marc Ginsberg, West End
Flatirons Technology Group
1007 Pearl Street
Boulder, CO 80302

Stephen Sparn, At Large
Stephen Sparn Architects PC
1731 15th Street, Suite 250
Boulder, CO 80302

Appoint to fill a two-year term beginning January 2015 and ending December 31, 2016:

Will Frischkorn, East End
Cured
1825b Pearl Street
Boulder, CO 80302

Appoint as Alternate:

Kiva Stram
Wells Fargo Bank
1242 Pearl Street
Boulder, CO 80302

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ATTACHMENT A

Downtown Boulder Business Improvement District

2013 Budget (Actuals) & 2014 Budget & 2015 Proposed Income & Expense Budget

INCOME	Actual Prior Year (2013)			Estimated Current Year (2014)			Proposed Budget Year (2015)		
	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
City of Boulder	63,204.00	0.00	63,204.00	84,565.00	0.00	84,565.00	63,943.00	0.00	63,943.00
Downtown Boulder, Inc.	135,000.00	0.00	135,000.00	148,000.00	0.00	148,000.00	148,000.00	0.00	148,000.00
BID Assessment	0.00	992,719.63	992,719.63	0.00	1,112,179.00	1,112,179.00	0.00	1,093,348.00	1,093,348.00
Specific Ownership Tax	0.00	52,857.07	52,857.07	0.00	40,000.00	40,000.00	0.00	40,000.00	40,000.00
Other	0.00	25,708.91	25,708.91	0.00	26,400.00	26,400.00	0.00	20,400.00	20,400.00
TOTAL INCOME	198,204.00	1,071,285.61	1,269,489.61	232,565.00	1,178,579.00	1,411,144.00	211,943.00	1,153,748.00	1,365,691.00

EXPENSE	Actual Prior Year (2013)			Estimated Current Year (2014)			Proposed Budget Year (2015)		
PERSONNEL	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
Salaries	75,000.00	348,488.36	423,488.36	85,000.00	342,250.00	427,250.00	85,000.00	349,700.00	434,700.00
Benefits	0.00	104,025.49	104,025.49	0.00	115,500.00	115,500.00	0.00	122,000.00	122,000.00
Professional Development	0.00	10,753.59	10,753.59	0.00	7,500.00	7,500.00	0.00	9,500.00	9,500.00
TOTAL	75,000.00	463,267.44	538,267.44	85,000.00	465,250.00	550,250.00	85,000.00	481,200.00	566,200.00
ADMINISTRATION	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
Rent	15,000.00	50,289.41	65,289.41	18,000.00	53,750.00	71,750.00	18,000.00	55,450.00	73,450.00
Kiosk Rent	7,203.00	42,780.42	49,983.42	7,564.00	45,436.00	53,000.00	7,942.00	45,558.00	53,500.00
Insurance	0.00	5,882.00	5,882.00	0.00	5,800.00	5,800.00	0.00	6,500.00	6,500.00
Services	0.00	8,939.31	8,939.31	0.00	11,400.00	11,400.00	0.00	11,400.00	11,400.00
Furn/Equip	0.00	12,928.38	12,928.38	0.00	13,300.00	13,300.00	0.00	14,650.00	14,650.00
General Admin	0.00	16,626.09	16,626.09	0.00	17,450.00	17,450.00	0.00	17,450.00	17,450.00
Assessment Expenses	0.00	14,939.10	14,939.10	0.00	19,000.00	19,000.00	0.00	18,000.00	18,500.00
TOTAL	22,203.00	152,384.71	174,587.71	25,564.00	166,136.00	191,700.00	25,942.00	169,008.00	195,450.00
SERVICE/MAINTENANCE	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
Security	0.00	38,362.50	38,362.50	0.00	45,000.00	45,000.00	0.00	45,000.00	45,000.00
Contract Services	7,068.00	33,032.85	40,100.85	7,068.00	36,500.00	43,568.00	7,068.00	36,500.00	43,568.00
Banner/Décor	0.00	54,220.10	54,220.10	15,000.00	50,000.00	65,000.00	0.00	50,000.00	50,000.00
Operations Admin	0.00	11,084.12	11,084.12	0.00	11,000.00	11,000.00	0.00	11,000.00	11,000.00
Other Labor	10,874.00	39,860.51	50,734.51	10,874.00	45,000.00	55,874.00	10,874.00	45,000.00	55,874.00
TOTAL	17,942.00	176,560.08	194,502.08	32,942.00	187,500.00	220,442.00	17,942.00	187,500.00	205,442.00
MARKETING	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
Marketing Services	0.00	40,202.47	40,202.47	0.00	45,219.00	45,219.00	0.00	39,000.00	39,000.00
Special Projects	0.00	20,272.95	20,272.95	6,000.00	28,000.00	34,000.00	0.00	16,000.00	16,000.00
Communication	16,311.00	11,693.96	28,004.96	16,311.00	12,600.00	28,911.00	16,311.00	12,200.00	28,511.00
Visitor Marketing	0.00	26,269.97	26,269.97	0.00	30,000.00	30,000.00	0.00	25,500.00	25,500.00
Special Events	66,748.00	37,991.00	104,739.00	66,748.00	36,724.00	103,472.00	66,748.00	58,500.00	125,248.00
Local/Regional	0.00	156,529.50	156,529.50	0.00	160,657.00	160,657.00	0.00	150,000.00	150,000.00
TOTAL	83,059.00	292,959.85	376,018.85	89,059.00	313,200.00	402,259.00	83,059.00	301,200.00	384,259.00
ECONOMIC VITALITY	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
Database Update	0.00	0.00	0.00	0.00	2775.33	2,775.33	0.00	1500.00	1,500.00
Business Consulting	0.00	140.00	140.00	0.00	0.00	0.00	0.00	0.00	0.00
Business Assistance Program	0.00	476.23	476.23	0.00	0.00	0.00	0.00	0.00	0.00
Civic Area Planning	0.00	0.00	0.00	0.00	2,000.00	0.00	0.00	0.00	0.00
Special Peojects	0.00	0.00	0.00	0.00	2,500.00	0.00	0.00	1,500.00	1,500.00
ED Materials/Collateral	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	0.00	616.23	616.23	0.00	7,275.33	2,775.33	0.00	3,000.00	3,000.00
DISCRETIONARY DEVELOPMENT FUND	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
	0.00	0.00	0.00	0.00	75000.00	75,000.00	0.00	7,749.06	7,749.06
TOTAL	0.00	0.00	0.00	0.00	75,000.00	75,000.00	0.00	7,749.06	7,749.06
CONTINGENCY	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
	0.00	12767.90	12,767.90	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	0.00	12,767.90	12,767.90	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL RESERVE ALLOCATION	Enterprise	Regular	Total	Enterprise	Regular	Total	Enterprise	Regular	Total
	0.00	0.00	0.00	0.00	3,590.94	3,590.94	0.00	3,590.94	3,590.94
TOTAL	0.00	0.00	0.00	0.00	3,590.94	3,590.94	0.00	3,590.94	3,590.94
Total Expense	198,204	1,098,556	1,296,760	232,565	1,139,361	1,446,017	211,943	1,153,248	1,365,691
Net Income			-27,271			-34,873			0

Notes:

Enterprise-restricted funds from City of Boulder or DBI that have to be used in accordance to agreements between entities.

Regular-BID funds from assessment and any additional revenue sources.

BID Assessment-the BID will certify its mil levy to collect an estimated $1,093,348 in revenue.

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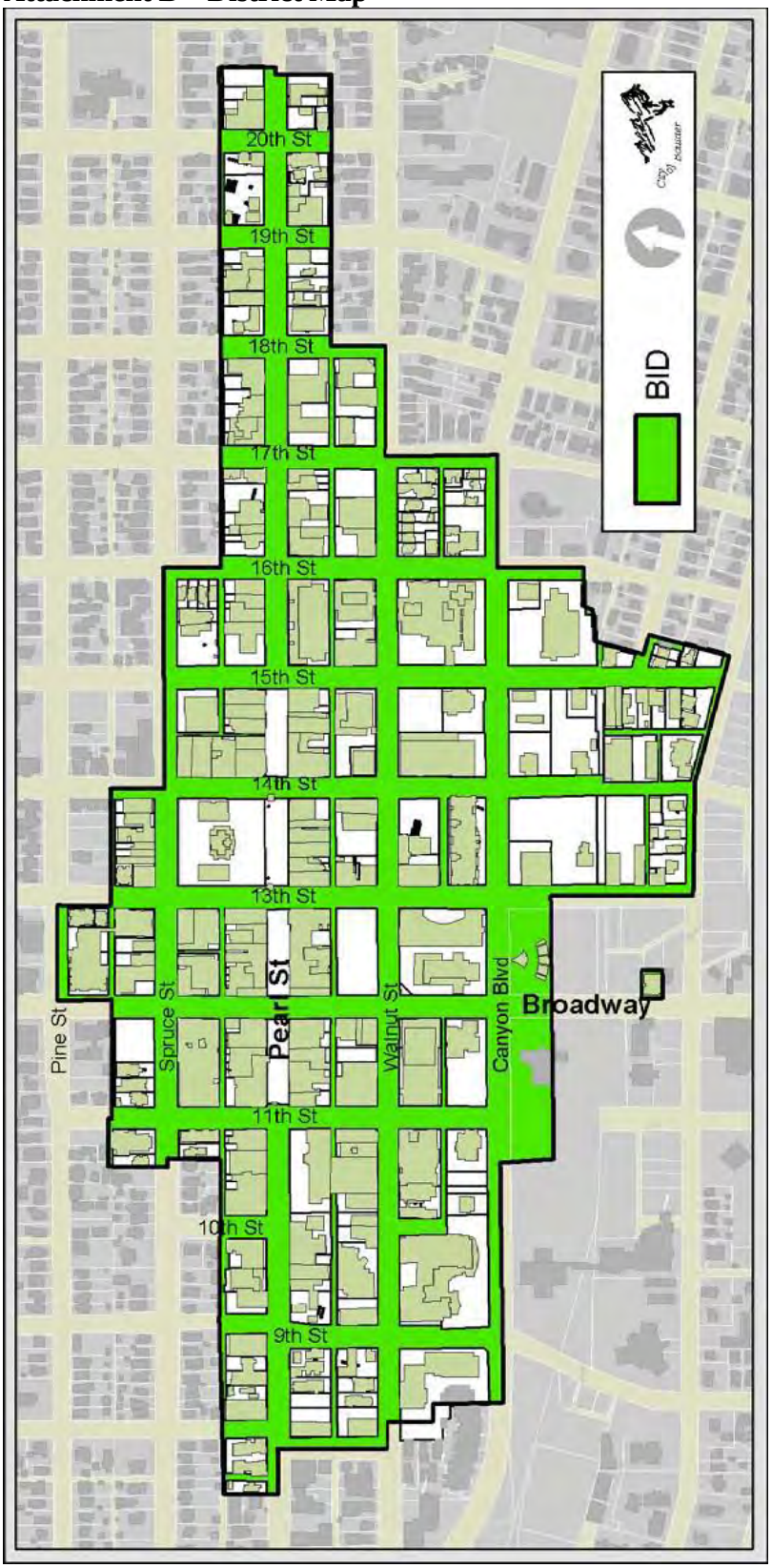
Attachment B – District Map



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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of the following items relating to the 2015 Budget:

1. Public hearing on the proposed 2015 City of Boulder Budget; and
2. Second reading and consideration of a motion to adopt Ordinance No. 8001 that adopts a budget for the City of Boulder, Colorado, for the fiscal year commencing on the first day of January 2015 and ending on the last day of December 2015 and setting forth details in relation thereto; and
3. Second reading and consideration of a motion to adopt Ordinance No. 8002 that establishes the 2014 City of Boulder property tax mill levies which are to be collected by the County of Boulder, State of Colorado, within the City of Boulder in 2015 for payment of expenditures by the City of Boulder, County of Boulder, State of Colorado, and setting forth details in relation thereto; and
4. Second reading and consideration of a motion to adopt Ordinance No. 8003 that appropriates money to defray expenses and liabilities of the City of Boulder, Colorado, for the 2015 fiscal year of the City of Boulder, commencing on the first day of January 2015, and ending on the last day of December 2015, and setting forth details in relation thereto;
5. Second reading and consideration of a motion to adopt Ordinance No. 8004 that amends Section 3-8-3 and Chapter 4-20 of the B.R.C. 1981 changing certain fees, and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the Boulder City Council and convene as the Central Area General Improvement District Board of Directors.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maureen Rait, Executive Director of Public Works
David Driskell, Executive Director of Community Planning and Sustainability
Mike Patton, Director of Open Space and Mountain Parks
Molly Winter, Director of Downtown and University Hill Management Division/Parking

Services Patrick Von Keyserling, Director of Communications

EXECUTIVE SUMMARY

The purpose of this item is the adoption of the 2015 budget and other related ordinances (see **Attachments A-D**) to appropriate city funds as presented in the 2015 Recommended Budget, as well as additions noted in **Attachment E** to this memo, for the 2015 fiscal year. This includes adoption of the ordinance that establishes the 2014 mill levy for the city and the ordinance that changes certain codified fees.

Agenda item 5B, including attachments, for the Oct. 7, 2014 City Council meeting provides additional background information on the development and review of the 2015 Recommended Budget. Video coverage of the Oct. 7 meeting and the staff presentation at the Oct. 7 meeting also provide additional information.

To facilitate council review of the 2015 Recommended Budget, staff has also prepared a list of each change proposed for the budget that occurred after council received the 2015 Recommended Budget document, on Sep. 2, 2014 (see **Attachment E**).

Attachment F shows the significant changes between the 2014 and 2015 budget. This is an update to the information originally included as Attachments B and C to the City Manager's Message, in the 2015 Recommended Budget document. This incorporates additional budget items proposed, as a result of council feedback at and since the Sep. 9 Budget Study Session.

STAFF RECOMMENDATION

Staff recommends adoption of the following four ordinances:

- **Budget Adoption Ordinance (Attachment A)**
  The Charter of the City of Boulder requires that, before the city establishes the property tax mill levy, the annual budget that summarizes sources and uses must be approved. The ordinance included in this attachment incorporates the 2015 Recommended Budget.

- **Mill Levy Ordinance (Attachment B)**
  In order to prevent any ratcheting down of the city's mill levies per the Taxpayer Bill of Rights (TABOR), a temporary mill levy credit was used whenever the calculated revenue forecast exceeded the calculated TABOR revenue limitation by more than 0.10 mill. As a result of the passage of Ballot Issue 201, "Retention of Property Tax Funds" approved by voters on Nov. 4, 2008, the remaining restrictions on property tax collected by the City of Boulder have been eliminated.

  Ballot Issue 201 had the effect of reducing the mill levy credit by 0.50 mill each year until the credit was completely eliminated. The mill levy credit was completely eliminated in the 2011 mill levy calculation (for 2012 property tax collections).

Given the most current assessed valuation information received from Boulder County and the passage of Ballot Issue 201, the following is the net mill levy for 2014 (this is unchanged from 2013):

Mill Levy	11.981

- **Appropriation Ordinance (Attachment C)**
  This ordinance appropriates funds as stated in the budget ordinance for 2015.

- **Fees Ordinance (Attachment D)**
  City fees are adjusted based on costs of providing city services and depend on calculations of inflation, pricing guidelines, or service-specific cost analysis. The annual budget process also provides an opportunity to review and clarify the Boulder Revised Code language related to fees and rates.

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motions:

- Motion to adopt Ordinance No. 8001 adopting the 2015 City of Boulder budget;
- Motion to adopt Ordinance No. 8002 establishing the City of Boulder property tax mill levy for 2014 to be collected in 2015;
- Motion to adopt Ordinance No. 8003 appropriating the 2015 City of Boulder budget;
- Motion to adopt Ordinance No. 8004 changing certain fees; and

Consideration of a motion to adjourn from the Boulder City Council and convene as the Central Area General Improvement District Board of Directors.

OTHER IMPACTS

- **Fiscal** - This item will appropriate funds to implement the City of Boulder's 2015 budget. This budget is based on the City Manager's 2015 Recommended Budget and in accordance with City Council's feedback provided during the Sep. 9 Study Session and the Oct. 7 first reading of the budget ordinances. In addition to the budget ordinances, the property tax mill levy and fees ordinance are also included. These ordinances are necessary to fund the annual budget in full.

- **Staff time** - Staff time for this process is allocated in the Budget Division's regular annual work plan.

BACKGROUND AND ADDITIONAL INFORMATION

A City Council study session on the 2015 Recommended Budget was held on Sep. 9, 2014, and the First Reading of the Budget ordinances, including a public hearing, was held on Oct. 7, 2014. The following provides additional information in response to

council questions and feedback at the Oct. 7 meeting, and relating to the attached ordinances.

Video Coverage of Public Meetings

Council has expressed interest in additional video coverage of public meetings, including a combination of study sessions, and Board and Commission meetings. Generally study sessions are held in Council Chambers and are held on every other Tuesday (approximately 18-20 annually). Currently, all Energy and Budget study sessions are covered and some additional study session coverage is provided (5 additional study sessions in 2014). There are 23 Boards and Commissions in the City of Boulder. Ten Boards and Commissions currently meet in Council Chambers and hold a minimum of 11-14 meetings per month (or a minimum of 132 – 168 meetings annually). Those are:

Mondays:
Downtown Management Commission (1)
Parks and Recreation Advisory Board (1)
Transportation Advisory Board (1-2)
Water Resource Advisory Board (1)

Wednesdays:
OSMP Board (1-2)
Boulder Junction (1)
Landmarks Board (1)
University Hill Commercial Area Commission (1)

Thursdays:
Planning Board (2-3)
Board of Zoning Adjustments (1)

Council Chambers is currently equipped with remote broadcast cameras requiring one broadcast professional to operate the system and additional technical support for cable and streaming services for each meeting. In addition to live broadcasting of meetings, staff time would be required for pre-meeting technical and graphic preparations as well as for rendering and conversion of video files for streaming and rebroadcasting. An additional computer station and miscellaneous office furniture would be required to support staffing for additional coverage.

Staff recommendations

- In order to include video coverage of additional study sessions and some Board and Commission meetings, staff recommends that the meetings to be covered be held in Council Chambers, to allow for the best use of existing city technology and resources.
- Staff recommends piloting broadcast of up to 50 meetings during the first half of 2015, at an estimated cost of $30,000, to be funded from the City Manager's Contingency.
- Staff will coordinate with the Council Agenda Committee, the Council Subcommittee on Boards and Commissions, and Board and Commission liaisons

to determine which meetings of high community interest and value will be broadcast each month.

- Staff will return to council in the second quarter of 2015 to seek feedback on the pilot coverage and to provide council with an evaluation of the pilot coverage program.
- Following this, council could consider potential supplemental appropriation recommendations for any continued coverage.

If council supports this pilot video coverage program, staff recommends working with the Council Subcommittee on Boards and Commissions to develop a set of guidelines for Board and Commissions to follow when holding televised meetings. Staff also recommends hosting a training session for each selected Board and Commission in advance of broadcasting meetings. Training would include use of microphones, camera readiness, and presentation formatting support for broadcast.

Code Enforcement and Rental Housing Licensing

Departmental Responsibilities and Staffing Levels

As discussed during the Apr. 8, 2014 study session, code enforcement responsibilities are shared across a variety of departments. A table depicting the responsibilities can be found here. Public Works, Community Planning and Sustainability (CP&S), and the Police (PD) all play a daily role in enforcing the city's code, particularly when it comes to quality of life type issues. Staff in the City Attorney's office and the Municipal Court play key roles in prosecuting violations when compliance cannot be gained administratively. The following table provides 2014 staffing levels and proposed 2015 staffing levels related directly to quality of life code enforcement:

Department (Workgroup or Program)*	Existing FTE/Adjusted 2014	FTE 2015 Proposed	Increase
Public Works (Code Enforcement)	1.32	3.32	2.00
Public Works (Rental Licensing)	2.30	2.80	.50
CP&S (Rental Licensing)	.23	.23	.00
CP&S (Zoning Admin and Enforcement)	1.16	1.16	.00
PD (Code Enforcement)**	5.00	5.00	.00
City Attorney (Prosecution)	.71	.71	.00
TOTAL	**10.72**	**13.22**	**2.50**

**All FTE counts include supervisory and administrative personnel, in addition to personnel who directly provide code enforcement services.*

***3 positions were approved in the original 2014 budget. 2 positions were added in the May 2014 Adjustment to Base in order to implement bear protection regulations for securing waste storage.*

Additional Resources in 2015

Both the City Attorney's office and the municipal court are proposed to have additional resources in 2015. The City Attorney's office will add 2 new positions. Although the new FTE will not directly increase the resources available for quality of life code enforcement work, the addition of 1 position in the Consultation and Advisory group will relieve

workload pressure currently associated with the municipalization effort. The court will add 1 position in administration and 2 in case management, including 0.66 FTE in "general" case management which includes quality of life code enforcement cases. These new positions will relieve overall workload pressure on court staff.

Financial Penalties

In the first reading packet, staff provided an accounting of code enforcement cases since Jan.1, 2011, which can be found here. Nearly 500 tickets had been written by PD during that time period for violations related to issues such as trash, failure to keep sidewalks clear of snow, graffiti, and smoking in entryways. In addition 8 rental license cases and 18 over occupancy cases had been referred to the court.

Many of the cases sent to court resulted in fines and fees. Additionally, staff also has the authority to assess penalties administratively. The table below provides the total amount of fines, fees, and penalties assessed by the city since Jan. 1, 2011 for the categories of violations listed in the first reading packet, with Rental License penalties shown in greater detail.

Violation Category	Administrative Fees & Penalties*	Court Fees and Fines**
Rental License	$169,630	$1,050
All Others	-	$42,200
TOTAL	$169,630	$43,250

**405 total cases.*
***298 total cases, of which 7 were Rental License cases.*

Rental Housing Inspection Quality Assurance Program

As detailed in the first reading memo, staff is proposing a Quality Assurance program for rental inspections to ensure that the inspections are meeting the city's standards and that rental units are compliant with all applicable codes and regulations. The Boulder Area Rental Housing Association (BARHA) has expressed concerns about the proposed quality assurance program involving International Property Maintenance Code (IPMC) inspections. Staff is following up with BARHA and expects to carefully consider and discuss program details with impacted stakeholders in advance of implementation. Some rental property owners/managers have suggested that city departments do not coordinate code enforcement efforts. While there are always opportunities for improvement in any operation, city staff closely collaborates in order to effectively respond to issues in the Boulder community.

Open Space and Mountain Parks

Detailed Breakdown of Open Space and Mountain Parks (OSMP) 2015 Budget Additions

The table below shows a full listing of proposed operating additions to the 2015 OSMP budget, broken out by ongoing additions (ongoing programmatic costs and associated FTE) and one-time additions (one time programmatic costs and associated fixed-term FTE).

Fund	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term FTE	Additional Information
General Fund	OSMP Administrator	$ (4,826)	(0.05)	$ -	0.00	
Open Space	OSMP Administrator	(91,693)	(0.95)	-	0.00	
Open Space	Communications and Outreach Coordinator	(134,885)	(1.00)	-	0.00	
Open Space	Education and Outreach Coordinator (Volunteer Coordinator)	68,684	1.00	-	0.00	
Open Space	Engineering Manager	134,885	1.00	7,500	0.00	One time funds for computer, furniture
Open Space	Deputy Director	134,220	1.00	-	0.00	
Open Space	Environmental Planner	132,500	1.00	-	0.00	
Open Space	Biostatistician (Research and Data Management)	121,800	1.00	-	0.00	
Open Space	GIS Analyst	83,700	1.00	-	0.00	
Open Space	Administrative Specialist II	60,500	1.00	-	0.00	
Open Space	Trail Condition Monitor (Visitor Use Technician)	74,802	1.00	-	0.00	
Open Space	Flood Impact Recovery and Restoration	55,000	0.00	-	0.00	
Open Space	Voice and Sight Program	-	0.00	(44,725)	0.00	This reduction represents the reduction in costs from the first year (2014) to the second year (2015)
Open Space	Sustainability Project	-	0.00	60,000	0.00	
Open Space	Seasonal Funding for Grassland Ecosystem Management Plan Monitoring	5,500	0.00	-	0.00	
Open Space	Seasonal Funding for Undesignated Trails Monitoring	25,000	0.00	-	0.00	
Open Space	Community Survey	-	0.00	30,000	0.00	
Open Space	Trail Dozer	6,500	0.00	63,500	0.00	Ongoing funding is for equipment replacement fund
Open Space	Compact Roller and Tracked Mini-Dump	1,950	0.00	17,550	0.00	Ongoing funding is for equipment replacement fund
Open Space	Composting Dog Waste	-	0.00	50,000	0.00	One time funds for pilot program
Open Space	Septic Evaluations and Improvements	-	0.00	40,000	0.00	
Open Space	Cultural Resource Artifact Management	-	0.00	20,000	0.00	
Open Space	Facilities Improvements	-	0.00	40,000	0.00	
Open Space	Trucks	7,000	0.00	70,000	0.00	Ongoing funding is for equipment replacement fund
Open Space	Flagstaff Summit Improvements (Matching Grant Funds)	-	0.00	40,000	0.00	
Open Space	Annex Staff Parking Paving	-	0.00	34,000	0.00	
Open Space	Seasonal Trail Crew	-	1.00	180,000	0.00	The 1.00 FTE is a three year fixed term. Seasonal funding is $88,000 per year for three years. NPE of $12,000 per year is for truck rental and tools.
	Totals	$ 680,637	7.00	$ 607,825	0.00	

<u>2015 Staff Repurposing : OSMP Administrator, Communications and Outreach Coordinator</u>

The duties of the OSMP Administrator have been disbursed to other staff members and the position was re-designated as a Research and Data Manager position which will coordinate and manage analysis of department wide array of environmental and visitor use data collection.

The duties of the Communications and Public Process Manager included internal communications such as a brief weekly electronic staff updates and coordination of monthly full staff meetings. In addition, the position worked with some aspects of department involvement in public process such as scheduling and set up for the West Trail Study Area (TSA) meetings, participating in conversations with Chautauqua regarding long-term expansion interest, and interacting with the Boulder Center for the Visual Arts and, informally, with some visitor user groups. All of those duties have been reassigned to other existing staff. The position was re-designated as an Engineering

Project Manager to fill a critical engineering function gap made more obvious by damage caused during the 2013 flood.

Impact of 2015 Budget Adds on Flood Repair and Mitigation

The Education Outreach/Volunteer Coordinator position will increase the department's capacity to develop and coordinate additional volunteer projects which will involve flood repair and mitigation. The Engineering Manager will provide in-house engineering aptitude for upcoming capital improvement projects necessitated by both flood recovery and Visitor Master Plan/Trail Study Area Plan implementation. The Trail Condition Monitor/Visitor Use Technician position will provide a resource to determine trail conditions relative to existing trail standards for use in identifying and scheduling maintenance required to bring damaged and substandard trails to an acceptable condition.

There is also $55,000 recommended for flood impact recovery and restoration which will provide funding for weed control (IPM); endangered species surveys; wetland and riparian restoration; FEMA coordination and project tracking; and impact assessment and remediation planning. The purchase of a trail dozer, compactor/roller, mechanized wheelbarrow and two trucks will all improve construction efficiency for both flood recovery and trail study area plan implementation. Finally, the additional seasonal trail crew will increase the Department's capacity to restore trails damaged by the 2013 flood.

Volunteer Coordination Efforts

The 2015 recommended budget includes an Education Outreach/Volunteer Coordinator position which will substantially increase the Department's capacity for volunteer coordination. Starting immediately after the flood to present, OSMP has sponsored 76 volunteer projects involving more than 1,000 volunteers and more than 6,000 hours of participation.

In the roughly 40 weather-permitting weeks since the flood, staff has arranged and coordinated an average of nearly two flood volunteer projects each week. In addition to flood related projects, staff provided 40 non-flood related volunteer projects for groups including AmeriCorps and various CU groups and covering such topics as Integrated Pest Management-related fencing and irrigation ditch maintenance.

Impact of 2015 Budget Adds on TSA Implementation Timeline

A number of 2015 budget additions will help shorten the West TSA Plan implementation. While it should be acknowledged that, since the flood, some resources have been reassigned from West TSA Plan implementation to flood recovery, many of the budget additions that will support flood repair and mitigation will also support West TSA Plan implementation. Additions in the 2015 budget that will support West TSA Plan implementation include the Education Outreach/Volunteer Coordinator position, the Engineering Manager position, the Trail Condition Monitor/Visitor Use Technician position, the purchase of a trail dozer, compactor/roller, mechanized wheelbarrow and two trucks, and the additional seasonal trail crew.

During 2014 the majority of funding and staffing has been allocated to restoration of flood damage including trails, fencing and environmental - primarily stream corridor restoration. Nonetheless, West TSA implementation is ongoing: the Lion's Lair Trail on

the Wittemyer property in Sunshine Canyon is nearly complete and will be opened this year; the Skunk Creek reroute was completed this year; and work has begun on the Anemone Trail. Due to its complexity and length, this work on the Anemone Trail will not be completed before mid 2015, however, a major volunteer restoration in the area, called for in the TSA plan, was completed. In addition to these construction projects, many environmental restoration projects, focused mainly on stream corridor restoration, have been completed.

The department's intent has been to focus on repairing current trails before beginning significant new construction. It is clear that where trail passage has become more difficult due to flood impacts there is short cutting, parallel trail formation and other forms of environmental impact. In 2015, OSMP will be working to balance pre flood environmental and trail restoration with TSA planning and implementation.

Small Business Development Center (SBDC)

The Boulder SBDC - part of the Colorado SBDC Network - provides a wide range of services to local small businesses and entrepreneurs including free one-on-one business consulting , workshops, and specialized programs. In 2013, the Boulder SBDC provided over 1,000 consulting hours to more than 400 clients from its Boulder offices. Two overview documents summarizing the Boulder SBDC programs and clients are included with this packet as **Attachments G and H.**

In addition to the current Economic Vitality (EV) sponsorship level for SBDC programming ($25,000 in 2014 and $25,000 recommended for 2015), new support for SBDC operating and office costs is needed to help keep the SBDC in Boulder. Currently housed and supported by the Boulder Chamber, the SBDC has been seeking new space for offices, consulting meetings and workshops. The 2015 Recommended Budget includes one-time proposed funding to support the SBDC's relocation to the Boulder Public Library, as well as ongoing funding for operating costs. This ongoing funding represents a portion of the total Boulder SBDC budget (which includes staff and benefits, consulting services, etc.). The SBDC also requires a "cash match" subsidy for operations. This is requirement of the Small Business Administration (SBA) and was previously funded by the Boulder Chamber. The 2015 Recommended Budget includes city funding of this $21,500 cash match

The 2015 Recommended Budget proposes relocation of the SBDC to city library space. There are mutual benefits of the Boulder Public Library and SBDC co-locating and partnering on business assistance. A library location can help raise the profile of the SBDC in the community. The presence of the SBDC will bring a new steady traffic of entrepreneurs and businesspeople into the library and help change perceptions about how the 21st century library works. SBDC programming at the library could also mitigate the need for library staff to add additional business based programming.

The 2015 Recommended Budget reflects funding for costs to relocate the Boulder SBDC to the library and to relocate library staff within the library to create the available space. As shown below, $76,300 is recommended for the cash match, operating costs, and relocation expenses. The City of Boulder would continue its annual SBDC program sponsorship support of $25,000 in addition to this. Neither the City of Boulder nor the

Boulder Public Library would take on the role of "Host" or Fiscal Agent for the Boulder SBDC; this role will be held by a separate entity, still to be determined.

Small Business Development Center Support

ONGOING	2014	2015	2016→
Programming Sponsorship	$ 25,000	$ 25,000	$ 25,000
Replace Boulder Chamber "Cash Match" (SBA grant requirement)		21,500	21,500
SBDC Operating Costs (previously paid by Boulder Chamber)		20,800	20,800
ONE-TIME			
SBDC Set-up Operating Costs		7,500	
Relocation Costs			
--Relocate Library staff from proposed SBDC space		21,500	
--Relocate SBDC into new location at Library		5,000	
Total Budget	25,000	101,300	67,300
Total 2015 Additions		**$76,300**	

Public Private Partnership (PPP) with Trinity Lutheran Church

The Trinity Lutheran Church, at the corner of Pine and Broadway in downtown Boulder, received approval for a development project in their parking lot adjacent to the church. The project consists of permanently affordable senior housing, church offices and congregational hall and parking. Trinity Lutheran sought partners to finance, own and manage the non-residential underground parking with parameters for church use. The church approached the Central Area General Improvement District (CAGID), a taxing and parking management entity in the downtown, to be that partner. Negotiations are underway between the church and CAGID to determine the parking management strategy, allowing for the church access to the parking on Sundays and other specific times, ownership structure, and costs.

As opportunities for sites for future parking in the downtown are diminishing, CAGID is pursuing a strategy of partnering with private projects to provide public parking in order to realize the SUMP parking principles – shared, unbundled, managed and paid. As parking surveys in the downtown indicate, CAGID manages parking to a higher efficiency level than private parking providers (CAGID: 74% utilization; private providers: 61%). The initial plan would be to manage the potential 55 CAGID spaces at Grace Lutheran as long-term permits for employee parking.

A draft Memorandum of Understanding is being negotiated between CAGID and Grace Lutheran that would outline the intent of the partnership and future ownership structure and parking management. Once a draft is finalized, and cost estimates are reviewed and agreed upon, the MOU will be presented to the Boulder City Council as well as the Grace Lutheran congregation for their feedback and approval.

Boulder Junction Access District – Travel Demand Management (BJAD-TDM)
The Boulder Junction Travel Demand Management (TDM) budgeted expenses and revenues per year are subject to the timing of development completions. BJAD-TDM collects property tax and PILOT fees to provide TDM programs (EcoPass, Bike Share and Car Share memberships) for Boulder Junction employees and resident as a transit oriented development (TOD).

Best estimates for property tax, Payments in lieu of taxes (PILOT) payments and costs of TDM are continually updated per estimates from the consultant, EPS, based on developer projections for project completion and occupancy. As developments are completed and operations come on line in this new district, the estimated uses of funds for these operations has also grown. This pattern of increase will continue during the initial years of the district's formation and development.

The estimated uses of funds in BJAD-TDM for 2015 is $148,696. This is an increase of $98,349 from 2014. As noted above, revenues to pay for the TDM programs will come from PILOT fees and property/ownership tax.

QUESTIONS
Council members may contact Peggy Bunzli (303-441-1848) in the Budget Division for any questions they have on the contents of this agenda item, including clarification of any budget program or fund status.

BUDGET MATERIALS ONLINE
Budget materials can be found at the following links:
2015 Recommended Budget;
Draft 2015-2020 CIP;
Sept. 9 study session memo;
Additional materials for Sept. 9 Budget Study Session;
Sept. 9 Study Session Summary;
Agenda item 5B, including attachments, for the Oct. 7, 2014 City Council meeting;
Past budgets.

PUBLIC FEEDBACK
At the Oct. 7 Public Hearing, there was one comment from a member of the public expressing support of the energy strategy budget proposal.

There will be a public hearing at the Second Reading of these ordinances.

NEXT STEPS
- Thursday, Nov. 6 - Public hearing and third reading of the 2015 City of Boulder budget ordinances (if needed).

ATTACHMENTS
Attachment A Ordinance No. 8001 adopting a Budget for the City of Boulder for 2015
Attachment B Ordinance No. 8002 establishing the 2014 City of Boulder property tax mill levies

Attachment C	Ordinance No. 8003 appropriating the City of Boulder budget for 2015
Attachment D	Ordinance No. 8004 amending Section 3-8-3 and Chapter 4-20 of the B.R.C. 1981, changing certain fees
Attachment E	Budget Changes document logging all changes proposed to the 2015 Recommended Budget since its publication
Attachment F	Significant Changes Between 2014 and 2015 Budget (update to City Manager Message Attachments B and C, including all changes incorporated into the 2015 Recommended Budget since the Sep. 9, 2014 Budget Study Session)
Attachment G	SBDC Program Information
Attachment H	SBDC Scope of Clients and Programs

ORDINANCE NO. 8001

AN ORDINANCE ADOPTING A BUDGET FOR THE CITY OF BOULDER, COLORADO, FOR THE FISCAL YEAR COMMENCING ON THE FIRST DAY OF JANUARY 2015 AND ENDING ON THE LAST DAY OF DECEMBER 2015 AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Manager has submitted a recommended budget for fiscal year 2015 to the City Council as required by Charter; and,

WHEREAS, upon due and proper notice, numerous study sessions and public hearings have been held on said recommended budget;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO THAT THE FOLLOWING FISCAL YEAR 2015 BUDGET IS HEREBY ADOPTED:

Section 1. That estimated expenditures for fiscal year 2015 are as follows (excludes carryover and the General Improvement Districts):

General Operating Fund	$128,483,373
Capital Development Fund	180,554
Lottery Fund	836,000
Planning and Development Services Fund	11,209,244
Affordable Housing Fund	1,220,670
Community Housing Assistance Program Fund	2,386,103
.25 Cent Sales Tax Fund	8,407,685
Library Fund	7,648,063
Recreation Activity Fund	10,179,576
Climate Action Plan Fund	1,900,180

Open Space Fund	29,719,596
Airport Fund	431,994
Transportation Fund	30,661,228
Transportation Development Fund	711,673
Community Development Block Grant (CDBG) Fund	648,739
HOME Investment Partnership Grant Fund	846,076
Permanent Parks and Recreation Fund	2,328,756
Boulder Junction Improvement Fund	652,000
Water Utility Fund	32,674,594
Wastewater Utility Fund	32,483,089
Stormwater/Flood Management Utility Fund	25,941,538
Telecommunications Fund	811,879
Property and Casualty Insurance Fund	1,965,524
Worker's Compensation Insurance Fund	1,926,015
Compensated Absences Fund	833,885
Fleet Operations Fund	3,762,727
Fleet Replacement Fund	7,542,543
Computer Replacement Fund	2,676,825
Equipment Replacement Fund	542,370
Facility Renovation and Replacement Fund	3,582,490
Less: Interfund Transfers	24,198,377
Less: Internal Service Fund Charges	20,669,087
TOTAL (Including Debt Service)	$308,327,525

Section 2. That estimated carryover funds from fiscal year 2014 are as follows (excludes General Improvement Districts):

General Operating Fund	$5,000,000
Capital Development Fund	400,000
Lottery Fund	970,000
Planning & Development Services Fund	1,500,000
Affordable Housing Fund	6,000,000
Community Housing Assistance Program Fund	3,000,000
.25 Cent Sales Tax Fund	1,200,000
Climate Action Plan Fund	1,200,000
Open Space Fund	9,830,000
Airport Fund	1,000,000
Transportation Fund	25,000,000
Transportation Development Fund	1,800,000
Community Development Block Grant (CDBG) Fund	1,000,000
HOME Investment Partnership Grant Fund	1,000,000
Permanent Parks and Recreation Fund	2,300,000
Boulder Junction Improvement Fund	3,000,000
2011 Capital Improvement Bond Fund	9,528,240
Water Utility Fund	3,100,000
Wastewater Utility Fund	1,900,000
Stormwater/Flood Management Fund	8,000,000
Telecommunications Fund (Internal Service Fund)	80,000
Fleet Replacement Fund (Internal Service Fund)	2,000,000
Computer Replacement Fund (Internal Service Fund)	300,000

Equipment Replacement Fund (Internal Service Fund)	250,000
Facility Renovation and Replacement Fund (Internal Service Fund)	4,250,000
TOTAL	$93,608,240

Section 3. That estimated revenues and fund balances available for fiscal year 2015 to fund the above expenditures are as follows (excludes carryover and General Improvement Districts):

Taxes	$168,927,449
Charges for Services	66,005,932
Internal Service Fund Charges	20,790,333
Sale of Goods and Capital Assets	4,043,507
License Fees and Fines	18,206,978
Intergovernmental and Grants	18,877,234
Interest/Lease/Rent	3,465,220
Other Revenues	1,474,475
Bond Proceeds	26,125,000
Transfers In	21,783,150
Less: Transfers	21,783,150
Less: Internal Service Fund Charges	20,790,333
Plus: Fund Balance	3,495,711
TOTAL	$310,621,506

Section 4. That the proposed budget as submitted and hereinabove summarized be adopted as the budget of the City of Boulder, Colorado, for the 2015 fiscal year.

Section 5. The City Council finds that the budget must be adopted before the mill levy can be certified, and said levy must be certified to the County Assessor of the County of Boulder, State of Colorado, by December 15, 2014.

Section 6. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 7. The council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

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ORDINANCE NO. 8002

AN ORDINANCE ESTABLISHING THE 2014 CITY OF BOULDER PROPERTY TAX MILL LEVIES WHICH ARE TO BE COLLECTED BY THE COUNTY OF BOULDER, STATE OF COLORADO, WITHIN THE CITY OF BOULDER IN 2015 FOR PAYMENT OF EXPENDITURES BY THE CITY OF BOULDER DURING THE FISCAL YEAR 2015 PROVIDING THAT SAID LEVY BE CERTIFIED TO THE COUNTY ASSESSOR OF THE COUNTY OF BOULDER, STATE OF COLORADO, SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, Section 94 of the Charter of the City of Boulder, Colorado requires the City Council to make by ordinance the proper levy in mills on each dollar of the assessed valuation of all taxable property within the City, such levy representing the amount of taxes for City purposes necessary to provide for payment during the ensuing fiscal year of the properly authorized demands upon the Treasury, and to cause said total levy to be certified to the County Assessor of the County of Boulder, State of Colorado; and

WHEREAS, after reviewing the requirements for anticipated expenditures as well as anticipated revenues from other sources for 2015, the City Council has determined that for the year of 2014, the proper mill levy, which shall be collected in 2015 by the Treasurer of the County of Boulder, State of Colorado, upon each dollar of the assessed valuation of all taxable property within the city, shall be 11.981 mills; and

WHEREAS, Boulder residents approved Ballot Issue 201 on November 4, 2008, which has the effect of allowing the retention of property tax monies collected above the limits imposed by Article X, Section 20, of the Colorado Constitution, commonly referred to as “TABOR,” and reducing the mill levy credit by 0.50 mill each year until the credit is completely eliminated; and

WHEREAS, in line with those guidelines, no mill levy credit remains, and a total of 11.981 mills is to be assessed upon each dollar of assessed valuation of all taxable property with the City.

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

Section 1. For the purpose of maintaining funds to defray the general expenses of the City of Boulder, Colorado, during the fiscal year of the City commencing at 12:00 Midnight at the end of December 31, 2014, and ending at 12:00 Midnight at the end of December 31, 2015, there is hereby levied for the year of 2014 to be collected in 2015 a tax of 11.981 mills upon each dollar of the total assessed valuation of all taxable property within the City of Boulder, Colorado. The levy includes the following components:

GENERAL CITY OPERATIONS	8.748
PERMANENT PARKS FUND (Charter Sec. 161)	.900
LIBRARY FUND (Charter Sec. 165)	.333
TOTAL	9.981
GENERAL CITY OPERATIONS (PUBLIC SAFETY)	2.000
NET MILL LEVY	11.981

Section 2. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 3. The council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

Section 4. Pursuant to Section 18 of the Charter of the City of Boulder, this ordinance shall take effect immediately upon publication after final passage.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

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ORDINANCE NO. 8003

AN ORDINANCE APPROPRIATING MONEY TO DEFRAY EXPENSES AND LIABILITIES OF THE CITY OF BOULDER, COLORADO, FOR THE 2015 FISCAL YEAR OF THE CITY OF BOULDER, COMMENCING ON THE FIRST DAY OF JANUARY 2015, AND ENDING ON THE LAST DAY OF DECEMBER 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council has approved a motion to adopt the budget for 2015; and,

WHEREAS, the City Council has by ordinance made the property tax levy in mills upon each dollar of the total assessed valuation of all taxable property within the City, such levy representing the amount of taxes for City purposes necessary to provide for payment in part during the City's said fiscal year of the properly authorized demands upon the Treasury; and,

WHEREAS, the City Council is now desirous of making appropriations for the ensuing fiscal year as required by Section 95 of the Charter of the City of Boulder;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, that;

Section 1. The following appropriations are hereby made for the City of Boulder's fiscal year commencing at 12:00 Midnight at the end of December 31, 2014 and ending at 12:00 Midnight at the end of December 31, 2015, for payment of 2015 City operating expenses, capital improvements, and general obligation and interest payments:

General Operating Fund	$128,483,373
Capital Development Fund	180,554
Lottery Fund	836,000

Planning and Development Services Fund	11,209,244
Affordable Housing Fund	1,220,670
Community Housing Assistance Program Fund	2,386,103
.25 Cent Sales Tax Fund	8,407,685
Library Fund	7,648,063
Recreation Activity Fund	10,179,576
Climate Action Plan Fund	1,900,180
Open Space Fund	29,719,596
Airport Fund	431,994
Transportation Fund	30,661,228
Transportation Development Fund	711,673
Community Development Block Grant (CDBG) Fund	648,739
HOME Investment Partnership Grant Fund	846,076
Permanent Parks and Recreation Fund	2,328,756
Boulder Junction Improvement Fund	652,000
Water Utility Fund	32,674,594
Wastewater Utility Fund	32,483,089
Stormwater/Flood Management Utility Fund	25,941,538
Telecommunications Fund	811,879
Property and Casualty Insurance Fund	1,965,524
Worker's Compensation Insurance Fund	1,926,015
Compensated Absences Fund	833,885
Fleet Operations Fund	3,762,727
Fleet Replacement Fund	7,542,543
Computer Replacement Fund	2,676,825

Equipment Replacement Fund	542,370
Facility Renovation and Replacement Fund	3,582,490
Less: Interfund Transfers	24,198,377
Less: Internal Service Fund Charges	20,669,087
TOTAL (Including Debt Service)	$308,327,525

Section 2. The following appropriations are hereby made for the City of Boulder's fiscal year commencing January 1, 2015 and ending December 31, 2015 for estimated carryover expenditures:

General Operating Fund	$5,000,000
Capital Development Fund	400,000
Lottery Fund	970,000
Planning & Development Services Fund	1,500,000
Affordable Housing Fund	6,000,000
Community Housing Assistance Program Fund	3,000,000
.25 Cent Sales Tax Fund	1,200,000
Climate Action Plan Fund	1,200,000
Open Space Fund	9,830,000
Airport Fund	1,000,000
Transportation Fund	25,000,000
Transportation Development Fund	1,800,000
Community Development Block Grant (CDBG) Fund	1,000,000
HOME Investment Partnership Grant Fund	1,000,000
Permanent Parks and Recreation Fund	2,300,000
Boulder Junction Improvement Fund	3,000,000
2011 Capital Improvement Bond Fund	9,528,240

Water Utility Fund	3,100,000
Wastewater Utility Fund	1,900,000
Stormwater/Flood Management Fund	8,000,000
Telecommunications Fund (Internal Service Fund)	80,000
Fleet Replacement Fund (Internal Service Fund)	2,000,000
Computer Replacement Fund (Internal Service Fund)	300,000
Equipment Replacement Fund (Internal Service Fund)	250,000
Facility Renovation and Replacement Fund (Internal Service Fund)	4,250,000
TOTAL	$93,608,240

Section 3. The following appropriations are hereby made for the City of Boulder's fiscal year commencing January 1, 2015, and ending December 31, 2015, for Fund Balances:

General Operating Fund	$26,343,000
Capital Development Fund	5,153,993
Lottery Fund	610,232
Planning and Development Services Fund	3,613,315
Affordable Housing Fund	6,534,301
Community Housing Assistance Program Fund	32,315
.25 Cent Sales Tax Fund	1,026,083
Library Fund	1,081,902
Recreation Activity Fund	949,051
Climate Action Plan Fund	208,641
Open Space Fund	13,959,973
Airport Fund	884,078
Transportation Fund	4,104,395

Transportation Development Fund	279,680
Permanent Parks and Recreation Fund	418,243
Boulder Junction Improvement Fund	434,678
Water Utility Fund	30,479,426
Wastewater Utility Fund	8,210,294
Stormwater/Flood Management Utility Fund	11,946,227
Telecommunications Fund	1,246,198
Property and Casualty Insurance Fund	5,113,608
Worker's Compensation Insurance Fund	2,361,613
Compensated Absences Fund	1,364,234
Fleet Operations Fund	631,249
Fleet Replacement Fund	7,450,323
Computer Replacement Fund	5,880,904
Equipment Replacement Fund	3,434,795
Facility Renovation and Replacement Fund	2,376,334
TOTAL FUND BALANCES	$146,129,085

Section 4. The City Council hereby appropriates as revenues all 2014 year-end cash balances not previously reserved for insurance or bond purposes for all purposes not designated as "emergencies", including without limitation subsequent years' expenditures, capital improvements, adverse economic conditions and revenue shortfalls, pursuant to Article X, Section 20 to the Colorado Constitution, approved by the electorate on November 3, 1992; and

Section 5. The sums of money as appropriated for the purposes defined in this ordinance shall not be over expended, and that transfers between the various appropriations defined in this ordinance shall not be made except upon supplemental

appropriations by ordinance authorizing such transfer duly adopted by City Council of the City of Boulder, Colorado. It is expressly provided hereby that at any time after the passage of this ordinance and after at least one week's public notice, the Council may transfer unused balances appropriated for one purpose to another purpose, and may appropriate available revenues not included in the annual budget and appropriations ordinance.

Section 6. The City Council is of the opinion that the provisions of the within ordinance are necessary for the protection of the public peace, property, and welfare of the residents of the city, and covers matters of local concern.

Section 7. Pursuant to Section 95 of the Boulder City Charter, the annual appropriation ordinance must be adopted by December 1 and to Section 18 of the Charter, this ordinance shall take effect immediately upon publication after final passage.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

_____
Mayor

Attest:

_____
City Clerk

ORDINANCE NO. 8004

AN ORDINANCE AMENDING SECTION 3-8-3 AND CHAPTER 4-20, B.R.C. 1981, CHANGING CERTAIN FEES AND SETTING FORTH RELATED DETAILS.

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

Section 1. 3-8-3, B.R.C. 1981, is amended to read:

3-8-3. Tax Imposed on Nonresidential and Residential Development.

(a) Tax Rate: No person engaged in nonresidential or residential development in the city shall fail to pay a development excise tax thereon according to the following rates:

....

(2) For new detached dwelling unit:

Park land	$1,144.84 ~~1,115.83~~
Transportation	$2,226.93~~2,170.50~~
Total:	$3,371.77~~3,286.33~~

(3) For new attached dwelling unit or mobile home:

Park land	$795.98~~775.81~~
Transportation	$1,650.29~~1,608.47~~
Total:	$2,446.27~~2,384.28~~

b) Waiver of Tax Imposed on Annexation of Developed Residential Land: For property annexed with existing residential development, the tax imposed by this chapter is prorated in accordance with the following formula: one twenty-sixth of the applicable tax is waived for each full year the residence existed prior to July 17, 1988. The date on which residential development existed for determination of the waiver is the date of the issuance by Boulder County of a certificate of occupancy for the structure.

Section 2. Chapter 4-20, "Fees," B.R.C. 1981, is amended to read:

....

4-20-3. Auctioneer License Fees.

An applicant for an auctioneer license shall pay an annual fee of $79~~77~~ and $7 per person submitted for background check review.

4-20-4. Building Contractor License, Building Permit Fees, and Payment of Estimated Use Tax.

....

d) The value of the work covered by the permit shall be determined by either the City of Boulder Valuation Table or the estimated value of the work covered by the permit provided by the applicant at time of application. The higher of the two valuations shall be used to calculate the building permit fees and the estimated pre-payment of construction use tax if the applicant chooses to pay use taxes pursuant to Subsection 3-2-14(a), "Methods of Paying Sales and Use Tax," B.R.C. 1981.

(1) City of Boulder Valuation Table means a table of per square foot construction values based on type of construction and use. The city has adopted the August ~~2012~~ 2014 version of the cost data as published by the International Code Council. The table rates are for new construction which includes additions. All other scopes of work are expressed as a percentage of the new rate as follows:

Core and Shell	75%
Basement Finish	50%
All Others	50%

....

4-20-5. Circus, Carnival, and Menagerie License Fees.

An applicant for a circus, carnival, and menagerie license shall pay $416 ~~405~~ per day of operation.

....

4-20-7. Dog License Fee.

An applicant for a Dog License shall pay the fee established by the city manager rule pursuant to Section 4-1-12, "City Manager May Issue Regulations," B.R.C. 1981.

~~(a) An applicant for a dog license shall pay the following fees per year:~~

~~(1)For dogs less than one year old or for altered dogs upon presentation of a veterinary certificate showing alteration: One-year license: $15.~~

~~(2) For unaltered dogs one year or more old: One-year license: $30.~~

~~(3)Additional fee for licenses renewed later than February 1 of the calendar year in which renewal is due: $5.~~

~~(b)An applicant to transfer a dog license shall pay the fees specified for a new license, subject to the proration provisions of this section.~~

~~(c) The holder of a dog license shall pay $2 for a replacement dog tag.~~

~~(d)The fees prescribed in Subsection (a) of this section shall be reduced for the last quarter of the annual license term for all licenses except renewals.~~

....

4-20-10. Itinerant Merchant License Fee.

An applicant for an itinerant merchant license shall pay $54~~53~~ per year plus $7 per person submitted for background check review.

4-20-11. Mall License and Permit Fees.

The following fees shall be paid before issuance of a ~~mall building extension~~ revocable permit or lease, kiosk, mobile vending cart, ambulatory vendor, entertainment vending, personal services vending, animal, or special activity permit, and rental of advertising space on informational kiosks:

(a) For revocable permit or leases issued in accordance with Section 8-6-6, "Requirements for Revocable Permits, Short-Term Leases and Long-Term Leases," B.R.C. 1981~~building extension permits~~, an annual fee of $15.90~~15.50~~ per square foot of occupied space;

(b) For kiosk permits, an annual fee to be negotiated by contract with the city manager;

(c) For mobile vending carts, $2,125.00~~2,075.00~~ per year, payable in two equal payments by April 1 and August 1, or, for substitution or other permits which begin later in the year and are prorated, within thirty days of permit approval;

(d) For ambulatory vendor permits, $106.00~~103.50~~ per month from May through September, and $53.00~~51.00~~ per month from October through April;

(e) For any permits requiring use of utilities to be provided by the city, up to a maximum of $18.50~~18.00~~ per day;

(f) For rental of advertising space on informational kiosks, $975.00 per quarter section per year;

(g) For animal permits, $0.00 per permit;

(h) For entertainment vending permits, $14.75~~14.50~~ per month;

(i) For personal services vending permits, $106.00~~103.50~~ per month from May through September, and $53.00 ~~51.00~~from October through April; and

(j) For a newspaper vending machine permit, $66.50 per year.

....

4-20-17. Secondhand Dealer and Pawnbroker License Fee.

(a) An applicant for a secondhand dealer license shall pay $111 ~~108~~ per year plus $7 per person submitted for background check review.

(b) An applicant for a pawnbroker license shall pay $2,082~~2,029~~ per year plus $7 per person submitted for background check review.

(c) The fees for a new license prescribed in Subsections (a) and (b) of this section shall be prorated on a monthly basis.

....

4-20-20. Revocable Right of Way Permit/Lease Application Fee.

....

(d) An applicant for an encroachment off the Pearl Street Mall shall pay an annual fee of $11.13~~10.85~~ per square foot of leased area.

....

....

4-20-23. Water Permit Fees.

An applicant for a water permit under Section 11-1-14, "Permit to Make Water Main Connections," 11-1-15, "Out of City Water Service," or 11-1-16, "Permit to Sell Water," B.R.C. 1981, or for water meter installation under Section 11-1-36, "Location and Installation of Meters; Maintenance of Access to Meters," B.R.C. 1981, or for testing or inspection of backflow prevention assemblies under Section 11-1-25, "Duty to Maintain Backflow Prevention Assembly and Prevent Cross-Connection," B.R.C. 1981, and for inspection for cross-connections under Section 11-1-25, "Duty to Maintain Backflow Prevention Assembly and Prevent Cross-Connection," B.R.C. 1981, shall pay the following fees:

....

(d) Water meter installation fee:

(1)	¾" meter	$ 639.00~~544.00~~
(2)	1" meter	904.00~~764.00~~
(3)	1½" meter (domestic)	2,493.00~~2,351.00~~
(4)	1½" meter (sprinkler)	2,362.00 ~~2,460.00~~
(5)	2" meter (domestic)	3,080.00 ~~2,866.00~~
(6)	2" meter (sprinkler)	2,942.00 ~~2,591.00~~
(7)	3" meter	3,621.00 ~~3,172.00~~

(8)	4" meter	4,742.00 ~~4,062.00~~
(9)	Install ¾" meter transponder	265.00 ~~225.00~~
(10)	Install 1" meter transponder	310.00 ~~262.00~~
(11)	Install 1½" meter transponder	376.00~~322.00~~
(12)	Install 2" meter transponder (domestic)	399.00 ~~341.00~~
(13)	3" to 8" meter transponder (domestic)	985.00 ~~820.00~~
(14)	2" to 8" meter transponder (sprinkler)	985.00 ~~820.00~~
(15)	Call back for ¾" and 1"	55.00~~53.00~~
(16)	Call back for 1½" and 2"	98.00 ~~95.00~~

Sales tax is due on materials portion of installation.

(e) Tap fee:

(1)	¾" in DIP or CIP	$125.00 ~~111.00~~
(2)	¾" in AC or PVC	223.00~~206.00~~
(3)	1" in DIP or CIP	139.00~~118.00~~
(4)	1" in AC or PVC	233.00~~210.00~~
(5)	1½"	465.00~~354.00~~
(6)	2"	608.00~~452.00~~
(7)	4"	377.00~~363.00~~
(8)	6"	434.00~~420.00~~
(9)	8"	516.00~~502.00~~
(10)	12"	672.00~~658.00~~
(11)	Call back for installing a water tap	123.00~~114.00~~

Sales tax is due on materials portion of installation.

....

4-20-24. Water Service Fees.

A person shall pay the following charges for water services:

(a)	To terminate water service	$33.00~~32.00~~

(b)	To deliver water service termination notice	15.00~~14.00~~
(c)	To remove water meter	62.00~~60.00~~
(d)	To reset water meter	55.00~~53.00~~
(e)	To resume water service	31.00~~30.00~~
(f)	To resume water service after 3 p.m. or on weekends or holidays	60.00~~57.00~~
(g)	Special meter read	40.00~~38.00~~
(h)	To test meter and meter tests accurate	50.00
(i)	Water monitors	110.00

4-20-25. Monthly Water User Charges.

(a) Treated water monthly service charges:

Meter Size	***Inside City***	***Outside City***
¾"	$ 9.67~~9.40~~	$ 14.51~~14.10~~
1"	16.27~~15.81~~	24.40~~23.70~~
1½"	35.04~~34.08~~	52.57~~51.12~~
2"	61.38~~59.70~~	92.08~~89.56~~
3"	136.54~~132.81~~	204.81~~199.22~~
4"	241.76~~235.17~~	362.63~~352.75~~
6"	542.52~~527.75~~	813.78~~791.63~~
8"	963.56~~937.34~~	1,445.34~~1,406.00~~

(b) Treated water quantity charges:

(1) Block Rate Structure:

	Block Rates (per thousand gallons of water)	***Block Size (% of monthly water budget)***
Block 1	$ 2.55~~2.42~~	0—60%
Block 2	3.40~~3.23~~	61—100%
Block 3	6.80~~6.46~~	101—150%
Block 4	10.20~~9.69~~	151—200%
Block 5	17.00~~16.15~~	Greater than 200%

....

4-20-26. Water Plant Investment Fees.

(a) Water utility customers shall pay the following plant investment fees:

The number of bedrooms, type of units, number of units, irrigated area, and AWC Usage** are used to determine water budgets as well as calculate the Plant Investment Fee. Any changes to these characteristics may require payment of an additional Plant Investment Fee before any water budget adjustments are made.

Customer Description PIF Amount

(1) Single Unit Dwelling:

Type	***Amount of Square Feet of Irrigable Area***	***Application Rate***	
Outdoor [per S.F. of irrigated area (2,000 S.F. minimum)]	First 5,000 square feet of irrigable area	15 gallons per square feet (gpsf)	$ 2.78~~2.67~~
	Next 9,000 square feet of irrigable area	12 gpsf	2.33~~2.14~~
	Irrigable area in excess of 14,000 square feet	10 gpsf	1.86~~1.79~~
Indoor			11,926.00~~11,467.00~~

Customer Description PIF Amount

(2) Multi Unit Dwelling:

Outdoor (Separate irrigation service under Paragraph (4) of this section).

Indoor	
1 or 2 bedroom unit (per unit)	$ 6,816.00~~6,554.00~~
3 bedroom unit (per unit)	8,520.00~~8,192.00~~
4 bedroom unit (per unit)	10,223.00~~9,830.00~~
5 or more bedroom unit (per unit)	11,926.00~~11,467.00~~

(3) Nonresidential:

Outdoor (Separate irrigation service under Paragraph (4) of this section).

Indoor:

	AWC Usage (Gallons) **		
Meter size *	***25%***	***50%***	***85%***
¾"	N/A	30,000	165,000
1"	42,000	108,000	503,000
1½"	99,000	228,000	924,000
2"	183,000	483,000	1,941,000

	PIF Amount		
Meter size *	***25%***	***50%***	***85%***
¾"	N/A	$ 4,260.00~~4,096.00~~	$ 22,819.00~~21,941.00~~
1"	$ 5,963.00~~5,734.00~~	15,334.00~~14,744.00~~	71,416.00~~68,669.00~~
1½"	14,056.00~~13,516.00~~	32,371.00~~31,126.00~~	131,190.00~~126,144.00~~
2"	25,982.00~~24,983.00~~	68,577.00~~65,939.00~~	275,582.00~~264,983.00~~

Water usage other than that listed above may be evaluated and assessed a proportional PIF on a case by case basis.

* Nonresidential meters larger than 2 inches require a special agreement described under Paragraph (5) of this section. The efficiency standard option with a corresponding special agreement is available to all nonresidential customers.

** Average Winter Consumption Usage (AWC Usage), is based on a usage distribution of all nonresidential accounts with a given meter size.

"N/A" means this option is not available for purchase.

(4) Irrigation service:

Usage	***Application Rate***	***PIF Amount***
Per S.F. of irrigated area (2,000 S.F. minimum)	15 gallons per square feet (gpsf)	$2.78~~2.67~~

(5) The PIF for a customer whose total water demand exceeds the water use demand described in subsection 11-1-52(j), B.R.C. 1981, is as follows:

(A)	Raw Water:	[(AYWA/30,650 acre feet) x A] plus

(B)	Water Delivery Infrastructure:	[(PDWD/53,000,000 gallons per day) x B] = Total PIF

Where:

AYWA = customer's average year water demand in acre feet

30,650 acre feet = city's usable water rights capacity

A = value of city's raw water

PDWD = customer's peak day water demand in million gallons per day

53,000,000 gallons per day = city's current treated water delivery capacity

B = value of city's water delivery infrastructure

	Water Asset Valuations
A	$418,072,046.00
B	867,788,457.00~~834,411,978.00~~

4-20-27. Wastewater Permit Fees.

An applicant for a wastewater tap or permit under Section 11-2-8, "When Connections With Sanitary Sewer Mains Required," or 11-2-9, "Permit to Make Sanitary Sewer Connection," B.R.C. 1981, shall pay the following fees:

....

(c) Sewer tap fee:

(1)	4" PVC and VCP	$133.00~~127.00~~
(2)	4" RCP	206.00~~194.00~~
(3)	6" PVC and VCP	164.00~~158.00~~
(4)	6" RCP	234.00~~222.00~~
(5)	Manhole tap	598.00~~560.00~~
(6)	Call back for installing a sewer tap	86.00 ~~80.00~~

Sales tax is due on materials portion of installation.

4-20-28. Monthly Wastewater User Charges.

(a) Monthly service charge:

Meter Size	***Inside City***	***Outside City***
¾"	$ 1.43 ~~1.10~~	$ 2.15 ~~1.66~~

1"	2.51 ~~1.93~~	3.76~~2.92~~
1½"	5.73~~4.41~~	8.60~~6.56~~
2"	10.10 ~~7.77~~	15.15 ~~11.69~~
3"	22.71~~17.47~~	34.07~~26.24~~
4"	40.42~~31.09~~	60.63~~46.64~~
6"	90.94~~69.95~~	136.40~~104.91~~
8"	161.67~~124.36~~	242.50~~186.49~~

(b) Quantity charge:

(1) Average strength sewage (up to and including two hundred twenty mg/l TSS, twenty-five mg/l NH3-N, or two hundred thirty mg/l BOD):

Quantity	***Inside City***	***Outside City***
Per 1,000 gallons of billable usage	$5.76~~4.43~~	$8.64~~6.61~~

....

4-20-29. Wastewater Plant Investment Fees.

(a) Sanitary sewer utility customers shall pay the following plant investment fees:

Customer Description

(1) Single Unit Dwelling:

PIF Amount
$4,652.00~~4,473.00~~

(2) Multi Unit Dwelling:

Description	***PIF Amount***
1 or 2 bedroom unit (per unit)	$2,658.00~~2,556.00~~
3 bedroom unit (per unit)	3,323.00~~3,195.00~~
4 bedroom unit (per unit)	3,987.00~~3,834.00~~
5 or more bedroom unit (per unit)	4,652.00~~4,473.00~~

(3) Nonresidential:

	AWC Usage (Gallons) **		
Meter size *	25%	50%	85%
¾"	N/A	$ 30,000	$ 165,000
1"	$ 42,000	108,000	503,000
1½"	99,000	228,000	924,000
2"	183,000	483,000	1,941,000

	PIF Amount ($)		
Meter size *	25%	50%	85%
¾"	N/A	$ 1,661.00~~1,597.00~~	$ 9,137.00~~8,786.00~~
1"	$ 2,326.00~~2,237.00~~	5,981.00~~5,751.00~~	27,856.00~~26,785.00~~
1½"	5,483.00~~5,272.00~~	12,627.00~~12,141.00~~	51,172.00~~49,204.00~~
2"	10,135.00~~9,745.00~~	26,749.00~~25,720.00~~	107,493.00~~103,359.00~~

* Nonresidential meters larger than 2 inches require a special agreement described under Paragraph (4) of this section. The efficiency standard option with a corresponding special agreement is available to all nonresidential customers.

** Average Winter Consumption Usage (AWC Usage) is based on a usage distribution of all nonresidential accounts with a given meter size.
"N/A" means this option is not available for purchase.

(4) The PIF for a customer who exceeds the wastewater discharge described in Subsection 11-2-33(j), B.R.C. 1981, is calculated as follows:
[(PDH/25,000,000 gallons per day) x A] plus
[(ABOD/36,000 lbs. per day) x B] plus
[(ATSS/39,000 lbs. per day) x C] plus
[(ANH3/4,060 lbs. per day) x D] = Total PIF

Where:
PDH = customer's peak day hydraulic loading in million gallons per day
25,000,000 gallons per day = city's current hydraulic and collection capacity
A = value of city's hydraulic and collection capacity
ABOD = thirty-day average BOD5 loading removal in lbs. per day where BOD5 is the amount of dissolved oxygen consumed in five days by biological processes breaking down organic matter
36,000 lbs. per day = city's current BOD5 removal capacity
B = value of city's BOD5 removal capacity
ATSS = customer's thirty-day average total suspended solids (TSS) loading requiring removal in lbs. per day
39,000 lbs. per day = city's current TSS removal capacity
C = value of city's TSS removal capacity

ANH_3 = customer's thirty-day average ammonia nitrogen as N (NH_3-N) loading requiring removal in lbs. per day
4,060 lbs. per day = city's current NH_3-N removal capacity
D = value of city's NH_3-N removal capacity

	Wastewater Asset Valuations
A	$267,287,242.00~~257,006,963.00~~
B	29,435,727.00~~28,303,584.00~~
C	5,181,768.00~~4,982,469.00~~
D	11,873,163.00~~11,416,503.00~~

....

4-20-45. Storm Water and Flood Management Fees.

(a) Owners of detached residences and attached single unit metered residences in the city shall pay the following monthly storm water and flood management fees:

Size of Parcel

(1)	Up to 15,000 sq. ft.	$13.46~~7.69~~
(2)	15,000—30,000 sq. ft.	16.82~~9.61~~
(3)	30,001 sq. ft. and over	20.20~~11.54~~

(b) The owners of all other parcels of land in the city on which any improvement has been constructed shall pay a storm water and flood management fee based on the monthly rate in Paragraph (a)(1) of this section (for up to a fifteen thousand square foot parcel) multiplied by the ratio of the runoff coefficient of the parcel to a coefficient of 0.43 and by the ratio of the area of the parcel in square feet to a seven thousand square foot parcel. If the calculation results in a fee less than the monthly rate in Paragraph (a)(1) of this section, then the fee specified in Paragraph (a)(1) of this section will be assessed.

4-20-46. Storm Water and Flood Management Utility Plant Investment Fee.

Owners of all parcels of land in the city submitting building permit applications shall pay a storm water and flood management plant investment fee based on the square feet of added impervious area. However, if new storm water detention facilities are built by the owner according to the most current City of Boulder Design and Construction Standards in effect at the time the building permit application is submitted, on or after April 2, 2009, the applicable fee shall be reduced by fifty percent.

	PIF Amount
(Per Square Foot of Impervious Area)	$2.14~~2.06~~

....

4-20-62. Capital Facility Impact Fee.

(a) Impact Fee Rate: No person engaged in nonresidential or residential development in the city shall fail to pay a development impact fee. Fees shall be assessed and collected according to the standards of Chapter 8-9, "Capital Facility Impact Fee," B.R.C. 1981, and the following rates:

Table 1: Impact Fee Rates for Single Family Residential per Dwelling Unit

Size Range (SF)	*IMPACT FEE RATE*						
	Library	*Parks & Recreation*	*Human Services*	*Municipal Facilities*	*Police*	*Fire*	*TOTAL*
~~900 or less~~	~~$211~~	~~$1,443~~	~~$ 68~~	~~$129~~	~~$135~~	~~$ 96~~	~~$2,082~~
~~901—1000~~	~~244~~	~~1,674~~	~~78~~	~~149~~	~~157~~	~~111~~	~~2,413~~
~~1001—1100~~	~~273~~	~~1,875~~	~~88~~	~~167~~	~~176~~	~~123~~	~~2,702~~
~~1101—1200~~	~~300~~	~~2,060~~	~~97~~	~~183~~	~~193~~	~~136~~	~~2,969~~
~~1201—1300~~	~~325~~	~~2,230~~	~~106~~	~~199~~	~~209~~	~~149~~	~~3,218~~
~~1301—1400~~	~~348~~	~~2,387~~	~~112~~	~~212~~	~~224~~	~~158~~	~~3,441~~
~~1401—1500~~	~~370~~	~~2,535~~	~~119~~	~~225~~	~~236~~	~~168~~	~~3,653~~
~~1501—1600~~	~~390~~	~~2,672~~	~~126~~	~~239~~	~~250~~	~~177~~	~~3,854~~
~~1601—1700~~	~~408~~	~~2,803~~	~~132~~	~~249~~	~~263~~	~~185~~	~~4,040~~
~~1701—1800~~	~~428~~	~~2,923~~	~~137~~	~~260~~	~~273~~	~~194~~	~~4,215~~
~~1801—1900~~	~~444~~	~~3,038~~	~~143~~	~~270~~	~~285~~	~~203~~	~~4,383~~
~~1901—2000~~	~~459~~	~~3,147~~	~~149~~	~~280~~	~~295~~	~~209~~	~~4,539~~
~~2001—2100~~	~~474~~	~~3,250~~	~~153~~	~~289~~	~~303~~	~~215~~	~~4,684~~
~~2101—2200~~	~~489~~	~~3,350~~	~~158~~	~~298~~	~~315~~	~~222~~	~~4,832~~
~~2201—2300~~	~~503~~	~~3,444~~	~~162~~	~~305~~	~~323~~	~~228~~	~~4,965~~
~~2301—2400~~	~~516~~	~~3,536~~	~~167~~	~~316~~	~~332~~	~~234~~	~~5,101~~
~~2401—2500~~	~~528~~	~~3,622~~	~~171~~	~~323~~	~~339~~	~~241~~	~~5,224~~
~~2501—2600~~	~~542~~	~~3,705~~	~~175~~	~~330~~	~~346~~	~~246~~	~~5,344~~
~~2601—2700~~	~~552~~	~~3,785~~	~~179~~	~~337~~	~~355~~	~~251~~	~~5,459~~
~~2701—2800~~	~~564~~	~~3,862~~	~~182~~	~~343~~	~~362~~	~~257~~	~~5,570~~
~~2801—2900~~	~~575~~	~~3,938~~	~~185~~	~~350~~	~~369~~	~~262~~	~~5,679~~
~~2901—3000~~	~~585~~	~~4,010~~	~~188~~	~~357~~	~~376~~	~~266~~	~~5,782~~
~~3001—3100~~	~~595~~	~~4,078~~	~~191~~	~~363~~	~~382~~	~~271~~	~~5,880~~
~~3101—3200~~	~~606~~	~~4,146~~	~~195~~	~~369~~	~~389~~	~~276~~	~~5,981~~
~~3201—3300~~	~~615~~	~~4,211~~	~~199~~	~~376~~	~~395~~	~~280~~	~~6,076~~
~~3301—3400~~	~~625~~	~~4,276~~	~~203~~	~~381~~	~~401~~	~~285~~	~~6,171~~
~~3401—3500~~	~~633~~	~~4,337~~	~~205~~	~~387~~	~~406~~	~~288~~	~~6,256~~

~~3501 – 3600~~	~~642~~	~~4,397~~	~~208~~	~~392~~	~~411~~	~~292~~	~~6,342~~
~~3601 – 3700~~	~~652~~	~~4,455~~	~~210~~	~~396~~	~~416~~	~~295~~	~~6,424~~

Size Range (SF)	**IMPACT FEE RATE**						
	Library	***Parks & Recreation***	***Human Services***	***Municipal Facilities***	***Police***	***Fire***	***TOTAL***
900 or less	$218	$1,489	$70	$133	$139	$99	$2,148
901-1000	252	1,728	80	154	162	115	2,491
1001-1100	282	1,935	91	172	182	127	2,789
1101-1200	310	2,126	100	189	199	140	3,064
1201-1300	335	2,301	109	205	216	154	3,320
1301-1400	359	2,463	116	219	231	163	3,551
1401-1500	382	2,616	123	232	244	173	3,770
1501-1600	402	2,758	130	247	258	183	3,978
1601-1700	421	2,893	136	257	271	191	4,169
1701-1800	442	3,017	141	268	282	200	4,350
1801-1900	458	3,135	148	279	294	209	4,523
1901-2000	474	3,248	154	289	304	216	4,685
2001-2100	489	3,354	158	298	313	222	4,834
2101-2200	505	3,457	163	308	325	229	4,987
2201-2300	519	3,554	167	315	333	235	5,123
2301-2400	533	3,649	172	326	343	241	5,264
2401-2500	545	3,738	176	333	350	249	5,391
2501-2600	559	3,824	181	341	357	254	5,516
2601-2700	570	3,906	185	348	366	259	5,634
2701-2800	582	3,986	188	354	374	265	5,749
2801-2900	593	4,064	191	361	381	270	5,860
2901-3000	604	4,138	194	368	388	275	5,967
3001-3100	614	4,208	197	375	394	280	6,068
3101-3200		4,279					

	625		201	381	401	285	6,172
3201-3300	635	4,346	205	388	408	289	6,271
3301-3400	645	4,413	209	393	414	294	6,368
3401-3500	653	4,476	212	399	419	297	6,456
3501-3600	663	4,538	215	405	424	301	6,546
3601-3700	673	4,598	217	409	429	304	6,630

Table 2: Impact Fee Rates for Multifamily Residential per Dwelling Unit

Size Range (SF)	***IMPACT FEE RATE***						
	Library	***Parks & Recreation***	***Human Services***	***Municipal Facilities***	***Police***	***Fire***	***TOTAL***
~~600 or less~~	~~$222~~	~~$1,524~~	~~$ 71~~	~~$135~~	~~$143~~	~~$166~~	~~$2,261~~
~~601—700~~	~~269~~	~~1,845~~	~~87~~	~~163~~	~~173~~	~~201~~	~~2,738~~
~~701—800~~	~~309~~	~~2,124~~	~~100~~	~~188~~	~~199~~	~~231~~	~~3,151~~
~~801—900~~	~~345~~	~~2,369~~	~~112~~	~~211~~	~~222~~	~~259~~	~~3,518~~
~~901—1000~~	~~378~~	~~2,588~~	~~121~~	~~230~~	~~243~~	~~282~~	~~3,842~~
~~1001—1100~~	~~406~~	~~2,786~~	~~132~~	~~248~~	~~262~~	~~303~~	~~4,137~~
~~1101—1200~~	~~434~~	~~2,967~~	~~139~~	~~265~~	~~278~~	~~324~~	~~4,407~~
~~1201—1300~~	~~458~~	~~3,134~~	~~147~~	~~279~~	~~293~~	~~342~~	~~4,653~~
~~1301—1400~~	~~479~~	~~3,289~~	~~155~~	~~293~~	~~308~~	~~359~~	~~4,883~~
~~1401—1500~~	~~501~~	~~3,433~~	~~161~~	~~304~~	~~322~~	~~376~~	~~5,097~~
~~1501—1600~~	~~520~~	~~3,566~~	~~168~~	~~318~~	~~334~~	~~390~~	~~5,296~~

Size Range (SF)	**IMPACT FEE RATE**						
	Library	***Parks & Recreation***	***Human Services***	***Municipal Facilities***	***Police***	***Fire***	***TOTAL***
600 or less	$229	$1,573	$73	$139	$148	$171	$2,333
601-700	278	1,904	90	168	179	207	2,826
701-800	319	2,192	103	194	205	238	3,251
801-900	356	2,445	116	218	229	267	3,631
901-1000	390	2,671	125	237	251	291	3,965
1001-1100	419	2,875	136	256	270	313	4,269

1101-1200	448	3,062	143	273	287	334	4,547
1201-1300	473	3,234	152	288	302	353	4,802
1301-1400	494	3,394	160	302	318	370	5,038
1401-1500	517	3,543	166	314	332	388	5,260
1501-1600	537	3,680	173	328	345	402	5,465

Table 3: Impact Fee Rates for Nonresidential

Nonresidential Uses	***Impact Fee Rates Per Square Foot of Nonresidential Floor Area***			
	Municipal Facilities	***Police***	***Fire***	***TOTAL***
~~Retail/Restaurant~~	~~$0.14~~	~~$0.48~~	~~$0.38~~	~~$1.00~~
~~Business Park~~	~~$0.16~~	~~$0.11~~	~~$0.10~~	~~$0.37~~
~~Office~~	~~$0.20~~	~~$0.16~~	~~$0.58~~	~~$0.94~~
~~Hospital~~	~~$0.17~~	~~$0.15~~	~~$0.49~~	~~$0.81~~
~~School~~	~~$0.04~~	~~$0.07~~	~~$0.13~~	~~$0.24~~
~~Mini-Warehouse~~	~~$0.00~~	~~$0.02~~	~~$0.00~~	~~$0.02~~
~~Warehousing~~	~~$0.06~~	~~$0.04~~	~~$0.04~~	~~$0.14~~
~~Light Industrial~~	~~$0.12~~	~~$0.05~~	~~$0.07~~	~~$0.24~~
Other Nonresidential Uses	***Impact Fee Rates for Other Nonresidential Uses Based on Unique Demand Indicators***			
	Municipal Facilities	***Police***	***Fire***	***Total***
~~Nursing Home (per bed)~~	~~$19.19~~	~~$21.32~~	~~$52.22~~	~~$92.73~~
~~Day Care (per student)~~	~~$7.46~~	~~$19.19~~	~~$23.44~~	~~$50.09~~
~~Lodging (per room)~~	~~$23.44~~	~~$51.16~~	~~$65.02~~	~~$139.62~~

Nonresidential Uses	**Impact Fee Rates Per Square Foot of Nonresidential Floor Area**			
	Municipal Facilities	***Police***	***Fire***	***TOTAL***
Retail/ Restaurant	$0.14	$0.50	$0.40	$1.04
Business Park	$0.17	$0.11	$0.10	$0.38
Office	$0.21	$0.17	$0.59	$0.97
Hospital	$0.18	$0.15	$0.51	$0.84
School	$0.04	$0.08	$0.13	$0.25

Mini-Warehouse	$0.00	$0.02	$0.00	$0.02
Warehousing	$0.07	$0.04	$0.04	$0.15
Light Industrial	$0.12	$0.06	$0.08	$0.26
Other Nonresidential Uses	**Impact Fee Rates for Other Nonresidential Uses Based on Unique Demand Indicators**			
	Municipal Facilities	***Police***	***Fire***	***TOTAL***
Nursing Home (per bed)	$19.80	$22.00	$53.89	$95.69
Day Care (per student)	$7.70	$19.80	$24.19	$51.69
Lodging (per room)	$24.19	$52.80	$67.10	$144.09

(b) Additional Floor Area – Affordable Housing Linkage Fee. Section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, permits floor area components above the base floor area in the DT-5 zoning district. No person engaged in nonresidential development that is associated with constructing additional floor area components permitted under the requirements of Section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, shall fail to pay a housing linkage fee of $9.53 per sq. ft. for such floor area.

....

4-20-66. Mobile Food Vehicle Sales.

An applicant for a mobile food vehicle permit shall pay a $231~~225~~ application fee and a $231~~225~~ renewal fee per year.

....

Section 3. Chapter 4-7, "Dog License," B.R.C. 1981, is amended to read:

....

4-7-2. License Required.

(a) The owner or keeper of any dog kept within the city shall secure from the city manager and at all times maintain a current license for such dog. It is a specific defense to a charge of violating this section that:

(1) The owner or keeper of the dog had not yet lived in the city for thirty days; or

(2) The dog was four months of age or less.

(b) If ownership or possession of a dog licensed under this chapter changes, the new owner or keeper shall, before taking possession of the dog, obtain a new license upon presenting the old license, demonstrating compliance with the inoculation requirement and paying the fee prescribed by Subsection 4-20-7~~(b)~~, B.R.C. 1981.

(c) The maximum penalty for a first or second conviction within two years, based on date of violation, is a fine of $500.00. For a third and each subsequent conviction, the general penalty provisions of Section 5-2-4, "General Penalties," shall apply.

....

4-7-6. Dog Tags.

(a) No person who owns or keeps a dog that is found within the jurisdiction of the city shall fail to ensure that such dog at all times wears a collar or harness made of a durable material to which is attached at all times the appropriate dog tag or identification tag required by this section.

(b) Every dog required by Section 4-7-2, "License Required," B.R.C. 1981, to be licensed shall bear a current City of Boulder dog tag that is issued by the city manager to each person who complies with the requirements of this chapter; that contains a serial number, the year of its issuance, and the words "City of Boulder"; and the color of which changes each year.

(1) No person who does not own or keep a dog fully licensed and inoculated under the provisions of this chapter shall possess a dog tag issued by the city manager.

(2) No person shall attach a dog tag issued by the city manager to the collar or harness of any dog except the dog tag issued to that dog at the time of issuance of the license to which the dog tag relates.

(3) If a dog tag is lost or destroyed, the license holder may obtain a duplicate tag from the city manager upon paying the fee prescribed by Subsection 4-20-7~~(c)~~, B.R.C. 1981.

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....

Section 4. This ordinance is effective on January 1, 2015.

Section 5. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 6. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of October 2014.

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_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of October, 2014.

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_____
Mayor

Attest:

_____
City Clerk

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Item	Budget Document Change Description	Document	Section(s)	Page(s)
1	Police Department – Added $87,000 in NPE for the purchase of 150 on-body cameras.	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews	17, 24, 101-102, 105-106, 214-216
2	Open Space and Mountain Parks – Added a 1.0 FTE Trails Specialist ($55,000) along with funding for a seasonal trails maintenance crew ($125,000)	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews, Fund Financials	17, 28, 85, 101-104, 109, 202-205, 272-273
3	City Manager's Office – Added 1.0 FTE for Neighborhood Services Liaison ($100,000) along with program NPE ($50,000)	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews	12, 22, 101-106, 136, 140-141
4	City Manager's Office – Corrected salary expense, including benefits, for ICMA Management Intern ($55,380)	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews	12, 22, 101-106, 136, 140-142
5	Energy Strategy and Electric Utility Development – added 1.0 FTE Project Manager	Recommended Budget	City Manager's Budget Message, Sources and Uses, Energy Project	14, 23, 103-104, 115-117
6	Public Works – Development and Support Services – In Rental Licensing Program added $178,000 and 2.0 FTE to previous $37,000 and 0.5 FTE. This $178,000 in additional funding includes $52,000 in NPE, for a total addition of 2.5 FTE and $215,000 in 2015.	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews, Fund Financials	18, 29, 85, 101-104, 109, 217-219, 222, 224-226, 275
7	Public Works – Utilities – Incorporated 5%, 30% and 75% rate increases to the Water Fund, Wastewater Fund, and Stormwater Fund, respectively,	Recommended Budget	Sources and Uses, Fees and Rates, Fund Financials	85, 87, 98, 99, 278-279, 286-289, 298-300
8	Public Works – Utilities – Added a total of $1,713,656 in changes including: Water Fund – 1.0 FTE Water Resources Planner ($112,000) Wastewater Fund – 1.0 FTE Wastewater Outreach & Compliance Coordinator ($185,800 w/ $107,000 in NPE); 0.75 FTE Civil Engineer II ($72,750); 1.0 FTE Maintenance Person IV ($65,956) Stormwater Fund – 1.0 FTE Maintenance Person IV ($66,000); 3.0 FTE Maintenance Person III ($171,000); 1.0 FTE Maintenance Person II ($53,000); 0.25 FTE Civil Engineer II ($24,250); Vaccum Truck ($400,000)	Recommended Budget	City Manager's Budget Message, Sources and Uses, Department Overviews, Fund Financials	18-19, 30, 85, 101, 103-104, 109-110, 217-219, 234-238, 278-288, 286-289

Item	Draft CIP Change Description	Document	Section(s)	Page(s)
1	Parks & Recreation - Coot Lake Restoration: Funding amount of $250,000 in 2015 is correct; however, $200,000 is from the Lottery Fund, while $50,000 is from the .25 Cent Sales Tax Fund (incorrect data entry) - Pearl Street Mall Irrigation System Replacement: Funding decreased from $750,000 to $550,000 in 2015; all $550,000 is from the Permanent Parks and Recreation Fund (incorrect data entry)	Draft 2015-2020 CIP	Funding Summaries, Parks & Recreation	19, 22, 36, 41, 47, 53, 55, 184, 190, 198
2	Public Works - Stormwater Utility - Fourmile Canyon Creek - Upland to Violet: Funding increased from $500,000 to $1,000,000 in 2018, increased from $750,000 to $1,500,000 in 2019 and decreased from $2,500,000 to $1,250,000 in 2020 (incorrect data entry) - Local Drainage Improvements: Funding decreased from $780,000 to $712,400 in 2015, from $811,200 to $730,080 in 2016, from $843,648 to $759,283 in 2017, from $877,394 to $789,655 in 2018, from $912,490 to $821,241 in 2019, and from $948,989 to $854,090 in 2020 (incorrect data entry)	Draft 2015-2020 CIP	Funding Summaries, Greenways, Utilities	19, 26, 36, 38, 47, 56, 126, 262, 272
3	Public Works - Wastewater Utility - Sanitary Sewer Manhole Rehabilitation: Incorrect data entry; correct funding amount for 2019 is $243,331 - Sanitary Sewer Rehabilitation: Funding increased $622,000 (rate increase)	Draft 2015-2020 CIP	Funding Summaries, Utilities	19, 29, 36, 41, 47, 59, 263, 287, 288
4	Public Works - Water Utility - Barker Dam Hydroelectric: Funding decreased to $0 in 2016 and 2017, decreased from $3,613,459 to $50,000 in 2018, increased from $0 to $390,832 in 2019, and increased from $0 to $4,101,789 in 2020 (incorrect data entry) - Barker Dam Outlet: Funding increased from $8,034,143 to $8,134,143 in 2019 (incorrect data entry) - NCWCD Conveyance - Carter Lake Pipeline: funding increased from $33,938,701 to $34,288,701 in 2018 - Source Water Monitoring: funding amounts for 2015-2019 are $100,000 for each year (incorrect data entry) - Utility Billing Computer System Replacement: funding increased from $0 to $100,000 in 2015, increased from $0 to $125,000 in 2020, and decreased from $500,000 to $0 in 2017 (incorrect data entry) - Water System Security Upgrades: funding decreased from $150,000 to $90,000 in 2019, increased from $90,000 to $118,434 in 2020 (incorrect data entry) - Wittemyer Ponds: funding increased from $473,735 to $492,685 in 2020 (incorrect data entry)	Draft 2015-2020 CIP	Funding Summaries, Utilities	19, 30-31, 36, 38-39, 43, 47, 60-61, 264-265, 299-300, 316, 324, 330

Item	Draft CIP Change Description	Document	Section(s)	Page(s)
5	Public Works – Transportation – Boulder Junction – Junction Place Enhancements (Goose Creek to Bluff): funding increased from $477,000 to $577,000 in 2015 (incorrect data entry)	Draft 2015-2020 CIP	Funding Summaries, Transportation	19, 27, 36, 38, 47, 49, 222, 230
6	Public Works – FAM/Fleet – Miscellaneous Facility DET Projects: funding amount of $465,000 in 2015 is correct; however, $170,350 is from the Capital Development Fund, while $294,650 is from the General Fund (incorrect data entry)	Draft 2015-2020 CIP	Funding Summaries, Facilities & Asset Management	19, 24, 36, 41, 47, 49, 52, 94, 103

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SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
CITY ATTORNEY'S OFFICE						
GENERAL FUND						
Assistant City Attorney I - Prosecutor	$ -	$ 88,442	$ 88,442	-	1.00	1.00
Assistant City Attorney III - General Counsel	-	120,962	120,962	-	1.00	1.00
Relocation of Central Records	252,015	252,015	-	-	2.50	2.50
Contract Counsel transfer to Municipal Courts	10,000	-	(10,000)	-	-	-
Total Changes, City Attorney's Office			$ 199,404			4.50
CITY MANAGER'S OFFICE						
GENERAL FUND						
Agenda Management and Web Streaming Software	$ -	$ 69,000	$ 69,000	-	-	-
Relocation of Central Records	252,105	-	(252,105)	2.50	-	(2.50)
Organizational Development Administrator	-	113,502	113,502	1.00	1.00	-
Web Content and Constituent Relationship Manager	-	115,000	115,000	-	1.00	1.00
Communications Specialist II	-	86,200	86,200	-	1.00	1.00
Adminstrative Specialist III	37,194	80,830	43,636	-	0.50	0.50
ICMA Fellowship Intern	-	55,380	55,380	-	1.00	1.00
Relocation of Labor Relations to Human Resources	171,890	-	(171,890)	1.00	-	(1.00)
Neighborhood Services	-	150,000	150,000	-	1.00	1.00
Total Changes, City Manager's Office			$ 208,723			1.00
NON DEPARTMENTAL/CITYWIDE*						
GENERAL FUND						
Funding for Federal and State Lobbying	$ 39,000	$ 81,000	$ 42,000	-	-	-
Citywide Special Events	-	115,000	115,000	-	-	-
Total Changes Non Departmental			$ 157,000			-

* Non Departmental details are included in the City Manager's Office department overview section of the Budget document

COMMUNITY PLANNING AND SUSTAINABILITY						
GENERAL FUND						
Intergrated Pest Management Coordinator	$ -	$ -	$ -	-	0.25	0.25
PLANNING AND DEVELOPMENT SERVICES FUND						
Zoning Plans Examiner	$ 82,000	$ 82,000	$ -	1.00	1.00	-
Project Specialist I	72,000	72,000	-	1.00	1.00	-
Comprehensive Housing Strategy	-	155,000	155,000	0.50	0.50	-

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
COMMUNITY PLANNING AND SUSTAINABILITY CONTINUED						
PLANNING AND DEVELOPMENT SERVICES FUND						
Small Business Development Center Support (Economic Vitality)	25,000	101,300	76,300	-	-	-
Boulder Valley Comprehensive Plan Update	-	100,000	100,000	-	-	-
Boulder Chamber Sponsorship	-	20,000	20,000	-	-	-
Colorado Clean Energy Cluster Membership	-	25,000	25,000	-	-	-
Total Changes, Community Planning and Sustainability			$ 376,300			0.25
DOWNTOWN AND UNIVERSITY HILL MANAGEMENT DIVISION / PARKING SERVICES						
GENERAL FUND						
Hill Reinvestment Strategy Coordinator	$ 73,514	$ 151,309	$ 77,795	-	1.00	1.00
Hill Reinvestment Strategy - Residential Services Pilot	47,500	95,000	47,500	-	-	-
Parking Kiosk Data & Communication Fees	19,380	21,204	1,824	-	-	-
Access and Parking Management Strategy	-	48,000	48,000	-	-	-
Parking Kiosk Modem Upgrade	-	13,430	13,430	-	-	-
On-Street Meter Non-Personnel Expense	5,000	25,000	20,000	-	-	-
BOULDER JUNCTION ACCESS GENERAL IMPROVEMENT DISTRICT - TRAVEL DEMAND MANAGEMENT FUND						
Non-Personnel Expense Increase	$ 50,347	$ 148,696	$ 98,349	-	-	-
DOWNTOWN COMMERCIAL DISTRICT (CAGID) FUND						
Parking Kiosk Data & Communication Fees	$ 59,925	$ 65,844	$ 5,919	-	-	-
Parking Kiosk Modem Upgrade	-	49,770	49,770	-	-	-
Access and Parking Management Strategy	60,000	124,000	64,000	-	-	-
Deputy Director	-	88,072	88,072	-	0.80	0.80
Public/Private Partnership with Trinity Lutheran Church	-	1,700,000	1,700,000	-	-	-
UNIVERSITY HILL COMMERCIAL DISTRICT (UHGID) FUND						
Parking Kiosk Data & Communication Fees	$ 16,320	$ 18,972	$ 2,652	-	-	-
Parking Kiosk Modem Upgrade	-	15,800	15,800	-	-	-
Access and Parking Management Strategy	-	28,000	28,000	-	-	-
Deputy Director	-	22,018	22,018	-	0.20	0.20
BOULDER JUNCTION GENERAL IMPROVEMENT DISTRICT - PARKING FUND						
Non-Personnel Expense Increase for Depot Square	$ 12,599	$ 432,798	$ 420,199	-	-	-
Total Changes, Downtown and University Hill Management Division/Parking Services			$ 2,703,328			2.00

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
ENERGY STRATEGY AND ELECTRIC UTILITY DEVELOPMENT PROJECT						
GENERAL FUND						
Energy Strategy and Electric Utility Development Project	$ 2,312,000	$ 6,943,235	$ 4,631,235	4.50	6.50	2.00
Total Changes, ES/EUD Project			$ 4,631,235			2.00
FINANCE						
GENERAL FUND						
Finance Restructuring- Administrative Support	$ -	$ 32,088	$ 32,088	-	0.67	0.67
Flood Positions - fixed term	-	231,496	231,496	-	2.00	2.00
Restructuring of Sales and Use Tax Audit Division	566,076	424,707	(141,369)	6.00	5.00	(1.00)
Total Changes, Finance			$ 122,215			1.67
FIRE						
GENERAL FUND						
Capital Equipment Replacement Funding	$ 223,677	$ 498,677	$ 275,000	-	-	-
Safety Officer Program	-	242,802	242,802	-	1.00	1.00
Prairie Dog Fencing at Fire Training Center	-	98,000	98,000	-	-	-
Total Changes, Fire			$ 615,802			1.00
HUMAN RESOURCES						
GENERAL FUND						
Administrative Services Manager	$ -	$ 140,000	$ 140,000	-	1.00	1.00
Administrative Specialist II	-	20,832	20,832	-	-	-
Learning and Organizational Development Specialist	-	70,100	70,100	-	1.00	1.00
HR Analyst I	54,108	74,508	20,400	1.00	1.00	-
HR Analyst II	-	110,000	110,000	-	1.00	1.00
HR Staff Professional Development	15,750	39,000	23,250	-	-	-
Principal HR Analyst	-	60,000	60,000	-	1.00	1.00
Learning and Organizational Development: Citywide Training	270,154	300,154	30,000	-	-	-
Learning and Organizational Development Specialist (Technical)	-	70,100	70,100	-	1.00	1.00
Transfer of Labor Relations from City Manager's Office	-	171,890	171,890	-	1.00	1.00
Total Changes, Human Resources			$ 716,572			6.00
HUMAN SERVICES						
GENERAL FUND						
Human Services Operating Support Staffing Extension	$ -	$ 100,000	$ 100,000	1.35	1.35	-
Total Changes, Human Services			$ 100,000			-
HOUSING						
AFFORDABLE HOUSING FUND						
Comprehensive Housing Strategy Planner	$ -	$ 55,000	$ 55,000	0.50	0.50	-
Total Changes, Housing			$ 55,000			-

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
INFORMATION TECHNOLOGY						
GENERAL FUND						
Transfer of Sr. Technical Support Analyst from Library and Arts	$ -	$ 91,000	$ 91,000	-	1.00	1.00
Constituent Relationship Management System Software Maintenance	-	13,800	13,800	-	-	-
Mobile Device Support Position Extension of Fixed-Term	-	62,785	62,785	1.00	1.00	-
Total Changes, Information Technology			$ 167,585			1.00
LIBRARY AND ARTS						
LIBRARY FUND						
Transfer of Sr. Technical Support Analyst to Information Technology	$ 91,000		$ (91,000)	1.00	-	(1.00)
Total Changes, Library and Arts			$ (91,000)			(1.00)
MUNICIPAL COURT						
GENERAL FUND						
Deputy Court Clerk	$ -	$ 50,720	$ 50,720	-	1.00	1.00
Administrative Specialist II	-	46,725	46,725	-	1.00	1.00
Court Specialist	-	47,720	47,720	-	1.00	1.00
Contract Counsel transfer from City Attorney's Office	-	10,000	10,000	-	-	-
Total Changes, Municipal Court			$ 155,165			3.00
OPEN SPACE AND MOUNTAIN PARKS						
GENERAL FUND						
OSMP Administrator	$ 4,826	$ -	$ (4,826)	0.05	-	(0.05)
OPEN SPACE FUND						
OSMP Administrator	$ 91,693	$ -	$ (91,693)	0.95	-	(0.95)
Communications and Outreach Coordinator	134,885		(134,885)	1.00	-	(1.00)
Education and Outreach Coordinator	-	68,684	68,684	-	1.00	1.00
Engineering Manager	-	142,385	142,385	-	1.00	1.00
Deputy Director	-	134,220	134,220	-	1.00	1.00
Environmental Planner	-	132,500	132,500	-	1.00	1.00
Biostatistician	-	121,800	121,800	-	1.00	1.00
GIS Analyst	-	83,700	83,700	-	1.00	1.00
Admin Specialist II	-	60,500	60,500	-	1.00	1.00
Trail Condition Monitor	-	74,802	74,802	-	1.00	1.00
Flood Impact Recovery and Restoration	-	55,000	55,000	-	-	-
Voice and Sight Program	263,000	218,275	(44,725)	-	-	-
Sustainablity Project	-	60,000	60,000	-	-	-
Seasonal Funding for Grassland Ecosystem Mgmt. Plan Monitoring	-	5,500	5,500	-	-	-
Seasonal Funding for Undesignated Trails Monitoring	-	25,000	25,000	-	-	-
Community Survey	-	30,000	30,000	-	-	-

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
OPEN SPACE AND MOUNTAIN PARKS CONTINUED						
OPEN SPACE FUND						
Trail Dozer	$ -	$ 70,000	$ 70,000	-	-	-
Compact Roller and Tracked Mini-Dump	-	19,500	19,500	-	-	-
Composting Dog Waste	-	50,000	50,000	-	-	-
Septic Evaluations and Improvements	-	40,000	40,000	-	-	-
Cultural Resource Artifact Managmenet	-	20,000	20,000	-	-	-
Facilities Improvements	-	40,000	40,000	-	-	-
Trucks	-	77,000	77,000	-	-	-
Flagstaff Summit Improvements (Matching Grant Funds)	-	40,000	40,000	-	-	-
Annex Staff Parking Lot Paving	-	34,000	34,000	-	-	-
Trails Specialist	-	55,000	55,000	-	1.00	1.00
Trails Maintenance	-	125,000	125,000	-	-	-
Total Changes, Open Space and Mountain Parks			$ 1,288,462			7.00
PARKS AND RECREATION						
.25 CENT SALES TAX FUND						
Parks Maintenance and Staffing	$ -	$ 330,000	$ 330,000	-	4.00	4.00
Emerald Ash Borer (EAB) Management Plan	-	87,500	87,500	-	-	-
Total Changes, Parks and Recreation			$ 417,500			4.00
POLICE						
GENERAL FUND						
Smart Phones for All Commissioned and Limited Commission Employees	$ -	$ 77,856	$ 77,856	-	-	-
Additional Police Officer	-	97,920	97,920	-	1.00	1.00
Non-Sworn Criminalist	-	74,440	74,440	-	1.00	1.00
Increase in Department Vehicles (1)	-	54,818	54,818	-	-	-
Body Worn Cameras	-	87,000	87,000	-	-	-
Total Changes, Police			$ 392,034			2.00
PUBLIC WORKS - DEVELOPMENT AND SUPPORT SERVICES						
GENERAL FUND						
Facilities Design and Construction Manager	$ -	$ 74,500	$ 74,500	-	0.50	0.50
Space Needs/Relocation	-	757,685	757,685	-	-	-
PLANNING AND DEVELOPMENT FUND						
Landlink Development and Information Tracking System	$ -	$ 203,000	$ 203,000	-	2.00	2.00
Builiding Plans Examiners	79,000	168,000	89,000	1.00	2.00	1.00
Rental Housing Licensing Program	-	215,000	215,000	-	2.50	2.50
Total Changes, Public Works - Development and Support Services			$ 1,339,185			6.00

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
PUBLIC WORKS - TRANSPORTATION						
TRANSPORTATION FUND						
Tranportation Master Plan Implementation	$ -	$ 700,000	$ 700,000	-	2.00	2.00
Transportation Operations and Maintenance	-	333,442	333,442	-	-	-
Total Changes, Public Works - Transportation			$ 1,033,442			2.00
PUBLIC WORKS - UTILITIES						
WATER UTILITY FUND						
Legal and Consulting	$ 598,000	$ 791,000	$ 193,000	-	-	-
Water Resources Planner	-	112,000	112,000	-	1.00	1.00
WASTEWATER UTILITY FUND						
Hazardous Waste	$ 161,551	$ 176,051	$ 14,500	-	-	-
Wastewater Outreach & Compliance Coordinator	-	185,800	185,800	-	1.00	1.00
Civil Engineer II	-	72,750	72,750	-	0.75	0.75
Maintenance Person IV/Maint. Operations Assistant	-	65,956	65,956	-	1.00	1.00
STORMWATER AND FLOOD MANAGEMENT UTILITY FUND						
Hazardous Waste	$ 151,594	$ 166,094	$ 14,500	-	-	-
Planner	-	135,000	135,000	-	1.00	1.00
Project Manager	-	150,000	150,000	-	1.00	1.00
Seasonal Flood Maintenance	305,701	330,701	25,000	-	-	-
Maintenance Person IV/Maint. Operations Assistant	-	66,000	66,000	-	1.00	1.00
Maintenance Person III	-	57,000	57,000	-	1.00	1.00
Maintenance Person III	-	57,000	57,000	-	1.00	1.00
Maintenance Person III	-	57,000	57,000	-	1.00	1.00
Maintenance Person II	-	53,000	53,000	-	1.00	1.00
Maintenance Person II (Flood)	-	93,000	93,000	-	1.00	1.00
Civil Engineer II	-	24,250	24,250	-	0.25	0.25
Vacuum Truck	-	400,000	400,000	-	-	-
Total Changes, Public Works - Utilities			$ 1,775,756			12.00
CIVIC AREA						
0.25 CENT SALES TAX FUND						
Civic Area Ambassadors	$ -	$ 20,000	$ 20,000	-	-	-
Civic Area Activation/Events Contribution	-	123,920	123,920	-	-	-
TRANSPORTATION FUND						
Civic Area Communications	$ -	$ 20,000	$ 20,000	-	-	-
Canyon Blvd. Connections/Connectivity	-	100,000	100,000	-	-	-

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY DEPARTMENT Department / Fund / Action	2014 Approved Budget	2015 Recommended Budget	Total Change	2014 FTE	2015 FTE	FTE Change
CIVIC AREA CONTINUED						
PLANNING AND DEVELOPMENT SERVICES FUND						
Civic Area Communications	$ -	$ 20,000	$ 20,000	-	-	-
DOWNTOWN COMMERCIAL DISTRICT (CAGID) FUND						
Parking Study	$ -	$ 15,000	$ 15,000	-	-	-
CAPITAL DEVELOPMENT FUND						
Library AuditoriumTechnical Analysis/Space Study	$ -	$ 17,400	$ 17,400	-	-	-
Performance Space Technical Analysis/Space Study	-	21,750	21,750	-	-	-
Farmer's Market Study (year-round)	-	17,400	17,400	-	-	-
Muni Center Technical Analysis/Space Study	-	11,600	11,600	-	-	-
Civic Area Governance Structure Study	-	5,800	5,800	-	-	-
Human Services Space Needs Study	-	15,950	15,950	-	-	-
Housing Feasibilty Study on Senior Center Site	-	10,150	10,150	-	-	-
13th Street Master Plan	-	20,300	20,300	-	-	-
GENERAL FUND						
Library Auditorium Technical Analysis/Space Study	$ -	$ 42,600	$ 42,600	-	-	-
Performance Space Technical Analysis/Space Study	-	53,250	53,250	-	-	-
Farmer's Market Study (year-round)	-	42,600	42,600	-	-	-
Muni Center Technical Analysis/Space Study	-	28,400	28,400	-	-	-
Civic Area Governance Structure Study	-	14,200	14,200	-	-	-
Human Services Space Needs Study	-	39,050	39,050	-	-	-
Housing Feasibilty Study on Senior Center Site	-	24,850	24,850	-	-	-
13th Street Master Plan	-	49,700	49,700	-	-	-
Total Changes, Civic Area			$ 713,920			-

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
GENERAL FUND						
City Attorney's Office	Assistant City Attorney I - Prosecutor	118,174	1.00	2,788	-	
City Attorney's Office	Assistant City Attorney III - General Counsel	88,442	1.00	-	-	
City Attorney's Office	Relocation of Central Records	252,015	2.50	-	-	Corresponding reduction in City Manager's Office (see below)
City Attorney's Office	Contract Counsel transfer to Municipal Courts	(10,000)	-	-	-	Corresponding increase in Municipal Courts (see below)
City Manager's Office	Agenda Management and Web Streaming Software	9,000	-	60,000	-	
City Manager's Office	Relocation of Central Records	(252,105)	(2.50)	-	-	Corresponding reduction increase in City Attorney's Office (see above)
City Manager's Office	Organizational Development Administrator	113,502	1.00	-	-	Conversion from fixed-term position
City Manager's Office	Web Content and Constituent Relationship Manager	115,000	1.00	-	-	
City Manager's Office	Communications Specialist II	86,200	1.00	-		
City Manager's Office	Adminstrative Specialist III	43,636	0.50	-	-	Will utilize administrative sharing model with Finance Dept.
City Manager's Office	ICMA Fellowship Intern	55,380	1.00	-	-	Inlcudes 28% in benefits costs as well as $5,500 NPE
City Manager's Office	Relocation of Labor Relations to Human Resources	(171,890)	(1.00)	-	-	Corresponding increase in Human Resources (see below)
City Manager's Office	Neighborhood Services	150,000	1.00	-	-	Includes $135,000 in PE and $15,000 in NPE.
City Manager's Office	Expanded Public Meeting Video Coverage	-	-	30,000	-	Funding for 6 month pilot from contingency
Non Departmental/Citywide	Funding for Federal and State Lobbying	42,000	-	-	-	
Non Departmental/Citywide	Citywide Special Events	-	-	115,000	-	
Community Planning and Sustainability	Intergrated Pest Management Coordinator	-	0.25	-	-	Repurposing of NPE dollars
Downtown-University Hill Mgmt. District	Hill Reinvestment Strategy Coordinator	-	-	77,795	1.00	2yr fixed-term
Downtown-University Hill Mgmt. District	Hill Reinvestment Strategy - Residential Services Pilot	-	-	47,500	-	2yr contract services
Downtown-University Hill Mgmt. District	Parking Kiosk Data & Communication Fees	1,824	-	-	-	
Downtown-University Hill Mgmt. District	Access and Parking Management Strategy	-	-	48,000	-	
Downtown-University Hill Mgmt. District	Parking Kiosk Modem Upgrade	-	-	13,430	-	
Downtown-University Hill Mgmt. District	On-Street Meter Non-Personnel Expense	20,000	-	-	-	For the purchase of two pay parking stations
Energy Strategy and Electric Utility Development	Boulder's Energy Future			4,631,235	4.50	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
GENERAL FUND CONTINUED						
Finance	Finance Restructuring- Administrative Support	32,088	0.67	-	-	Partial repurposing on 0.67 FTE returned from IT for shared administrative support
Finance	Flood Positions			231,496	2.00	Two-year fixed term positions
Finance	Restructuring of Sales and Use Tax Audit Division	(141,369)	(1.00)	-	-	
Fire	Capital Equipment Replacement Funding	275,000	-	-	-	Supplement to current replacement funding to cover gap
Fire	Safety Officer Program	198,002	1.00	44,800	-	
Fire	Prairie Dog Fencing at Fire Training Center	-	-	98,000	-	
Human Resources	Administrative Services Manager	140,000	1.00	-	-	
Human Resources	Administrative Specialist II	-	-	20,832	-	Extension of fixed-term for partial year in 2015 and conversion to ongoing in 2016
Human Resources	Learning and Organizational Development Specialist	70,100	1.00	-	-	Conversion from fixed-term to ongoing
Human Resources	HR Analyst I	20,400	-	-	-	Position upgrade
Human Resources	HR Analyst II	110,000	1.00	-	-	
Human Resources	HR Staff Professional Development	23,250	-	-	-	
Human Resources	Principal HR Analyst			60,000	1.00	2yr fixed-term
Human Resources	Learning and Organizational Development: Citywide Training	30,000	-	-	-	
Human Resources	Learning and Organizational Development Specialist (Technical)	-	-	70,100	1.00	2yr fixed term
Human Resources	Transfer of Labor Relations from City Manager's Office	171,890	1.00	-	-	Corresponding decrease in City Manager's Office (see above)
Human Services	Human Services Operating Support Staffing Extension	35,000	0.35	65,000	0.65	
Information Technology	Transfer of Sr. Technical Support Analyst from Library and Arts	91,000	1.00	-	-	Corresponding decrease in Library and Arts (see below)
Information Technology	Constituent Relationship Management System Software Maintenance	-	-	13,800	-	
Information Technology	Mobile Device Support Position Extension of Fixed-Term	-	-	62,785	1.00	Extension of fixed-term position for partial year 2015 and full year in 2016
Muni Court	Deputy Court Clerk	50,720	1.00	-	-	
Muni Court	Administrative Specialist II	-	-	46,725	1.00	2yr fixed-term
Muni Court	Court Specialist	-	-	47,720	1.00	2yr fixed-term
Muni Court	Contract Counsel transfer from City Attorney's Office	10,000	-	-	-	Corresponding decrease in City Attorney's Office (see above)
OSMP	OSMP Administrator	(4,826)	(0.05)	-	-	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
GENERAL FUND CONTINUED						
Police	Smart Phones for All Commissioned and Limited Commission Employees	77,856	-	-	-	
Police	Additional Police Officer	97,920	1.00	-	-	
Police	Non-Sworn Criminalist	74,440	1.00	-	-	
Police	Increase in Department Vehicles (1)	11,862	-	42,956	-	
Police	Body Worn Cameras	29,250	-	57,750	-	$16,500 of one-time cost is being absorbed in current budget
PW-DSS	Facilities Design and Construction Manager	-	-	74,500	0.50	Fixed term to provide for 6-month overlap for succcession planning
PW-DSS	Space Needs/Relocation	757,685	-	-	-	
Civic Area/PW-FAM	Library Auditorim Technical Analysis/Space Study	-	-	42,600	-	
Civic Area/PW-FAM	Performance Space Technical Analysis/Space Study	-	-	53,250	-	
Civic Area/PW-FAM	Farmer's Market Study (year-round)	-	-	42,600	-	
Civic Area/PW-FAM	Muni Center Technical Analysis/Space Study	-	-	28,400	-	
Civic Area/PW-FAM	Civic Area Governance Structure Study	-	-	14,200	-	
Civic Area/PW-FAM	Human Services Space Needs Study	-	-	39,050	-	
Civic Area/PW-FAM	Housing Feasibilty Study on Senior Center Site	-	-	24,850	-	
Civic Area/PW-FAM	13th Street Master Plan	-	-	49,700	-	
	Total Changes, General Fund	$ 2,821,446	15.72	$ 6,256,862	13.65	
0.25 CENT SALES TAX FUND						
Parks and Recreation	Parks Maintenance and Staffing	330,000	4.00	-	-	Restructuring personnel and operational resources in alignment with 2013 Master Plan update.
Parks and Recreation	Emerald Ash Borer (EAB) Management Plan	7,500	-	80,000	-	Funding for the purchase and ongoing O&M of a bucket truck
Civic Area/Parks and Recreation	Civic Area Ambassadors	-	-	20,000	-	
Civic Area/Parks and Recreation	Civic Area Activation/Events Contribution	-	-	123,920	-	
	Total	$ 337,500	4.00	$ 223,920	-	
AFFORDABLE HOUSING FUND						
Housing	Comprehensive Housing Strategy Planner	-	-	55,000	0.50	Extension of fixed term. CP&S is funding the other 0.5 FTE
	Total	$ -	-	$ 55,000	0.50	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
BOULDER JUNCTION ACCESS GENERAL IMPROVEMENT DISTRICT - TRAVEL DEMAND MANAGEMENT FUND						
Downtown-University Hill Mgmt. District	Non-Personnel Expense Increase	98,349	-	-	-	NPE subject to development completions
	Total	$ 98,349	-	$ -	-	
BOULDER JUNCTION GENERAL IMPROVEMENT DISTRICT - PARKING FUND						
Downtown-University Hill Mgmt. District	Non-Personnel Expense Increase for Depot Square	420,199	-	-	-	Increased operating expenses as district becomes operational
	Total	$ 420,199	-	$ -	-	
CAPITAL DEVELOPMENT FUND						
Civic Area/PW-FAM	Library Auditorim Technical Analysis/Space Study	-	-	17,400	-	
Civic Area/PW-FAM	Performance Space Technical Analysis/Space Study	-	-	21,750	-	
Civic Area/PW-FAM	Farmer's Market Study (year-round)	-	-	17,400	-	
Civic Area/PW-FAM	Muni Center Technical Analysis/Space Study	-	-	11,600	-	
Civic Area/PW-FAM	Civic Area Governance Structure Study	-	-	5,800	-	
Civic Area/PW-FAM	Human Services Space Needs Study	-	-	15,950	-	
Civic Area/PW-FAM	Housing Feasibilty Study on Senior Center Site	-	-	10,150	-	
Civic Area/PW-FAM	13th Street Master Plan	-	-	20,300	-	
	Total	$ -	-	$ 120,350	-	
DOWNTOWN COMMERCIAL DISTRICT (CAGID) FUND						
Downtown-University Hill Mgmt. District	Parking Kiosk Data & Communication Fees	5,919	-	-	-	
Downtown-University Hill Mgmt. District	Parking Kiosk Modem Upgrade	-	-	49,770	-	
Downtown-University Hill Mgmt. District	Access and Parking Management Strategy	-	-	64,000	-	
Downtown-University Hill Mgmt. District	Deputy Director	88,072	0.80	-		Funding is split 80/20 with UGHID Fund (see below)
Downtown-University Hill Mgmt. District	Public/Private Partnership with Trinity Lutheran Church	-	-	1,700,000	-	
Civic Area/Downtown-University Hill Mgmt. District	Parking Study	-	-	15,000	-	
	Total	$ 93,991	0.80	$ 1,828,770	-	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
UNIVERSITY HILL COMMERCIAL DISTRICT (UHGID) FUND						
Downtown-University Hill Mgmt. District	Parking Kiosk Data & Communication Fees	2,652	-	-	-	
Downtown-University Hill Mgmt. District	Parking Kiosk Modem Upgrade	-	-	15,800		
Downtown-University Hill Mgmt. District	Access and Parking Management Strategy	-	-	28,000	-	
Downtown-University Hill Mgmt. District	Deputy Director	22,018	0.20	-	-	Funding is split 20/80 with CAGID Fund (see above)
	Total	$ 24,670	0.20	$ 43,800	-	
LIBRARY FUND						
Library and Arts	Transfer of Sr. Technical Support Analyst to Information Technology	(91,000)	(1.00)	-	-	Corresponding increase in Information Technology (see above)
	Total	$ (91,000)	(1.00)	$ -	-	
OPEN SPACE FUND						
OSMP	OSMP Administrator	(91,693)	(0.95)	-	-	
OSMP	Communications and Outreach Coordinator	(134,885)	(1.00)	-	-	
OSMP	Education and Outreach Coordinator	68,684	1.00		-	
OSMP	Engineering Manager	134,885	1.00	7,500	-	
OSMP	Deputy Director	134,220	1.00	-	-	
OSMP	Environmental Planner	132,500	1.00	-	-	
OSMP	Biostatistician	121,800	1.00	-	-	
OSMP	GIS Analyst	83,700	1.00	-	-	
OSMP	Admin Specialist II	60,500	1.00	-	-	
OSMP	Trail Condition Monitor	74,802	1.00	-	-	
OSMP	Flood Impact Recovery and Restoration	55,000	-	-	-	
OSMP	Voice and Sight Program	-	-	(44,725)	-	
OSMP	Sustainablity Project	-	-	60,000	-	
OSMP	Seasonal Funding for Grassland Ecosystem Mgmt. Plan Monitoring	5,500	-	-	-	
OSMP	Seasonal Funding for Undesignated Trails Monitoring	25,000	-	-	-	
OSMP	Community Survey	-	-	30,000	-	
OSMP	Trail Dozer	6,500	-	63,500	-	
OSMP	Compact Roller and Tracked Mini-Dump	1,950	-	17,550	-	
OSMP	Composting Dog Waste	-	-	50,000	-	
OSMP	Septic Evaluations and Improvements	-	-	40,000	-	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
OPEN SPACE FUND CONTINUED						
OSMP	Cultural Resource Artifact Managmenet	-	-	20,000	-	
OSMP	Facilities Improvements	-	-	40,000	-	
OSMP	Trucks	7,000	-	70,000	-	
OSMP	Flagstaff Summit Improvements (Matching Grant Funds)	-	-	40,000	-	
OSMP	Annex Staff Parking Lot Paving	-	-	34,000	-	
OSMP	Trails Specialist	-	-	55,000	1.00	3-year fixed term position.
OSMP	Trails Maintenance	-	-	125,000	-	Funding to cover 3-year cost of trails maintenance including seasonal staffing and tools.
	Total	$ 685,463	6.05	$ 607,825	1.00	
PLANNING AND DEVELOPMENT FUND						
Community Planning and Sustainability	Zoning Plans Examiner	82,000	1.00	-	-	Conversion from fixed term to ongoing
Community Planning and Sustainability	Project Specialist I	72,000	1.00	-	-	Conversion from fixed term to ongoing
Community Planning and Sustainability	Comprehensive Housing Strategy			155,000	0.50	Includes continuation of 1.0FTE fixed term Senior Planner Project Manager position and consulting support. Housing is funding the remaining 0.5 FTE of the Senior Planner position.
Community Planning and Sustainability	Small Business Development Center Support (Economic Vitality)	42,300	-	34,000	-	Ongoing funding to cover operating costs as well as annual cash match for the Small Business Development Center (SBDC). One-time funding to cover costs of relocating the SBDC to the Boulder Public Library.
Community Planning and Sustainability	Boulder Valley Comprehensive Plan Update	-	-	100,000	-	
Community Planning and Sustainability	Boulder Chamber Sponsorship	-	-	20,000		Funding to support implementation of the Innovation Blueprint 3.0
Community Planning and Sustainability	Colorado Clean Energy Cluster Membership	25,000	-	-	-	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
PLANNING AND DEVELOPMENT FUND CONTINUED						
Community Planning and Sustainability	Civic Area Communications	-	-	20,000	-	
PW - Development and Support Services	Landlink Development and Information Tracking System	-	-	203,000	2.00	Two 2yr fixed term positions in addition to temporary personnel salaries funding for Landlink implementation
PW - Development and Support Services	Builiding Plans Examiners	89,000	2.00	-	-	Conversion of one fixed term Plans Examiner to ongoing plus addition of one ongoing Plans Examiner
PW - Development and Support Services	Rental Housing Licensing Program	178,000	2.00	37,000	0.50	
	Total	$ 488,300	6.00	$ 569,000	3.00	
STORMWATER/FLOOD MANAGEMENT UTILITY FUND						
PW - Utilities	Hazardous Waste	14,500	-	-	-	
PW - Utilities	Planner	135,000	1.00	-	-	Position will support Capital Improvement Plan.
PW - Utilities	Project Manager	150,000	1.00	-	-	Position will support Capital Improvement Plan.
PW - Utilities	Seasonal Flood Maintenance	25,000	-	-	-	
PW - Utilities	Maintenance Person IV/Maint. Operations Assistant	66,000	1.00	-	-	
PW - Utilities	Maintenance Person III	57,000	1.00	-	-	
PW - Utilities	Maintenance Person III	57,000	1.00			
PW - Utilities	Maintenance Person III	57,000	1.00			
PW - Utilities	Maintenance Person II	53,000	1.00	-	-	
PW - Utilities	Maintenance Person II (Flood)	93,000	1.00	-	-	
PW - Utilities	Civil Engineer II	24,250	0.25	-	-	Funding is split 25/75 with Wastewater Fund
PW - Utilities	Vacuum Truck	40,000	-	400,000	-	
	Total	$ 771,750	8.25	$ 400,000	-	

SIGNIFICANT CHANGES BETWEEN 2014-2015 BUDGET BY FUND, ONE-TIME AND ONGOING

Fund / Department	Action	Ongoing Funds	Ongoing FTE	One Time Funds	Fixed Term	Additional Information
TRANSPORTATION FUND						
PW - Transportation	Tranportation Master Plan Implementation	700,000	2.00	-	-	Funding for Transportation Master Plan (TMP) implementation; includes two ongoing Planner I positions. Expenditures supported by 0.15 Cent Sales Tax increase approved by voters in November 2013.
PW - Transportation	Transportation Operations and Maintenance	333,442	-	-	-	Funding to cover cost increases associated with operation and maintenance of multimodal transportation system. Funding is also consistent with TMP and .015 Cent Sales Tax increase.
Civic Area/PW - Transportation	Civic Area Communications	-	-	20,000	-	
Civic Area/PW - Transportation	Canyon Blvd. Connections/Connectivity	-	-	100,000	-	
	Total	$ 1,033,442	2.00	$ 120,000	-	
WASTEWATER UTILITY FUND						
Utility	Hazardous Waste	14,500	-	-	-	
Utility	Wastewater Outreach & Compliance Coordinator	185,800	1.00	-	-	
Utility	Civil Engineer II	72,750	0.75	-	-	Funding is split 75/25 with Stormwater Fund
Utility	Maintenance Person IV/Maint. Operations Assistant	65,956	1.00	-	-	
	Total	$ 339,006	2.75	$ -	-	
WATER UTILITY FUND						
Utility	Legal and Consulting	193,000	-	-	-	
Utility	Water Resources Planner	112,000	1.00	-	-	
	Total	$ 305,000	1.00	$ -	-	

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Boulder SBDC
Small Business Development Center

As a non-profit, economic development organization, the Boulder SBDC assists both established and emerging companies by providing expert businesses consulting, workshops and programs and connection to resources, including financing.

Programs that match the needs of Boulder County businesses

Experienced industry and topic specialists present "ready-to-use" workshops and programs designed to match your business – from Essentials to Accelerated.

- **SBDC Advanced:** This pilot Economic Gardening Program assists 2nd stage businesses with market research & analysis, strategic consulting and other tools for accelerated growth
- **Colorado Emerging Ventures:** Programs designed for bioscience, aerospace, IT and cleantech, natural and outdoor products and all scalable ventures – Access to Capital, How to Pitch an Angel, SBIR/STTR Grants, Commercializing Technology. Peer Cohort Series launches Winter 2015 using Kauffman Center's FastTrac TechVenture program
- **Multicultural Business:** Boulder County Minority Owned Business Directory, Certification Workshops, Bilingual consulting and workshops, Annual Multicultural Business EXPO
- **Essentials:** The basics of Marketing and Business Planning, Financial Projections, Startup, Business Research, QuickBooks, Social Media, SEO
- **Specialized "Drill-down" Workshops:** Systematic Selling, Social Media, How to Buy & Sell a Business, How to Price Your Time, Hiring Right the First Time, many more
- **Leading Edge Entrepreneurship Series':** FastTrac GrowthVenture, TechVenture and NxLevel programs test feasibility, plan for commercialization, growth and financing
- **Disaster Recovery:** SBDC assists businesses identify with flood recovery efforts – especially identifying funding sources, helping prepare documentation and rebuilding sales
- **Connect for Health Colorado:** Certified SBDC consultants help businesses meet Affordable Health Care requirements, identify healthcare options and in some cases, qualify for tax credits.
- **Connect2DOT:** Specialized services to help Colorado businesses become certified, identify and market to win CDOT contracts

Consulting from the Experts

Meet with Boulder SBDC business specialists for no cost one-on-one assistance to plan for growth and overcome business challenges – for both established and emerging businesses. The Boulder Team includes 50+ consultants, presenters, entrepreneurs and mentors, ready to assist you.

Impact of the Boulder SBDC

Since launching the Center at the Boulder Chamber in 1994, the SBDC has worked with over 5,000 businesses in Boulder County. In just the last two years, the Center worked directly with over 1100 businesses, providing 3,100 consulting hours and produced over 130 educational programs for more than 2000 attendees. Those businesses created and retained over 850 jobs, infused over $15 million in capital and reported sales increases of $10 million and contract awards over $11 million.

Partners and Sponsors

The Boulder SBDC is a partnership between the U.S. Small Business Administration, Colorado Office of Economic Development & International Trade, Boulder Chamber, City of Boulder, City of Longmont, Longmont Area Chamber of Commerce, Boulder County, JPMorgan Chase Foundation and other local public/private partnerships.

Contact Boulder SBDC

Kaylee Fabela, Program Administrator: Kaylee.fabela@bouldersbdc.com
Rachel Garcia, Program Manager: rachel.garcia@bouldersbdc.com
Janine Ledingham, Associate Director: janine.ledingham@bouldersbdc.com
Sharon King, Executive Director: sharon.king@bouldersbdc.com

Boulder SBDC Locations

Boulder Main Office
2440 Pearl St, Boulder

Longmont Satellite Office
528 Main St, Longmont

303-442-1475
www.bouldersbdc.com

Boulder SBDC Economic Sustainability Partners

Funded in part through a cooperative agreement with the U.S. Small Business Administration.

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Small Business Development Center

Types of Programs and Clients

Boulder SBDC is able to provide assistance to a broad range of types of businesses and industry sectors - at different stages of the business life cycle - by designing focused programming and specialized consulting teams to match their needs.

SBDC Advanced: This pilot Economic Gardening Program assists 2nd stage businesses with market research & analysis, strategic consulting and other tools for accelerated growth. Launched this year (Colorado legislature provided new state funding; serving 20 ventures over the three year pilot,) **clients include aerospace (NASA contractor,) bioscience (aquatic testing lab,) robotics (identifying new commercial markets,) high-growth professional services firm, manufacturing firms (B2B products/Consumer products.)**

Colorado Emerging Ventures (CEV): CEV combines specialized consulting with a year-long series of workshops and peer exchanges. Launched in 2009, CEV is designed to support ventures with high growth potential that are or may become primary employers. Topics include Access to Capital, How to Pitch an Angel, SBIR/STTR Grants & Contracts, Commercializing Technology, Developing Sales & Distribution Channels. A Peer Cohort Series launches Winter 2015 using Kauffman Center's FastTrac TechVenture program. **Clients have included bioscience (medical device; genetics lab,) aerospace (DoD contractors expanding markets,) IT (tool for musicians, online education platform, atmospheric research models, green building science platform,) cleantech (alternative energy vehicle manufacturers, ecological products manufacturer, scalable energy retrofit companies – solar/insulation,) advanced manufacturing (university physics-based spin-offs, earthquake testing equipment, film industry device, scientific testing labs,) natural food & beverage/outdoor/pet industry product manufacturing/production and consumer marketing companies.**

Multicultural Business: Programs include ongoing outreach, bilingual consulting and business workshops, certification workshops, support for Boulder County PIE grant, County Minority Owned Business Directory, collaboration on annual Multicultural Business EXPO. **Clients have included service businesses (translation/language school. accounting/ bookkeeping, childcare, cleaning, children's parties,) construction and landscaping firms, hair salons, restaurants, retailers, engineering/science and IT businesses.**

Core SBDC Programs: Designed for both scalable and "Main Street" businesses, programs include the **Essentials Series** (basics – i.e. Marketing, Business Planning, Financial Projections, Startup, Business Research, QuickBooks,) **"Drill-down" Workshops** (i.e. Systematic Selling, Social Media, How to Buy & Sell a Business, How to Price Your Time,) **Leading Edge Entrepreneurship Series'** (for startups or established businesses; to test feasibility, plan for growth, financing and profitability,) and **Specialized Programs** (Disaster Recovery, Connect for Health Colorado, Connect2DOT.) **Clients have included retailers, restaurants, brewers, wineries, bakeries, catering, florists, clothing/accessory designers, doctors, chiropractors, massage therapy practices, fitness facilities, professional services firms, construction, architecture and landscaping businesses.**

Questions? Sharon King, Executive Director: sharon.king@bouldersbdc.com, 303-492-1475 x3

Funded in part through a cooperative agreement with the U.S. Small Business Administration.

Clients

"When we attended the Colorado Emerging Ventures program, we had no plan for sales & marketing. We were basically a science company, focused on making the technology sound and reliable. Working with the SBDC has helped us develop our go-to market strategy."
Kathy Rowlen, InDevR

"The SBDC launched us in the right direction- You just don't know what you don't know and the SBDC filled us in on all of those aspects."
David Rubin,
A Spice of Life Catering

Boulder SBDC Locations

Boulder Main Office
2440 Pearl St, Boulder

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CENTRAL AREA GENERAL IMPROVEMENT DISTRICT (CAGID)
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a motion to adopt three resolutions pertaining to the 2015 budget of the City of Boulder Downtown Commercial District Fund (formerly known as the Central Area General Improvement District Fund):

1. A resolution concerning the City of Boulder Downtown Commercial District Fund (formerly known as the Central Area General Improvement District Fund), adopting a budget for the fiscal year beginning January 1, 2015; and
2. A resolution establishing the 2014 City of Boulder Central Area General Improvement District Property Tax Mill Levy for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and
3. A resolution appropriating money to defray the expenses and liabilities of the City of Boulder Downtown Commercial District Fund (formerly known as the Central Area General Improvement District Fund) for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the CAGID Board of Directors and to convene as the University Hill General Improvement District (UHGID) Board of Directors.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY

The name of the Central Area General Improvement District (CAGID) Fund has been changed to the Downtown Commercial District (DCD) Fund to better reflect that there are multiple sources of revenues within the fund.

The purpose of this item is to adopt and appropriate the 2015 budget for the Downtown Commercial District Fund as well as set the 2014 Central Area General Improvement District property tax mill levy.

To comply with Article X, Section 20 of the Colorado Constitution in establishing the Central Area General Improvement District property tax mill levy, a mill levy credit of 5.143 mills is necessary. Staff is recommending the following mill levy:

Base Mill Levy	9.990
Less: Mill Levy Credit	(5.143)
Net Mill Levy	4.847

STAFF RECOMMENDATION

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

- Motion to adopt Downtown Commercial District (DCD) Resolution No. 267 adopting the 2015 budget for the DCD Fund;
- Motion to adopt Downtown Commercial District (DCD) Resolution No. 268 establishing the 2014 Boulder Central Area General Improvement District Property Tax mill levy;
- Motion to adopt Downtown Commercial District (DCD) Resolution No. 269 appropriating the 2015 budget for the DCD Fund; and

Consideration of a motion to adjourn from the CAGID Board of Directors and to convene as the University Hill General Improvement District (UHGID) Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

These resolutions (**Attachments A-C**) adopt the 2015 budget, establish the 2014 property tax mill levy and appropriate funding presented to council in the City Manager's 2015 Recommended Budget for the Downtown Commercial District Fund, and were reviewed by council during the 2015 budget process. **Attachment D** shows the impact of the 2015 revenues and expenditures on the DCD fund balance.

The budget supports a variety of projects and services within the Central Area General Improvement District that include social, environmental and economic issues.

OTHER IMPACTS

- Fiscal - The 2015 budget for the Downtown Commercial District Fund is $9,714,556.

- Staff time - Staff time for this process is allocated in the Budget Division's annual work plan.

BOARD AND COMMISSION FEEDBACK

The 2015 budget was also reviewed and approved by the Downtown Management Commission on October 6, 2014.

PUBLIC FEEDBACK

A public hearing will be held on the 2015 budget appropriations, and mill levy.

ATTACHMENTS

A. Proposed resolution adopting a budget for the DCD Fund for 2015

B. Proposed resolution establishing the Central Area General Improvement District Property Tax Mill Levy for 2014 to be collected in 2015

C. Proposed resolution appropriating money to defray expenses and liabilities for the DCD Fund for 2015

D. Impact of the 2015 Budget on the DCD Fund

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RESOLUTION NO. 267

A RESOLUTION CONCERNING THE CITY OF BOULDER DOWNTOWN COMMERCIAL DISTRICT FUND (FORMERLY KNOWN AS THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT FUND), ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015.

WHEREAS, Chapter 8-4 of the Revised Code of the City of Boulder requires that the Board annually determine the amount of money necessary to be raised for the District by an ad valorem tax levy on the taxable property in the District; and

WHEREAS, said chapter provides that prior to the start of proceedings for said levy of taxes, the Board shall prepare and adopt a budget, and

WHEREAS, all requirements of said chapter pertaining to the giving of public notice have been accomplished; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT, that:

Section 1. Estimated expenditures for fiscal year 2015 are as follows:

Operations	$7,878,336
Debt Service	1,836,220
TOTAL	$9,714,556

Section 2. Estimated revenues available in fiscal year 2015 to fund the above expenditures are as follows:

Property Taxes	$ 1,127,946
Parking Fees	6,240,125
Transfer in for 1000 Walnut	284,748
Other Revenues	297,406
TOTAL	$ 7,950,225

Section 3. The proposed budget as submitted and hereinabove summarized be adopted as the budget of the City of Boulder Downtown Commercial District Fund (formerly known as the Central Area General Improvement District Fund) for the 2015 fiscal year.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 268

A RESOLUTION ESTABLISHING THE 2014 CITY OF BOULDER CENTRAL AREA GENERAL IMPROVEMENT DISTRICT PROPERTY TAX MILL LEVY FOR PAYMENT OF EXPENDITURES, IN PART, OF THE DISTRICT DURING THE FISCAL YEAR 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board has prepared and adopted a budget for the District for the 2015 fiscal year; and

WHEREAS, the Board has reviewed the projected expenditures of the District for 2015; and

WHEREAS, the Board has considered all sources of revenue of the District; and

WHEREAS, the Board has determined that there will not be sufficient revenues produced by the facilities operated by the District along with income from investment to cover expenses of operation and debt service and that a tax levy of 4.847 mills should therefore be imposed; and

WHEREAS, the preliminary assessed valuation information received from the County under Article X, Section 20 of the Colorado Constitution indicates that the growth limit in the Central Area General Improvement District for 2014 property taxes is 3.63% and

WHEREAS, in order to conform with the County information, a mill levy credit of 5.143 mills is necessary for a total of 4.847 mills to be assessed upon each dollar of assessed valuation of all taxable property with the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CITY OF BOULDER CENTRAL AREA GENERAL IMPROVEMENT DISTRICT that:

Section 1. Effective at 12:00 Midnight at the end of December 31, 2014 there is hereby levied for the year of 2014 to be collected in 2015, a tax of 4.847 mills upon each dollar of the total assessed valuation of all taxable property within the area of the City of Boulder Central Area General Improvement District. The levy includes the following components:

General Operations and Debt	9.990
Less: Mill Levy Credit	(5.143)
Net Mill Levy (Subject to Article X, Section 20 of the Colorado Constitution)	4.847

Section 2. The secretary of the District is directed to certify the within levy to the County Assessor, Boulder County, Colorado.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 269

A RESOLUTION APPROPRIATING MONEY TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF BOULDER DOWNTOWN COMMERCIAL DISTRICT FUND (FORMERLY KNOWN AS THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT FUND) FOR THE 2015 FISCAL YEAR AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council, acting as the Board of Directors of the Central Area General Improvement District, has taken final action approving the revenues and expenditures of the budget for 2015; and

WHEREAS, the Board desires to make appropriations for the ensuing fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, ACTING AS THE BOARD OF DIRECTORS OF THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT, that:

Section 1. The following appropriations are hereby made for the City of Boulder Downtown Commercial District Fund's fiscal year commencing January 1, 2015, and ending December 31, 2015, from the funds of the District for the payment of the District's Operating Expenses, and Debt Service payments:

Operations	$7,878,336
Debt Service	1,836,220
TOTAL	$9,714,556

Section 2. The following appropriation is hereby made for the City of Boulder Downtown Commercial District Fund's fiscal year commencing January 1, 2015 and ending December 31, 2015, for fund balance:

Fund Balance (12/31/2014)	$5,193,190

Section 3. The following appropriation is hereby made for the Downtown Commercial District Fund's fiscal year commencing January 1, 2015, and ending December 31, 2015 for estimated carryover expenditures.

Capital Improvements Projects	$250,000

Section 4. The City Council, acting as the Board of Directors of the Central Area General Improvement District, hereby appropriates as revenues all 2014 year end cash balances not previously reserved for insurance or bond purposes for all purposes not designated as "emergencies", including without limitation subsequent years' expenditures, capital improvements, adverse economic conditions and revenue shortfalls, pursuant to Article X, Section 20 to the Colorado Constitution, approved by the electorate on November 3, 1992.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
Downtown Commercial District	5,193	7,950	9,715	3,429	(1,764)
Totals	**$ 5,193**	**$ 7,950**	**$ 9,715**	**$ 3,429**	**$ (1,764)**

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UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT (UHGID)
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a motion to adopt three resolutions pertaining to the 2015 budget of the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill General Improvement District Fund):

1. A resolution concerning the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill General Improvement District Fund), adopting a budget for the fiscal year beginning January 1, 2015; and
2. A resolution establishing the 2014 City of Boulder University Hill General Improvement District Property Tax Mill Levy for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and
3. A resolution appropriating money to defray the expenses and liabilities of the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill General Improvement District Fund) for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the UHGID Board of Directors and convene as the Boulder Municipal Property Authority Board of Directors.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY

The name of the University Hill General Improvement District (UHGID) Fund has been changed to the University Hill Commercial District (UHCD) Fund to better reflect that there are multiple sources of revenues within the fund.

The purpose of this item is to adopt and appropriate the 2015 budget for the University Hill Commercial District Fund as well as set the 2014 University Hill General Improvement District property tax mill levy.

To comply with Article X, Section 20 of the Colorado Constitution, a mill levy credit of 2.694 mills is necessary. Staff is recommending the following mill levy:

Base Mill Levy	4.984
Less: Mill Levy Credit	(2.694)
Net Mill Levy	2.290

STAFF RECOMMENDATION

Suggested Motion Language

Staff requests council consideration of this matter and action in the form of the following motion:

- Motion to adopt University Hill Commercial District (UHCD) Resolution No. 192 adopting the 2015 budget for the UHCD Fund;
- Motion to adopt University Hill Commercial District (UHCD) Resolution No. 193 establishing the 2014 University Hill General Improvement District Property Tax mill levy;
- Motion to adopt University Hill Commercial District (UHCD) Resolution No. 194 appropriating the 2015 budget for the UHCD Fund; and

Consideration of a motion to adjourn from the UHGID Board of Directors and convene as the Boulder Municipal Property Authority Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

These resolutions (**Attachments A-C**) adopt the 2015 budget, establish the 2014 property tax mill levy and appropriate funding as presented to council in the City Manager's 2015 Recommended Budget for the University Hill Commercial District Fund, and were reviewed by council during the 2015 budget process. **Attachment D** shows the impact of the 2015 revenues and expenditures on the UHCD fund balance.

The budget supports a variety of projects and services within the University Hill General Improvement District that include social, environmental and economic issues.

OTHER IMPACTS

- Fiscal - The 2015 budget for the University Hill Commercial District Fund is $653,882

- Staff time - Staff time for this process is allocated in the Budget Division's annual work plan.

BOARD AND COMMISSION FEEDBACK

The budget for the University Hill Commercial District (UHCD) Fund was reviewed and approved by the University Hill Commercial Area Management Commission at its September 17, 2014 meeting.

PUBLIC FEEDBACK

A public hearing will be held on the 2015 budget appropriations and mill levy.

ATTACHMENTS

A. Proposed resolution adopting a budget for the UHCD Fund for 2015
B. Proposed resolution establishing the UHGID Property Tax Mill Levy for 2014
C. Proposed resolution appropriating money to defray expenses and liabilities for the UHCD Fund for 2015
D. Impact of the 2015 Budget on the UHCD Fund

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RESOLUTION NO. 192

A RESOLUTION CONCERNING THE CITY OF BOULDER UNIVERSITY HILL COMMERCIAL DISTRICT FUND (FORMERLY KNOWN AS THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT FUND), ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015

WHEREAS, Chapter 8-4 of the Revised Code of the City of Boulder requires that the Board annually determine the amount of money necessary to be raised for the District by an ad valorem tax levy on the taxable property in the District; and

WHEREAS, said chapter provides that prior to the start of proceedings for said levy of taxes, the Board shall prepare and adopt a budget, and

WHEREAS, all requirements of said chapter pertaining to the giving of public notice have been accomplished; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT, that:

Section 1. Estimated expenditures for fiscal year 2015 are as follows:

Operations	$653,882
Debt Service	0
TOTAL	$653,882

Section 2. Estimated revenues for fiscal year 2015 to fund the above expenditures are as follows:

Property Tax	$ 30,125
Ownership Tax	1,550
Parking Meter Revenue Transferred from General Fund	425,000
Parking Fees	119,000
Other Revenues	4,638
TOTAL	$580,313

Section 3. The proposed budget as submitted and hereinabove summarized be adopted as the budget of the City of Boulder University Hill Commercial District Fund (formerly known as the University Hill General Improvement District Fund) for the 2015 fiscal year.

ADOPTED this 21st day of October, 2014.

_____

Chair

Attest:

_____

Secretary

RESOLUTION NO. 193

A RESOLUTION ESTABLISHING THE 2014 CITY OF BOULDER UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT PROPERTY TAX MILL LEVY FOR PAYMENT OF EXPENDITURES, IN PART, OF THE DISTRICT DURING THE FISCAL YEAR 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board has prepared and adopted a budget for the District for the 2015 fiscal year; and

WHEREAS, the Board has reviewed the projected expenditures of the District for 2015, and

WHEREAS, the Board has considered all sources of revenue of the District; and

WHEREAS, the Board has determined that there will not be sufficient revenues produced by the facilities operated by the District along with income from investment to cover expenses of operation and debt service and that a tax levy of 2.290 mills should therefore be imposed; and

WHEREAS, the preliminary assessed valuation information received from the County under Article X, Section 20 of the Colorado Constitution indicates that the growth limit in the University Hill General Improvement District for 2014 property taxes is 2.98% and

WHEREAS, in order to conform with the County information, a mill levy credit of 2.694 mills is necessary for a total of 2.290 mills to be assessed upon each dollar of assessed valuation of all taxable property with the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CITY OF BOULDER UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT, that:

Section 1. Effective at 12:00 Midnight at the end of December 31, 2014 there is hereby levied for the year of 2014, to be collected in 2015 a tax of 2.290 mills upon each

dollar of the total assessed valuation of all taxable property within the area of the City of Boulder University Hill General Improvement District. The levy includes the following components:

General Operating and Debt	4.984
Less: Mill Levy Credit	(2.694)
Net Mill Levy (Subject to Article X, Section 20 of the Colorado Constitution)	2.290

Section 2. The secretary of the District is directed to certify the within levy to the County Assessor, Boulder County, Colorado.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 194

A RESOLUTION APPROPRIATING MONEY TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF BOULDER UNIVERSITY HILL COMMERCIAL DISTRICT FUND (FORMERLY KNOWN AS THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT FUND) FOR THE 2015 FISCAL YEAR AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council, acting as the Board of Directors of the University Hill General Improvement District, has taken final action approving the revenues and expenditures of the budget for 2015 and

WHEREAS, the Board desires to make appropriations for the ensuing fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, ACTING AS THE BOARD OF DIRECTORS OF THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT, that:

Section 1. The following appropriations are hereby made for the City of Boulder University Hill Commercial District Fund's fiscal year commencing January 1, 2015, and ending December 31, 2015, from the funds of the District for the payment of the District's Operating Expenses, and Debt Service payments:

Operations	$653,882
Debt Service	0
TOTAL	$653,882

Section 2. The following appropriation is hereby made for the City of Boulder University Hill Commercial District's fiscal year commencing January 1, 2015, and ending December 31, 2015, for fund balance:

Fund Balance (12/31/2014)	$748,013

Section 3. The City Council, acting as the Board of Directors of the University Hill General Improvement District, hereby appropriates as revenues all 2014 year end cash balances not previously reserved for insurance or bond purposes for all purposes not

designated as "emergencies", including without limitation subsequent years' expenditures, capital improvements, adverse economic conditions and revenue shortfalls, pursuant to Article X, Section 20 to the Colorado Constitution, approved by the electorate on November 3, 1992.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
University Hill Commercial District	748	580	654	674	(74)
Totals	**$ 748**	**$ 580**	**$ 654**	**$ 674**	**$ (74)**

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BOULDER MUNICIPAL PROPERTY AUTHORITY
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a motion to adopt a resolution formally adopting the 2015 budget for the Boulder Municipal Property Authority; and

Consideration of a motion to adjourn from the Boulder Municipal Property Authority Board of Directors and convene as the Forest Glen Transit Pass General Improvement District Board of Directors.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY
The Boulder Municipal Property Authority (BMPA) was formed as a Colorado nonprofit corporation in February of 1988. BMPA was formed for the purpose of acquiring real and personal property and leasing, selling or otherwise conveying the same to the city. BMPA is governed by a nine-member board of directors, which consists of the members of the City Council. BMPA's officers include a President and Vice President, which, pursuant to its Bylaws, shall be the Mayor and Deputy Mayor, respectively, of the city and a Secretary-Treasurer, which shall be the Director of Finance and Record, Ex Officio City Clerk of the city. BMPA has no assets, other than assets acquired from the issuance of debt securities, which are pledged to the repayment of such securities.

BMPA is a nonprofit corporation. However, it is a component unit of the city of Boulder as provided in the definition of "Reporting Entity" used by Governmental Accounting Standards Board. This requires that the financial statements of BMPA be included in the city's Comprehensive Annual Financial Report. Therefore, BMPA must adopt a formal annual budget.

The debt service payments being appropriated by this resolution are made on Lease Purchase Revenue Notes and Certificates of Participation. The revenues used to make these payments will be base rental payments from several city funds, including the General, Lottery, Permanent Parks and Recreation, Open Space, Affordable Housing and Transportation funds.

This appropriation also includes a transfer from BMPA to the Open Space Fund for the ninth of 10 annual payments BMPA will receive from Boulder County for the county's share of the purchase of a conservation easement. BMPA will transfer each of those annual payments from Boulder County to the Open Space Fund for payment of debt service on the Boulder Valley Farms, Inc., Series 2006A BMPA note that was issued for this purpose. This resolution (**Attachment A**) adopts the 2015 BMPA budget. **Attachment B** shows the impact of the 2015 revenues and expenditures on the BMPA fund balance.

STAFF RECOMMENDATION

Suggested Motion Language

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to adopt a BMPA Resolution No.138 adopting the 2015 budget for the Boulder Municipal Property Authority; and

Consideration of a motion to adjourn from the Boulder Municipal Property Authority (BPMA) Board of Directors and convene as the Forest Glen Transit Pass General Improvement District Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This action is an accounting requirement of the Governmental Accounting Standards Board.

OTHER IMPACTS

- Fiscal - This appropriation of $1,862,396 includes $1,701,487 in the Boulder Municipal Property Authority Debt Service Fund for 2015 debt service payments and $160,909 for the transfer to the Open Space Fund from Boulder County for the Culver property purchase reimbursement.

- Staff time for this process is allocated in the Budget Division's annual work plan.

ATTACHMENTS

A. Proposed Resolution adopting a budget for the Boulder Municipal Property Authority for 2015
B. Impact of the 2015 Budget on the Boulder Municipal Property Authority Fund Balance

RESOLUTION NO. 138

A RESOLUTION CONCERNING THE BOULDER MUNICIPAL PROPERTY AUTHORITY (BMPA), ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015.

WHEREAS, the Boulder Municipal Property Authority is a nonprofit corporation duly organized and existing under the laws of the State of Colorado, and;

WHEREAS, the Boulder Municipal Property Authority is a component unit of the City of Boulder, for accounting purposes only, and as such, is required to formally adopt an annual budget, and;

WHEREAS, certain 2015 debt service obligations of the Boulder Municipal Property Authority are known;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER MUNICIPAL PROPERTY AUTHORITY, that:

Section 1. Estimated debt service expenditures for fiscal year 2015 are $1,862,396.

Section 2. Estimated revenues, in the form of base rental payments from city departments, and intergovernmental revenue from Boulder County available for fiscal year 2015 to fund the above expenditures, are $1,862,396.

Section 3. The proposed budget as submitted and hereinabove summarized shall be adopted as the budget of the Boulder Municipal Property Authority for the 2015 fiscal year and appropriated into the Boulder Municipal Property Authority Debt Service Fund.

ADOPTED this 21st day of October, 2014.

_____
President

Attest:

_____
Secretary

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ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
Boulder Municipal Property Authority	$ -	$ 1,862	$ 1,862	-	$ -
Totals	**$ -**	**$ 1,862**	**$ 1,862**	**$ -**	**$ -**

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FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of motion to adopt three resolutions pertaining to the 2015 budget of the City of Boulder Forest Glen Transit Pass General Improvement District Fund:

1. A resolution concerning the City of Boulder Forest Glen Transit Pass General Improvement District, adopting a budget for the fiscal year beginning January 1, 2015; and
2. A resolution establishing the 2014 City of Boulder Forest Glen Transit Pass General Improvement District Property Tax Mill Levy for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and
3. A resolution appropriating money to defray the expenses and liabilities of the City of Boulder Forest Glen Transit Pass General Improvement District for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the City of Boulder Forest Glen Transit Pass General Improvement District Board of Directors, and convene as the Boulder Junction Access Commission General Improvement District - Parking Board of Directors.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY

In November 2000, residents of the city's Forest Glen neighborhood voted to form a General Improvement District (GID) to provide Regional Transit District (RTD) transit passes for all neighborhood residents. To comply with terms of the GID's creation in 2000, the Forest Glen GID Eco Pass Program was subject to a public audit and review in 2006. One of the final recommendations of the audit and review was to continue the GID's Eco Pass program.

Subsequent informal reviews with the Forest Glen Transit Pass district participants occur annually in the Fall each year. Any resident living in the Forest Glen neighborhood is eligible to receive an RTD Eco Pass, regardless of whether they rent or own a home. Funding for the passes is generated from property tax revenues collected from property owners in the GID.

The purpose of this agenda item is to adopt and appropriate the Forest Glen Transit Pass GID budget for 2015, and to establish the 2014 Forest Glen Transit Pass GID mill levy. A maximum mill levy of 2.310 mills and an exemption from Article X, Section 20 of the Colorado Constitution were approved by the voters during the GID's formation.

Staff is recommending the following mill levy:

Base Mill Levy	2.310
Less: Mill Levy Credit	(1.018)
Net Mill Levy	1.292

STAFF RECOMMENDATION

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

- Motion to adopt Forest Glen Transit Pass Resolution No. 46 adopting the 2015 budget for the Forest Glen Transit Pass GID Fund;
- Motion to adopt Forest Glen Transit Pass Resolution No. 47 establishing the 2014 City of Boulder Forest Glen Transit Pass General Improvement District Property Tax Mill Levy;
- Motion to adopt Forest Glen Transit Pass Resolution No. 48 appropriating the 2015 budget for the Forest Glen Transit Pass GID Fund; and

Consideration of a motion to adjourn from the City of Boulder Forest Glen Transit Pass General Improvement District Board of Directors, and convene as the Boulder Junction Access Commission General Improvement District – Parking Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

These resolutions (**Attachments A-C**) adopt the 2015 budget, establish the 2014 property tax mill levy and appropriate funding, as presented to council in the City Manager's 2015 Recommended Budget, for the Forest Glen Transit Pass General Improvement District, and were reviewed by council during the 2015 budget process. **Attachment D** shows the impact of the 2015 revenues and expenditures on the Forest Glen Transit Pass GID fund balance.

The budget supports the Forest Glen Transit Pass General Improvement District that was established to provide Eco Passes to residents living within the district.

OTHER IMPACTS

- Fiscal - The 2015 budget for City of Boulder Forest Glen Transit Pass General Improvement District is $15,081.

- Staff time - Staff time for this process is allocated as part of the Budget Division's annual work plan.

ATTACHMENTS

A. Proposed resolution adopting a budget for Forest Glen Transit Pass GID for 2015
B. Proposed resolution establishing the Forest Glen Transit Pass GID Property Tax Mill Levy for 2014
C. Proposed resolution appropriating money to defray expenses and liabilities for the Forest Glen Transit Pass GID for 2015
D. Impact of the 2015 Budget on the Forest Glen Transit Pass GID Fund Balance

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RESOLUTION NO. 46

A RESOLUTION CONCERNING THE FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT, ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015.

WHEREAS, Chapter 8-4 of the Revised Code of the City of Boulder requires that the Board annually determine the amount of money necessary to be raised for the District by an ad valorem tax levy on the taxable property in the District; and

WHEREAS, said chapter provides that prior to the start of proceedings for said levy of taxes, the Board shall prepare and adopt a budget, and

WHEREAS, all requirements of said chapter pertaining to the giving of public notice have been accomplished;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT, that:

Section 1. Estimated expenditures for fiscal year 2015 are as follows:

Operations	$15,081

Section 2. Estimated revenues available in fiscal year 2015 to fund the above expenditures are as follows:

Property Taxes	$ 9,526
Operating Subsidies from Transportation and CAP Funds	4,598
Specific Ownership Tax	472
Other Revenue	59
Estimated Fund Balance as of (12/31/2014)	8,021
TOTAL	$22,676

Section 3. The proposed budget as submitted and hereinabove summarized be adopted as the budget of the Forest Glen Transit Pass General Improvement District for the 2015 fiscal year.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 47

A RESOLUTION ESTABLISHING THE 2014 FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT PROPERTY TAX MILL LEVY FOR PAYMENT OF EXPENDITURES, IN PART, OF THE DISTRICT DURING THE FISCAL YEAR 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board has prepared and adopted a budget for the District for the 2015 fiscal year; and

WHEREAS, the Board has reviewed the projected expenditures of the District for 2015; and

WHEREAS, the Board has considered all sources of revenue of the District; and

WHEREAS, the Board has determined that a tax levy of 1.292 should therefore be imposed; and

WHEREAS, in order to conform with the County information, a mill levy credit of 1.018 mills is necessary for a total of 1.292 mills to be assessed upon each dollar of assessed valuation of all taxable property with the City;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT that:

Section 1. Effective at 12:00 Midnight at the end of December 31, 2014, there is hereby levied for the year of 2014 to be collected in 2015, a tax of 1.292 mills upon each dollar of the

total assessed valuation of all taxable property within the area of the Forest Glen Transit Pass General Improvement District. The levy includes the following components:

General Operations and Debt	2.310
Less: Mill Levy Credit	(1.018)
Net Mill Levy	1.292

Section 2. The secretary of the District is directed to certify the within levy to the County Assessor, Boulder County, Colorado.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 48

A RESOLUTION APPROPRIATING MONEY TO DEFRAY THE EXPENSES AND LIABILITIES OF THE FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT FOR THE 2015 FISCAL YEAR AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council, acting as the Board of Directors of the Forest Glen Transit Pass General Improvement District, has taken final action approving the revenues and expenditures of the budget for 2015; and

WHEREAS, the Board desires to make appropriations for the ensuing fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOULDER , COLORADO, ACTING AS THE BOARD OF DIRECTORS OF THE FOREST GLEN TRANSIT PASS GENERAL IMPROVEMENT DISTRICT, that:

Section 1. The following appropriations are hereby made for the Forest Glen Transit Pass General Improvement District's fiscal year commencing January 1, 2015, and ending December 31, 2015, from the funds of the District for the payment of the District's Operating Expenses:

Operations	$15,081

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

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ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
Transit Pass GID	8	15	15	8	(0)
Totals	**$ 8**	**$ 15**	**$ 15**	**$ 8**	**$ (0)**

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BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT - PARKING
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a motion to adopt three resolutions pertaining to the 2015 budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund:

1. A resolution concerning the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund, adopting a budget for the fiscal year beginning January 1, 2015; and
2. A resolution establishing the 2014 City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Property Tax Mill Levy for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and
3. A resolution appropriating money to defray the expenses and liabilities of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District - Parking Board of Directors and convene as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Travel Demand Management.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY

The Boulder Junction Access General Improvement District - Parking (the "District") was created by City Council with the adoption of ordinance 7731 on July 20, 2010. The District provides parking and transportation related services and improvements to support Travel Demand Management strategies of the Transit Village Plan. The District operates in conjunction with the Boulder Junction Access General Improvement District - Travel Demand Management.

A mail ballot election on Nov. 2, 2010 approved a maximum mill levy and authorized the issuance of bonds. At its April 16, 2012 meeting, the Boulder Junction Access District – Parking Commission voted unanimously in support of increasing the property tax mill levy from 5.000 mills to 10.000 mills. The District's expenditures and work plan will be determined by the timing and type of development within the District.

The purpose of this item is to adopt and appropriate the 2015 budget for the Boulder Junction Access General Improvement District - Parking Fund as well as set the 2014 property tax mill levy at 10.000 mills.

STAFF RECOMMENDATION

Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

- Motion to adopt Boulder Junction Access Commission General Improvement District – Parking Resolution No. 11 adopting the 2015 budget for the Boulder Junction Access Commission General Improvement District – Parking Fund;
- Motion to adopt Boulder Junction Access Commission General Improvement District – Parking Resolution No. 12 establishing the 2014 Boulder Junction Access Commission General Improvement District – Parking Property Tax mill levy;
- Motion to adopt Boulder Junction Access Commission General Improvement District – Parking Resolution No. 13 appropriating the 2015 budget for the Boulder Junction Access Commission General Improvement District – Parking Fund; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Parking Board of Directors and convene as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Travel Demand Management.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

These resolutions (**Attachments A-C**) adopt the 2015 budget, establish the 2014 property tax mill levy and appropriate funding as presented to council in the City Manager's 2015 Recommended Budget for the Boulder Junction Access Commission General Improvement District (GID) – Parking Fund and were reviewed by council during the 2015 budget process. **Attachment D** shows the impact of the 2015 revenues and expenditures on the Boulder Junction Access Commission GID – Parking fund balance.

The budget supports a variety of planning, capital improvements, and transportation services within the District that provide social and environmental benefits to the city as a whole.

OTHER IMPACTS

- Fiscal - The 2015 budget for the Boulder Junction Access Commission General Improvement District – Parking Fund is $432,798.

- Staff time - Staff time for this process is allocated in the Budget Division's annual work plan.

BOARD AND COMMISSION FEEDBACK

The Oct. 1, 2014 regularly scheduled Boulder Junction Access District (BJAD) Parking/Travel Demand Management (TDM) joint commission meeting was cancelled due to the lack of a majority able to attend. The BJAD Parking/TDM joint commission was asked to review the 2015 budget via email on Oct. 6, 2014. Three commission members replied, recommending the 2015 Budget, while two commission members did not reply. The BJAD Parking/TDM joint commission meets on Nov. 5 and will make a formal motion to recommend the budget at that meeting.

PUBLIC FEEDBACK

A public hearing will be held on the 2015 budget appropriations and mill levy.

ATTACHMENTS

A. Proposed resolution adopting a budget for the Boulder Junction Access Commission General Improvement District – Parking Fund for 2015
B. Proposed resolution establishing the Boulder Junction Access Commission General Improvement District – Parking Property Tax Mill Levy for 2014
C. Proposed resolution appropriating money to defray expenses and liabilities for the Boulder Junction Access Commission General Improvement District – Parking Fund for 2015
D. Impact of the 2015 Budget on the Boulder Junction Access Commission General Improvement District – Parking Fund

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RESOLUTION NO. 11

A RESOLUTION CONCERNING THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT - PARKING FUND, ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015

WHEREAS, Chapter 8-4 of the Revised Code of the City of Boulder requires that the Board annually determine the amount of money necessary to be raised for the District by an ad valorem tax levy on the taxable property in the District; and

WHEREAS, said chapter provides that prior to the start of proceedings for said levy of taxes, the Board shall prepare and adopt a budget, and

WHEREAS, all requirements of said chapter pertaining to the giving of public notice have been accomplished; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – PARKING, that:

Section 1. Estimated expenditures for fiscal year 2015 are as follows:

Operations	$ 108,422
Debt Service	324,376
TOTAL	$432,798

Section 2. Estimated revenues for fiscal year 2015 to fund the above expenditures are as follows:

Property Taxes	$ 50,638
Parking Meter Revenue Transferred from General Fund	55,500
Transfer from General Fund	324,365
Ownership Tax	2,532
Other	265
TOTAL	$433,300

Section 3. The proposed budget as submitted and hereinabove summarized be adopted as the budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund for the 2015 fiscal year.

ADOPTED this 21st day of October, 2014.

_____

Chair

Attest:

_____

Secretary

RESOLUTION NO. 12

A RESOLUTION ESTABLISHING THE 2014 CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT - PARKING PROPERTY TAX MILL LEVY FOR PAYMENT OF EXPENDITURES, IN PART, OF THE DISTRICT DURING THE FISCAL YEAR 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board has prepared and adopted a budget for the District for the 2015 fiscal year; and

WHEREAS, the Board has reviewed the projected expenditures of the District for 2015, and

WHEREAS, the Board has considered all sources of revenue of the District; and

WHEREAS, the Board has determined that there will not be sufficient revenues produced by the facilities operated by the District along with income from investment to cover expenses of operation and debt service and that a tax levy of 10.000 mills should therefore be imposed; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT - PARKING, that:

Section 1. Effective at 12:00 Midnight at the end of December 31, 2014 there is hereby levied for the year of 2014, to be collected in 2015 a tax of 10.000 mills upon each dollar of the total assessed valuation of all taxable property within the area of the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking.

Section 2. The secretary of the District is directed to certify the within levy to the County Assessor, Boulder County, Colorado.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

RESOLUTION NO. 13

A RESOLUTION APPROPRIATING MONEY TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – PARKING FUND FOR THE 2015 FISCAL YEAR AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council, acting as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Parking, has taken final action approving the revenues and expenditures of the budget for 2015 and

WHEREAS, the Board desires to make appropriations for the ensuing fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, ACTING AS THE BOARD OF DIRECTORS OF BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – PARKING, that:

Section 1. The following appropriations are hereby made for the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking Fund's fiscal year commencing January 1, 2015, and ending December 31, 2015, from the funds of the District for the payment of the District's Operating Expenses, and Debt Service payments:

Operations	$ 108,422
Debt Service	324,376
TOTAL	$432,798

Section 2. The following appropriation is hereby made for the City of Boulder, Boulder Junction Access Commission General Improvement District – Parking's fiscal year commencing January 1, 2015, and ending December 31, 2015, for fund balance:

Fund Balance (12/31/2014)	$42,735

Section 3. The City Council, acting as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Parking, hereby appropriates as revenues all 2014 year end cash balances not previously reserved for insurance or bond purposes for all purposes not designated as "emergencies", including without limitation subsequent years' expenditures, capital improvements, adverse economic conditions and revenue shortfalls, pursuant to Article X, Section 20 to the Colorado Constitution, approved by the electorate on November 3, 1992.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

_____
Secretary

ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
Boulder Junction GID Parking	43	433	433	43	(0)
Totals	**$ 43**	**$ 433**	**$ 433**	**$ 43**	**$ (0)**

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BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a motion to adopt three resolutions pertaining to the 2015 budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund:

1. A resolution concerning the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund, adopting a budget for the fiscal year beginning January 1, 2015; and
2. A resolution establishing the 2014 City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Property Tax Mill Levy for payment of expenditures, in part, of the District during the 2015 fiscal year, and setting forth details in relation thereto; and
3. A resolution appropriating money to defray the expenses and liabilities of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund for the 2015 fiscal year and setting forth details in relation thereto; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Travel Demand Management Board of Directors and reconvene as the City Council.

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Maria Diaz, Budget Analyst

EXECUTIVE SUMMARY

The Boulder Junction Access General Improvement District - Travel Demand Management (the "District") was created by City Council with the adoption of ordinance 7732 on July 20, 2010. The District provides parking and transportation related services and improvements to support Travel Demand Management strategies of the Transit Village Plan. The District operates in conjunction with the Boulder Junction Access General Improvement District - Parking.

A mail ballot election on Nov. 2, 2010 approved a maximum mill levy and authorized the issuance of bonds. The initial levy was established at 5 mills and remains unchanged for 2014. The District has entered into Payments in Lieu of Taxes (PILOT) agreements to initiate payment for services such as Eco Passes when certificates of occupancy are issued. The District's expenditures and work plan will be determined by the timing and type of development within the District.

The purpose of this item is to adopt and appropriate the 2015 budget for the Boulder Junction Access General Improvement District - Travel Demand Management Fund as well as set the 2014 property tax mill levy at 5 mills.

STAFF RECOMMENDATION

Suggested Motion Language

Staff requests council consideration of this matter and action in the form of the following motion:

- Motion to adopt Boulder Junction Access Commission General Improvement District – Travel Demand Management Resolution No. 11 adopting the 2015 budget for the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund;
- Motion to adopt Boulder Junction Access Commission General Improvement District – Travel Demand Management Resolution No. 12 establishing the 2014 Boulder Junction Access Commission General Improvement District – Travel Demand Management Property Tax mill levy;
- Motion to adopt Boulder Junction Access Commission General Improvement District – Travel Demand Management Resolution No. 13 appropriating the 2015 budget for the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund; and

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Travel Demand Management Board of Directors and reconvene as the City Council.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

These resolutions (**Attachments A-C**) adopt the 2015 budget, establish the 2014 property tax mill levy and appropriate funding as presented to Council in the City Manager's 2015 Recommended Budget for the Boulder Junction Access Commission General Improvement District (GID) – Travel Demand Management (TDM) Fund, and were reviewed by council during the 2015 budget process. **Attachment D** shows the impact of the 2015 revenues and expenditures on the Boulder Junction Access Commission GID – TDM fund balance.

The budget supports a variety of planning, capital improvements, and transportation services within the District that provide social and environmental benefits to the city as a whole.

OTHER IMPACTS

- Fiscal - The 2015 budget for the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund is $148,695.

- Staff time - Staff time for this process is allocated in the Budget Division's annual work plan.

BOARD AND COMMISSION FEEDBACK

The Oct. 1, 2014 regularly scheduled Boulder Junction Access District (BJAD) Parking/Travel Demand Management (TDM) joint commission meeting was cancelled due to the lack of a majority able to attend. The BJAD Parking/TDM joint commission was asked to review the 2015 budget via email on Oct. 6, 2014. Three commission members replied, recommending the 2015 Budget, while two commission members did not reply. The BJAD Parking/TDM joint commission meets on Nov. 5 and will make a formal motion to recommend the budget at that meeting.

PUBLIC FEEDBACK

A public hearing will be held on the 2015 budget appropriations and mill levy.

ATTACHMENTS

A. Proposed resolution adopting a budget for the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund for 2015
B. Proposed resolution establishing the Boulder Junction Access Commission General Improvement District – Travel Demand Management Property Tax Mill Levy for 2014
C. Proposed resolution appropriating money to defray expenses and liabilities for the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund for 2015
D. Impact of the 2015 Budget on the Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund

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RESOLUTION NO. 11

A RESOLUTION CONCERNING THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT FUND, ADOPTING A BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2015

WHEREAS, Chapter 8-4 of the Revised Code of the City of Boulder requires that the Board annually determine the amount of money necessary to be raised for the District by an ad valorem tax levy on the taxable property in the District; and

WHEREAS, said chapter provides that prior to the start of proceedings for said levy of taxes, the Board shall prepare and adopt a budget, and

WHEREAS, all requirements of said chapter pertaining to the giving of public notice have been accomplished; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT, that:

Section 1. Estimated expenditures for fiscal year 2015are as follows:

Operations	$148,695
Debt Service	0
TOTAL	$148,695

Section 2. Estimated revenues for fiscal year 2015 to fund the above expenditures are as follows:

Property Taxes	$ 25,319
Ownership Taxes	1,268
Payment in Lieu of Taxes	55,543
Other Revenue	698
TOTAL	$82,828

Section 3. The proposed budget as submitted and hereinabove summarized be adopted as the budget of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund for the 2015 fiscal year.

ADOPTED this 21st day of October, 2014.

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Chair

Attest:

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Secretary

RESOLUTION NO. 12

A RESOLUTION ESTABLISHING THE 2014 CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT PROPERTY TAX MILL LEVY FOR PAYMENT OF EXPENDITURES, IN PART, OF THE DISTRICT DURING THE FISCAL YEAR 2015, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board has prepared and adopted a budget for the District for the 2015 fiscal year; and

WHEREAS, the Board has reviewed the projected expenditures of the District for 2015, and

WHEREAS, the Board has considered all sources of revenue of the District; and

WHEREAS, the Board has determined that there will not be sufficient revenues produced by the facilities operated by the District along with income from investment to cover expenses of operation and debt service and that a tax levy of 5.000 mills should therefore be imposed; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT, that:

Section 1. Effective at 12:00 Midnight at the end of December 31, 2014 there is hereby levied for the year of 2014, to be collected in 2015 a tax of 5.000 mills upon each dollar of the total assessed valuation of all taxable property within the area of the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management.

Section 2. The secretary of the District is directed to certify the within levy to the County Assessor, Boulder County, Colorado.

ADOPTED this 21st day of October, 2014.

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Chair

Attest:

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Secretary

RESOLUTION NO. 13

A RESOLUTION APPROPRIATING MONEY TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF BOULDER, BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT FUND FOR THE 2015 FISCAL YEAR AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the City Council, acting as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Travel Demand Management, has taken final action approving the revenues and expenditures of the budget for 2015 and

WHEREAS, the Board desires to make appropriations for the ensuing fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT, that:

Section 1. The following appropriations are hereby made for the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund's fiscal year commencing January 1, 2015, and ending December 31, 2015, from the funds of the District for the payment of the District's Operating Expenses, and Debt Service payments:

Operations	$148,695
Debt Service	0
TOTAL	$148,695

Section 2. The following appropriation is hereby made for the City of Boulder, Boulder Junction Access Commission General Improvement District – Travel Demand Management's fiscal year commencing January 1, 2015, and ending December 31, 2015, for fund balance:

Fund Balance (12/31/2014) $112,572

Section 3. The City Council, acting as the Board of Directors of the Boulder Junction Access Commission General Improvement District – Travel Demand Management, hereby appropriates as revenues all 2014 year end cash balances not previously reserved for insurance or bond purposes for all purposes not designated as "emergencies", including without limitation subsequent years' expenditures, capital improvements, adverse economic conditions and revenue shortfalls, pursuant to Article X, Section 20 to the Colorado Constitution, approved by the electorate on November 3, 1992.

ADOPTED this 21st day of October, 2014.

_____
Chair

Attest:

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Secretary

ACTIVITY BY FUND, in thousands

Fund Title	Projected Fund Balance 1/1/2015	Estimated Revenues Including Transfers In	Appropriations Including Transfers Out	Projected Fund Balance 12/31/2015	Projected Changes in Fund Balance
Boulder Junction Access GID TDM	113	83	149	47	(66)
Totals	**$ 113**	**$ 83**	**$ 149**	**$ 47**	**$ (66)**

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CITYOF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21st, 2014

AGENDA TITLE:
Consideration of a Landmark Alteration Certificate to demolish a contributing accessory building, construct a 6' x 26' rear deck, flagstone patio, and basketball court, retaining walls and fire pit with concrete base at 437 Highland Ave. in the Mapleton Hill Historic District, per section 9-11-16 of the Boulder Revised Code (HIS2014-00176).This hearing will be held under the quasi judicial hearing procedures of the Boulder Revised Code.

Owner/Applicant: Andrew Horning

PRESENTERS:
Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning & Sustainability
Susan Richstone, Deputy Director of Community Planning & Sustainability
Deb Kalish, Senior Assistant City Attorney
Lesli Ellis, Comprehensive Planning Manager
James Hewat, Senior Historic Preservation Planner

EXECUTIVE SUMMARY:
The purpose of this hearing is to allow the City Council to review the Landmarks Board's September 3rd, 2014 action on the application for a Landmark Alteration Certificate for the after-the-fact demolition of a contributing building, construction of a rear deck on the house and stairs to the free-standing garage, and various back yard hardscaping elements at the property at 437 Highland Ave. in the Mapleton Hill Historic District, per Section 9-11-18 of the Boulder Revised Code (B.R.C.).

On September, 3rd 2014, the Landmarks Board denied the application for a Landmark Alteration Certificate to demolish a contributing accessory building located on the property at 437 Highland Avenue, and approved with conditions the application for a rear deck, relocation of a stair to the garage, rear yard hardscaping, and a fence along the alley The vote was 4-0, with M. Schreiner having recused himself *(see Attachment A: September 3rd, 2014, memo to Landmarks Board*, and *Attachment B: September 3rd,*

2014 Landmarks Board minutes). The application was filed after the work had been nearly completed and the contributing accessory building demolished without a Landmark Alteration Certificate or building permit review. The Board's decision was based upon its finding that certain elements of the proposed construction met, and certain other elements did not meet, the requirements set out in Section 9-11-18, B.R.C. 1981.

In its memo to the Landmarks Board, Staff recommended that the Landmarks Board:

- Deny the demolition of the contributing accessory building
- Approve the construction of the wood deck on the house, the reorientation of garage stair and construction of the rear fence;
- Approve some paving of the backyard area, including retaining walls and a fire pit; but
- Condition this approval on the following changes to the application:
    - Require the applicant to reconstruct the contributing accessory building in its original location based upon existing photographic documentation per the *Secretary if the Interior's Standards for Reconstruction;*
    - Reducing hardscaping from its current approximately 75% of the back yard to 50% or less of the backyard area;
    - Setting paving into sand rather than upon a *solid concrete slab;*
    - *Reducing the number and height of t*he retaining walls;
    - Reducing the height of the fire pit; and
    - Limiting the height of the rear yard fence to 5 feet; and
    - That the details regarding these conditions be reviewed and approved by the Landmarks design review committee.

The Board denied the demolition of the contributing accessory building, but it did not consider requiring its reconstruction appropriate. It approved the remainder of Staff's recommendation, including the conditions of approval, with the exception that the exterior deck be included in the fifty percent of the built area in the backyard area and allowing for the paving to be set onto the non-permitted concrete slab rather than onto sand.

Suggested Motion Language:
Staff requests the City Council's consideration of this matter and suggests action in the form of the following motion:

The city council adopts this memorandum as its findings and denies the application for the demolition of the contributing accessory building finding that it would have a damaging effect on the property within the Mapleton Hill Historic District per 9-11-18 (b)(1)(4) B.R.C. 1981;

Approves with conditions an alteration certificate for the construction of a rear deck, patio and fence finding the proposal meets the standards for issuance of a Landmark Alteration Certificate in Section 9-11-18, B.R.C. 1981; and
CONDITIONS OF APPROVAL:

1. The application shall:
   - Reconstruct the demolished accessory building in its original location based upon photographic evidence;
   - Remove approximately 50% of the hardscaping between the rear of the house and the garage;
   - Remove the fire pit, retaining walls and planter retaining walls;
   - Revise fence design to a maximum height of 5';
   - Submit for review by Design Review Committee materials, color, and exterior lighting.

2. The applicant shall submit detailed plans for the work as described above. These design details shall be reviewed and approved by the Landmarks design review committee, prior to the issuance of a building permit. The applicant shall demonstrate that the design details are in compliance with the intent of this approval and the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.

3. The applicant shall be responsible for completing the work as shown on plans that have been approved.

PURPOSE:

The purpose of this hearing is to allow the City Council to review the Landmarks Board's September 3rd, 2014 action on the application for a Landmark Alteration Certificate for the after-the-fact demolition of a contributing building, construction of a rear deck on the house and stairs to the free-standing garage, and various back yard hardscaping elements at the property at 437 Highland Ave. in the Mapleton Hill Historic District, per Section 9-11-18 of the Boulder Revised Code (B.R.C.). The case was called up by City Council at its September 16th, 2014 meeting.

Per Chapter 1-3, "Quasi Judicial" hearings of the B.R.C., the City Council's review of this application will take place in a public hearing. The City Council may approve or disapprove the application and adopt written findings and conclusions as part of its decision, per Subsection 9-11-16 (c), B.R.C.1981.

CRITERIA FOR CITY COUNCIL'S DECISION:

The Historic Preservation Ordinance, B.R.C. § 9-11-1 *et seq*., B.R.C. 1981, specifies that an LAC may not be approved by the board or City Council unless it meets the conditions specified in Section 9-11-18, B.R.C. 1981. Specifically:

(b) Neither the Landmarks Board nor the City Council shall approve a Landmark Alteration Certificate unless it meets the following conditions:

(1) The proposed work preserves, enhances, or restores and does not damage or destroy the exterior architectural features of the landmark or the subject property within a historic district;
(2) The proposed work does not adversely affect the special character or

special historic, architectural, or aesthetic interest or value of the landmark and its site or the district;

(3) The architectural style, arrangement, texture, color, arrangement of color, and materials used on existing and proposed structures are compatible with the character of the existing landmark and its site or the historic district;

(4) With respect to a proposal to demolish a building in a historic district, the proposed new construction to replace the building meets the requirements of paragraphs (b)(2) and (3) above.

(c) In determining whether to approve a Landmark Alteration Certificate, the Landmarks Board shall consider the economic feasibility of alternatives, incorporation of energy-efficient design, and enhanced access for the disabled.

Please refer to **Attachment A.** for a complete analysis of the proposal against the conditions specified in Section 9-11-18, B.R.C 1981. **STAFF RECOMMENDATION:**

LANDMARKS BOARD ACTION:

At its September 3, 2014 meeting, the Landmarks Board denied the application for a Landmark Alteration Certificate to demolish a contributing accessory building located on the property at 437 Highland. It approved with conditions the application for a rear deck, patio and a basketball court. One of the conditions of approval was the removal of retaining walls, specifically the fire pit and planter retaining walls. The vote was 4-0, with M. Schreiner having recused himself. The application was filed after the work had been nearly completed. The Board's decision was based upon its finding that certain elements of the proposed construction met, and certain other elements did not meet, the requirements in Section 9-11-18, B.R.C. 1981.

The staff recommendation that the demolished accessory building be reconstructed was based is consistent with the *Secretary of the Interior's Treatments for the Historic Properties*, the historic preservation ordinance and the City of Boulder's adopted design guidelines. The Landmarks Board considered that reconstruction of the accessory building was not appropriate and that this decision was based upon its understanding that the City Attorney would be considering enforcement options related to the demolition that occurred without the necessary landmarks alteration certificate.

PUBLIC FEEDBACK:

At the Sept. 3, 2014 Landmarks Board meeting, **Andy Horning**, 437 Highland Ave., stated that he anticipated that the landscape architect had taken care of the required Landmark Alteration Certificate and permits. He stated that the condition of the shed was very poor and a hazard to his children. The new sports court is a benefit to the neighborhood. He urged the board to provide additional outreach to contractors, consultants and property owners regarding the design guidelines and required processes in the historic district and offered his services as a liaison in the neighborhood.

Public Hearing
Chris Sestrong, 430 Mapleton Ave., spoke in support of the Landmark Alteration Certificate application, particularly of the retention of the sport court.

Abby Daniels, Executive Director of Historic Boulder, Inc., 1123 Spruce St., stated that the Historic Boulder Preservation Committee agrees with the staff's recommendation and also urged the board to take the violation seriously, acknowledging the precedent this case may set. She pointed out that many other communities in Colorado require illegally demolished buildings to be reconstructed.

Kathryn Barth, 2940 20th St., spoke of her experience as a consultant for the 2005 accessory building survey and the importance of accessory buildings to the Mapleton Hill Historic District.

Paul Wenig, 2443 6th St., spoke of his previous experience with the Landmarks Board regarding a tension between safety and preservation.

Carrie O'Neal, 421 Pine St., spoke in support of the sport court as a safe gathering space for neighborhood children.

Kristin Zompa, 454 Highland Ave., spoke in support of the sport court and the Horning's back yard as an important community space and against a reconstruction of the accessory building as it would not be historic.

Beverly Potter, 3211 11th St., spoke in support of staff's recommendation.
Maggie Warn, 429 Highland Ave., spoke in support of the historic character of the district and in support of the Horning's application.

A letter and photographs view of the Horning's back yard by **Carol Grasse** (property owner immediately to the east of 437 Highland Avenue), who opposes the application, were circulated to the Board.

BOARD DISCUSSION:
K. Remley stated that she considered reconstruction of the shed would be inauthentic and is uncomfortable imposing penalties, but that perhaps the City Attorney's Office could take care of prosecuting this case. She expressed concern about the Board doing enforcement and imposing penalties.

D. Yin considers the shed to have been contributing but uneasy about requiring its reconstruction and that rather that the City Attorney's Office might make the decision to prosecute and require reconstruction. She considered that the amount of hardscaping and walls should be reduced to what staff recommends as well as the deck, garage stairs and fence.

F. Sheets stated that she is strongly opposed to the amount of hardscaping that has been constructed in the back yard and that the Board would not have approved the demolition of the contributing shed.

M. Gerwing stated that maintaining the condition of the shed that was listed as good in 2005 was the property owner's responsibility and he is not swayed by the argument that the applicant did not know that maintaining the shed building was required in the code. The Board has made a lot of effort to do public outreach in the Mapleton Hill Historic District over the past year. He considers that fifty percent non-paved area in the backyard as recommended by staff is reasonable per 7.2.4 of the *General Design Guidelines* and that requiring reconstruction of the shed would be punitive and not the Board's role to do enforcement as explained by **D. Kalish** earlier in the meeting, but is very concerned about the precedent of allowing the demolition of a contributing building.

Motion:
A motion was made by **M. Gerwing,** seconded by **F. Sheets,** the Landmarks Board, by a vote of 4-0 (**M. Schreiner** recused), adopted the staff memorandum, dated Aug. 6, 2014, as findings of the board, denied the application for the demolition of the contributing accessory building, and the construction of retaining walls in the back yard. Because the proposal for a rear deck, patio and areas of rear yard paving meets the standards for issuance of a Landmark Alteration Certificate per Section 9-11-18, B.R.C. 1981, and is consistent with Sections 2, Site Design and Other Accessory Structures, of the *General Design Guidelines* and Section C, Landscaping and Section D, Alleys, Easements and Accessways, of the *Mapleton Hill Historic District Design Guidelines*, those elements of the proposal were conditionally approved.

CONDITIONS OF APPROVAL:

1. The applicant shall:
   - Remove approximately 50% of the hardscaping between the rear of the house and the garage;
   - Remove the fire pit, retaining walls and planter retaining walls;
   - Revise fence design to a maximum height of 5';
   - Submit for review by Design Review Committee materials, color, and exterior lighting.

2. The applicant shall submit detailed plans for the hardscaping, fire pit and retaining wall removal, as well as a revised fence design showing the height to the top of the fence to be no more that 5' at any point. These design details shall be reviewed and approved by the Landmarks design review committee, prior to the issuance of a building permit. The applicant shall demonstrate that the design details are in compliance with the intent of this approval and the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.

3. The applicant shall be responsible for completing the work as shown on plans that have been approved pursuant to 3, above.

D. Kalish, Senior Assistant City Attorney for the City of Boulder represented that City will consider prosecuting the applicant for the unauthorized demolition of the contributing accessory building.

ANALYSIS:

In 2005, the Landmarks Board approved a Landmark Alteration Certificate by the current owners to remove a garage on the property to make way for a new one-car garage by a vote of 3-2. A condition of the approval was that hearing with a condition that the contributing shed building be preserved in place per staff's recommendation

The shed building at 437 Highland Ave. was constructed in the 1920s, within the district's period of significance (1865-1946) and contributed to the historic character of the alley. It is visible in the c.1929 tax assessor photograph of the house. Staff considers that due to its date of construction, relative lack of exterior changes, and prominence on the alleyscape prior to its demolition, the accessory building did contribute to the historic character of the property and the Mapleton Hill Historic District as a whole. The approval for the demolition of the garage in 2005 was, at least partially, predicated upon the understanding that the contributing shed building would preserved and a mature tree at the rear of the yard maintained.

Staff's September 3rd, 2014 recommendation was based upon its evaluation against the *General Design Guidelines for Boulder's Historic Districts and Individual Landmarks,* the *Mapleton Hill Historic District Guidelines, the Secretary of the Interior's Treatments for Historic Properties* and Section 9-11-18, B.R.C., Standards for Issuance of a Landmark Alteration Certificate, 9-11-18, B.R.C. In staff's opinion, the shed be reconstructed based upon photographs and the 2005 description of the building and that half of the hardscaping, including the entire concrete slab, be removed. In staff's opinion this approach would have preserved a backyard area between the house and accessory buildings and restore the general proportion of built mass to open space found in the area. Reconstruction of the historic shed was recommended to occur in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995 (Reconstruction)*.

Staff's recommended conditions were:

CONDITIONS OF APPROVAL:

1. The applicant shall reconstruct the contributing accessory building in its original location based upon existing photographic documentation.
2. The application shall:
   - remove approximately 50% of the current hardscaping in the back yard area, including complete removal of the underlying concrete slab;
   - set the pavers into sand rather than upon the concrete slab;
   - reduce the height and number of retaining walls; and

- reduce the height of the fire pit.

3. The applicant shall submit detailed plans for the reconstruction of the contributing accessory building and the hardscaping removal, as well as a revised fence design showing the height to the top of the fence to be no more that 5' at any point. These design details shall be reviewed and approved by the Landmarks design review committee, prior to the issuance of a building permit. The applicant shall demonstrate that the design details are in compliance with the intent of this approval and the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.
4. The applicant shall be responsible for completing the work as shown on plans that have been approved pursuant to 3, above.

The Landmarks 4-0 vote Board found the demolition of the contributing accessory building to have a damaging effect on the property within the Mapleton Hill Historic District per 9-11-18 (b)(1)(4) B.R.C., but it did not consider requiring its reconstruction appropriate. The Board also found the extent of the hardscaping (approximately 75% of the back yard area), to be inconsistent with the *General Design Guidelines (see* Design Guidelines Analysis section*)* and 9-11-18 (b)(1)(4) B.R.C. and to compromise the historic character of the property in the Mapleton Hill Historic District.

The Board's conditions of approval differs somewhat from staff's recommended conditions as it includes the exterior deck in the fifty percent of the built area in the backyard area, allows paving to be set onto the non-permitted concrete slab rather than onto sand, and does not require the reconstruction of the illegally demolished shed.

OPTIONS:

- The City Council may approve the proposal per the Landmark Board's conditions with the understanding the City Attorney's Office may seek enforcement action for the demolition of the contributing shed.
- The City Council may modify the Landmark Board's decision.
- The City Council may deny the application.

ATTACHMENTS:

A: September 3rd, 2014 memo and attachments to the Landmarks Board re: Landmark Alteration Certificate for the relocation of the contributing garage at 3231 11th Street.

B: September 3rd, 2014 Landmarks Board meeting minutes

M E M O R A N D U M
August 6, 2014

TO: Landmarks Board

FROM: Lesli Ellis, Comprehensive Planning Manager
James Hewat, Senior Historic Preservation Planner
Marcy Cameron, Historic Preservation Planner
Angela Smelker, Historic Preservation Intern

SUBJECT: Public hearing and consideration of a Landmark Alteration Certificate to demolish a contributing accessory building, construct a 6′ x 26′ rear deck, flagstone patio, and basketball court, retaining walls and fire pit with concrete base at 437 Highland Ave. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code (HIS2014-00176).

STATISTICS:

1. Site: 437 Highland Ave.
2. Zoning: RL-1 (Residential Low - 1)
3. Owner: Andy and Genny Horning
4. Lot Size: 7,221 square feet

STAFF RECOMMENDATION:

Staff recommends that the Landmarks Board adopt the following motion:

I move that the Landmarks Board adopt the staff memorandum, dated Aug. 6, 2014 as findings of the board and approve in part and deny in part the application for a Landmark Alteration Certificate submitted in case HIS2014-00176. Because the following elements of the application do not meet the standards for issuance of a Landmark Alteration Certificate in Section 9-11-18, B.R.C. 1981, and are inconsistent with Sections 2, Site Design, and 7, Garages and Other Accessory Structures, of the General Design Guidelines and Section C, Landscaping and Section D, Alleys, Easements and Accessways, of the Mapleton Hill Historic District Design Guidelines, they shall be denied: demolition of the contributing accessory building and the significant paving of the backyard area including retaining walls and a fire pit. The following

elements of the application shall be approved subject to the conditions of approval listed below: construction of the 6′ x 26′ rear deck, the relocation of exterior stairs on the garage and construction of rear and side fences to a height of no more than 5′.

CONDITIONS OF APPROVAL:

7. The applicant shall reconstruct the contributing accessory building in its original location based upon existing photographic documentation.
8. The application shall:
    - remove approximately 50% of the current hardscaping in the back yard area, including complete removal of the underlying concrete slab;
    - set the pavers into sand rather than upon the concrete slab;
    - reduce the height and number of retaining walls; and
    - reduce the height of the fire pit.
9. The applicant shall submit detailed plans for the reconstruction of the contributing accessory building and the hardscaping removal, as well as a revised fence design showing the height to the top of the fence to be no more that 5′ at any point. These design details shall be reviewed and approved by the Landmarks design review committee, prior to the issuance of a building permit. The applicant shall demonstrate that the design details are in compliance with the intent of this approval and the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.
10. The applicant shall be responsible for completing the work as shown on plans that have been approved pursuant to 3, above.

SUMMARY:

- The demolition of a contributing building and installation of hardscaping, including an athletic court, was undertaken without a Landmark Alteration Certificate (LAC).Because the applicant is requesting a (after the fact) Landmark Alteration Certificate for demolition of a building, review by the full Landmarks Board in a quasi-judicial hearing is required pursuant to Section 9-11-14(b) of the Boulder Revised Code 1981.

- On Sept. 20, 2012, the Landmarks Design Review Committee (Ldrc) approved a request for alterations to a non-historic rear addition (HIS2012-00213, HIS2013-00026). The approval included the construction of a 4′ x 18′ deck at the rear, measuring no more than 30″ in height.
- On Mar. 26, 2014, the Landmarks Board approved a request for the construction of a fence along the north, east and west property lines (HIS2014-00068).
- In April 2014, a neighbor raised concerns regarding the height of the fence, installation of a basketball hoop and demolition of an existing accessory building.
- Upon inspection, staff confirmed that the contributing shed had been demolished, that most of the back yard had been paved for patio and basketball/lacrosse court area, and that the approved 4′ x 18′ (72 sq. ft.) rear deck was constructed to 6′ x 26 (approximately 200 sq. ft. with steps).
- The applicant has submitted a Landmark Alteration Certificate for review of the completed work. On April 16, 2014, the Ldrc reviewed the application and referred it to the full board for review.
- Staff recommends that the Landmarks Board deny some of the requested alterations, approve others with conditions, and require reconstruction of the contributing accessory building and removal of a portion of the hardscaping from the property, as the work does not meet the standards of Section 9-11-18 of the Boulder Revised Code for *Issuance of a Landmark Alteration Certificate* and is inconsistent with the *General Design Guidelines*, the *Mapleton Hill Historic District Design Guidelines*, and the Historic Preservation Code.

Figure 1. Location Map, 437 Highland Ave.

PROPERTY DESCRIPTION:

The property is located on the north side of Highland Avenue between 4th and 5th streets. An alley runs along the north side and at the rear of the property. The house is representative of Edwardian Vernacular residential design in Mapleton Hill. The house was constructed in 1901 and features a cross-gable roof with decorative shingles and the balcony and prominent porch with classical columns. The house is considered contributing to the Mapleton Hill Historic District.

Historically, two accessory buildings were located at the rear of the lot. A garage was located on the northwest corner of the lot and a shed was located at the northeast corner of the lot (see figures 4 and 5). The one-and-a-half story garage featured a hipped roof, novelty lap siding and a multi-light garage door. In 2005, the Landmarks Board approved a request to demolish the garage and in its place construct a new, single-car garage. The request to demolish the shed building was denied. In 2013, the shed was demolished without a Landmark Alteration Certificate or a building permit. Most of the rear yard area has also recently been paved without Landmark Alteration Certificate approval or an application for a building permit. An athletic court was constructed in the area at the south end of the lot. A number of retaining walls have been constructed, as has a fire pit.

Figure 2. Tax Assessor Photograph, 437 Highland Ave., c.1929

2004-2005 Landmark Alteration Certificate Review

In 2004, a proposal was submitted by the current owners for the demolition of the garage and accessory building to be replaced with a new two car garage with office space above. The application was scheduled for review at a public hearing in July of that year. Based on concerns expressed by staff and the Design Review Committee, the applicant elected to postpone that hearing. Following additional consultation with neighbors and staff a new proposal was submitted calling for a single-car garage. That application was reviewed at the August 2004 hearing. After public testimony and Board discussion, a motion was made to approve the demolition of the existing garage and conditionally approve the mass and scale of the new garage, with additional details to be addressed by the Design Review Committee. While a majority of the Board voiced support for the demolition, there was not a majority in favor of approving the new garage. As such, the motion failed. With the applicant's consent, the item was instead continued in order to allow for modifications to the proposed new garage.

The Landmarks Board considered the demolition of the contributing garage to be appropriate because it was unusable in its existing configuration (the garage door was oriented to the south, away from the alley and the building was not wide enough to fit a car), and that a condition of approval would be to vacate the curb cut along Highland Ave. Staff recommended the board deny the request for the demolition of the historic shed building..

The item was again reviewed by the Landmarks Board at the January 2005 hearing with a condition that the contributing shed building be preserved in place per staff's recommendation. A motion was made to approve the demolition of the existing garage and approve the construction of a new, single-car garage. The motion passed by a vote of 3-2.

The shed building located at the northeast corner of the lot first appeared on Sanborn Maps in 1931. The Aug. 4, 2004 memo describes the building as such:

> *A shed is located on the east property line and extends slightly over the rear property line into the alley. It measures 8 feet deep and 12 feet across the alley. Character-defining features of the shed include its simple rectangular form, low shed roof angling towards the alley, horizontal wood siding, band of screened windows on the south elevation and low door with simple wood surround on the west elevation. A building in this location is also first evident on the 1931 Sanborn map. The similarity in materials and construction techniques suggest that both buildings were constructed at about the same time.*
>
> *The existing shed is a contributing building to the district. It was constructed during the period of significance and retains a high degree of historic integrity. It adds historic character to the alleyscape and the site. The removal of the building will have an adverse impact on the character of the site and the district which is not mitigated by any other policy concerns. The removal of the building is not required as part of the site redevelopment.*

The 2005 Accessory Building survey was conducted after the demolition of the garage and identifies the shed building as being constructed pre-1931, with composition roofing, wood siding, corner boards and a door trim. It was identified to be in good condition and contributing to the Mapleton Hill Historic District. *See Attachment A: Accessory Building Survey and figure 5.*

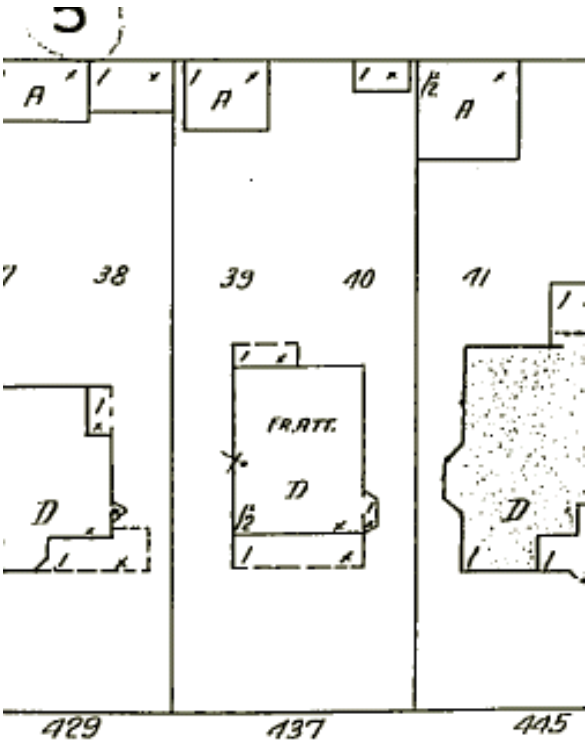


Figure 3. 437 Highland Sanborn Map, 1931.

<u>2012 Review</u>

In September of 2012, the Ldrc approved plans (HIS2012-00213) to replace a non-historic rear bay window with a 8′ x 12′ bi-fold swinging door, add an 4′ x 22′ rear landing accessed by two steps, replace a non-historic window and to move a non historic window at the rear elevation and to repair brick on this face of the building. The site plan dated 09.12.2012 indicated the existence of the 96 sq. ft. shed. No additional site work was requested as part of this approval.

Figure 4. 437 Highland Ave., Facing east, North faces of garage (demolished 2005)and shed building (demolished 2013).

2014 Review

In March of 2014, the applicant submitted plans for the construction of 6′ high wood fence at the rear of the property and along the east property line to the house. Based on comments from the Ldrc, the design was modified so that fence should be no more than 5′6″ in height when measured to its highest point and that the top 1′ of the fence be an open lattice to maintain visibility into the property. An LAC was issued at that meeting.

Figure 5. 437 Highland Ave. rear yard landscaping and shed building, 2004 prior to demolition and paving.

<u>Current Proposal</u>

Demolition of Contributing Shed

The applicant is requesting after-the-fact approval for demolition of the historic shed building based upon their assessment that the building was in very poor condition and a hazard. Photographs from July of 2004 (*see figures 5 & 6*), indicate that the shed was in relatively good condition at that time. The 2005 historic building survey of the building identifies it as being in "good" condition also. The applicant indicates that the building was in very poor condition prior to its demolition in April of 2013 having been "held together with license plates."The applicants submitted one undated photograph showing the interior framing of the shed (*figure 7*) showing 2" x 4" framing approximately 18" on center.

Figure 6. 437 Highland Ave. Southwest corner of demolished shed, July 2004

Figure 7. 437 Highland Ave. Northeast corner of property where shed was previously located, July 2014.

The northeast corner of the existing athletic court currently occupies the location of the demolished shed.

Building Classification

The General Design Guidelines define **contributing buildings** as "those buildings built during the district's period of significance that exist in comparatively original condition, or that have been appropriately restored, and clearly contribute to the historic significance of the district. Such buildings may have compatible additions." N**on-contributing buildings** are defined as "those buildings built during the district's period of significance that have been altered to such an extent that historic information is not interpretable and restoration is not possible. This includes buildings erected outside the period of significance that are not individually significant."

The shed building at 437 Highland Ave. was constructed in the 1920s, within the district's period of significance (1865-1946) and contributed to the historic character of the alley. It is visible in the c.1929 tax assessor photograph of the house (*see figure 2)*. Staff considers that due to its date of construction, relative lack of exterior changes, and prominence on the alley-scape prior to its demolition, the accessory building did contribute to the historic character of the property and the Mapleton Hill Historic District as a whole. The approval for the demolition of the garage in 2005 was, at least partially, predicated upon the understanding that the contributing shed building would preserved and a mature tree at the rear of the yard maintained.

Stone Patio, Athletic Court, Retaining Walls, Fire Pit and Water Feature

The applicant is requesting an after-the-fact Landmark Alteration Certificate for approximately 825 sq. ft. of paved area, to provide for an athletic court (450 sq. ft.) and a flagstone patio (300 sq. ft.), all set upon a raised concrete pad between 4" and 20" in thickness from north to south. In addition, approximately 75 sq. ft. of flagstone pathway is located in the back yard area. Approximately 275 sq. ft. of planted area remains in the backyard area, some of which is enclosed by sandstone and "Allen Block" retaining walls up to 30" in height. The athletic court has a basketball hoop at the east end and "rebounder" wall on the east wall of the garage. A fire pit is located in the center of the patio. Submitted drawings indicate its height will be reduced to 20". No details were provided about the proposed water feature, though it is referenced on the 02/16/2014 landscpaing plan for the property.

Figure 8, 437 Highland Ave. Northeast view of backyard, July 2014.

Rear Deck Off of House

The Landmark Alteration Certificate drawings dated 02.06.2013 (HIS2012-0213) specified a 22′ x 4″ (88 sq. ft.) landing where a 26′ x 6′ (approximately 200 sq. ft. with steps) landing was constructed. The applicant is requesting the existing landing (to be painted white) to be approved as constructed.

Figure 9. 437 Highland Ave. North elevation (rear) showing deck, July 2014.

Rear and Side Fence

HIS2014-00104 reviewed by the Ldrc on April 16th, 2014 approved at 5′6″ high fence, the top 1′ being an open trellis to provide visibility into the property. The constructed fence ranges in height from 5′2″ in height to 5′10″ in height. The

applicant has indicated that they will lower the fence to 5′ in height (with the top 1′ being open) to enhance the "human scale along the alley".

Change in Orientation of Exterior Stairway to Garage to Provide Egress
This change, which resulted in the stair run leading north/south where it was originally constructed to run east west, was not reviewed through the Landmark Alteration Certificate review process (*see figures 8 & 9*).

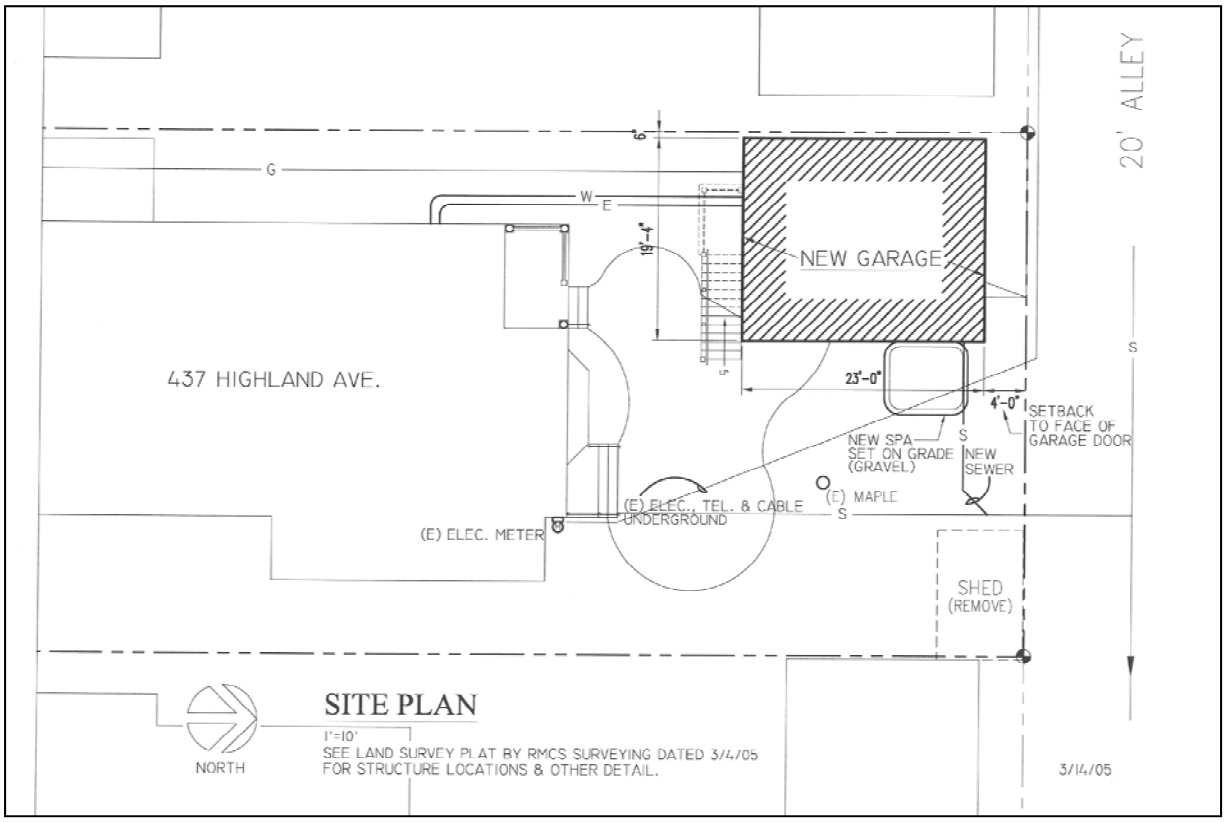


Figure 8. 437 Highland Ave., Landscape Plan for Landmark Board Review, 2005.

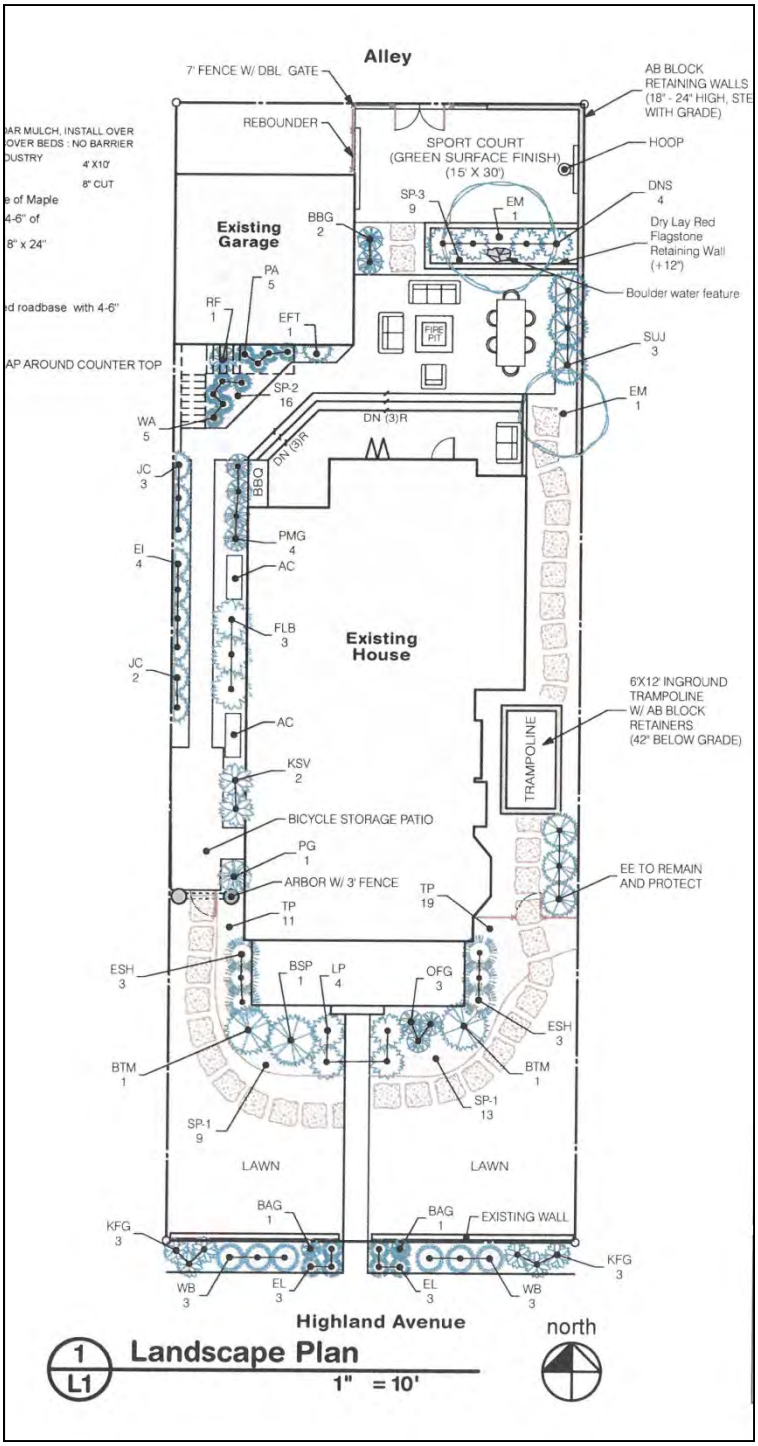


Figure 9. 437 Highland Ave., Landscape Plan, Current (2014).

CRITERIA FOR THE BOARD'S DECISION:

Subsections (b) & (c) of 9-11-18, B.R.C. 1981, set forth the standards of approval for an LAC:

(b) Neither the landmarks board nor the city council shall approve a landmark alteration certificate unless it meets the following conditions:

(5) The proposed work preserves, enhances, or restores and does not damage or destroy the exterior architectural features of the landmark or the subject property within an historic district;
(6) The proposed work does not adversely affect the special character or special historic, architectural, or aesthetic interest or value of the landmark and its site or the district;
(7) The architectural style, arrangement, texture, color, arrangement of color, and materials used on existing and proposed structures are compatible with the character of the existing landmark and its site or the historic district; and
(8) With respect to a proposal to demolish a building in an historic district, the proposed new construction to replace the building meets the requirements of paragraphs (b)(2) and (3) above.

(c) In determining whether to approve a landmark alteration certificate, the landmarks board shall consider the economic feasibility of alternatives, incorporation of energy-efficient design, and enhanced access for the disabled.

Analysis:

1. *Does the proposed application preserve, enhance, or restore, and not damage or destroy significant exterior architectural features of the landmark or the subject property within an historic district?*

Staff finds the demolition of the contributing accessory building and hardscaping of the rear yard to have a damaging effect on the property within the Mapleton Hill Historic District. The contributing accessory building added to the historic character of the property and the alley and had retained a high degree of integrity. Little evidence has been presented to suggest the building was too deteriorated to be rehabilitated. The extent of the hardscaping (approximately 75% of the back yard area) is inconsistent with the *General Design Guidelines (see*

Design Guidelines Analysis section) and will compromise the historic character of the property in the Mapleton Hill Historic District.

2. *Does the proposed application adversely affect the special character or special historic, architectural, or aesthetic interest or value of the landmark?*

Staff finds that the removal of the contributing accessory building and addition of extensive hardscaping adversely affects the special character of the property and the district as a whole as the accessory building was contributing and, therefore, significant to the property's special historic, architectural, and aesthetic value. Staff also finds that the proposed work will be inconsistent with the *General Design Guidelines* and *Mapleton Hill Historic District Design Guidelines*.

3. Is the architectural style, arrangement, texture, color, arrangement of color, and materials used on existing and proposed structures compatible with the character of the historic district?

Staff considers the extent of the proposed hardscaping will be incompatible with the architectural style, arrangement, texture, color, arrangement of color, and materials on the main house and the historic district as a whole.

4. The Landmarks Board is required to consider the economic feasibility of alternatives, incorporation of energy-efficient design, and enhanced access for the disabled in determining whether to approve a Landmark Alteration Certificate.

No information has been provided to suggest that energy-efficient design or accessibility have been considered beyond that required by the city's building code.

5. With respect to a proposal to demolish a building in an historic district, the proposed new construction to replace the building meets the requirements of paragraphs (b)(2) and (3) above.

Staff considers that demolition of the contributing shed does not meet this standard and that the applicant should carefully reconstruct the shed in its original location to reestablish this aesthetic feature on the property and alley-scape.

Design Guidelines

The board has adopted the *General Design Guidelines* to help interpret the Historic Preservation Ordinance. The following is an analysis of the proposed new

construction with respect to relevant guidelines. Design guidelines are intended to be used only as an aid to appropriate design and are not intended as a checklist of items for compliance.

GENERAL DESIGN GUIDELINES FOR GARAGES & OTHER ACCESSORY BUILDINGS.

2.0	**Site Design**		
2.1	**Building Alignment, Orientation and Spacing**		
.7	*Preserve a backyard area between the house and the garage, maintaining the general proportion of built mass to open space found within the area.*	At approximately 75% hardscaping in the backyard, the proportion of built mass to open space far exceeds the average in backyards of contributing properties in the Mapleton Hill Historic District. Likewise, the backyard area between the house and garage is nearly completely paved or built upon. Remove significant areas of backyard paving to make more consistent with this guideline.	**No**
2.3	**Alleys**		
2.2	**Streetscape and Landscape**		
.7	*Where existing retaining walls are important to the character of the property, they should be preserved and incorporated into new landscape features.* *Regrading and the introduction of new retaining walls is inappropriate.*	New retaining walls in back yard area including fire pit are inconsistent with this guidelines. Remove these features from the landscaping and in reduction of overall hardscaping in back/side yard areas. Review details at Ldrc.	**No**
.6	*Generally, paving alleys in historic district alters the historic character and is inappropriate. If paving is necessary, a paving material that preserves the utilitarian character of the alley is appropriate; the preferred surface is permeable, solf-edged material such as recycled asphalpt, that will control drainage and dust.*	Athletic court is comprised of an even, smooth surface between the existing garage and the garage on the adjacent property and has a hard edge.	**No**

3.3	**Decks**		
.3	*Unpainted wood decks are inappropriate; decks should bepainted or stained opaque to match the house.*	While quite large, the deck is consistent with this guideline. Applicant has indicated the rear deck will be painted white to match the house.	**Yes**

4.4	**Compatibility with Historic Site and Setting**		
	Additions should be designed and located so that significant site features, including mature trees, are not lost or obscured. The size of the addition should not overpower the site or dramatically alter its historic character.		
.1	*Design new additions so that the overall character of the site, site topography, character-defining site features and trees are retained.*	Demolition of accessory building and installation of athletic court and hardscaping have resulted in the loss of the character-defining site features (open lawn, mature tree and accessory building.) Uniform topography of athletic court and hardscaping not consistent with historic character of site or historic district.	**No**
.4	*Preserve a backyard area between the house and the garage, maintaining the general proportion of built mass to open space found within the area.*	Proposed new porch at west maintains approximately 12 ft. between itself and southeast corner of garage. Consider reducing depth of this porch area which is shown at 15 ft. – maybe reviewed at Ldrc.	**Maybe**

7.0	**Garages & Other Accessory Structures**		
	Accessory structures include barns, sheds, garages and outbuildings. Originally accessory structures were used for storage of equipment, animals, or carriages. Generally, these structures have been adapted for the storage of cars. In most cases, accessory building were located to the rear of the lot and accessed by alleys. They were subordinate in size and detailing to the primary house. Over time they have emerged as important elements of many lots and alleys in the district. Efforts should be made to protect the eclectic character of alleys. *Both additions to existing accessory buildings and new accessory building will be evaluated in terms of how they affect the historic character of the individual site and the district as a whole. In the past, larger accessory structures have been allowed than may be appropriate today.*		
7.1	**Existing Historic Accessory Buildings**		
.1	*Retain and preserve garages and accessory buildings that contribute to the overall character of the site or district.*	The accessory building proposed for demolition was constructed pre-1931, within the period of significance for the Mapleton Hill Historic District, and retained high historic integrity. Reconstruct this building in original location based	**No**

		upon historic photographs to re-establish feature on property on an alleyscape. Review details at Ldrc.	
.2	*Retain and preserve the character-defining materials, features, and details of historic garages and accessory buildings, including roofs, materials, windows, and doors.*	Demolished accessory building remained largely intact from its original construction. Reconstruct this building in original location based upon historic photographs to re-establish feature on property on an alleyscape. Review details at Ldrc.	**No**
7.2	**New Accessory Buildings**		
.1	*It is inappropriate to introduce a new garage or accessory building if doing so will detract from the overall historic character of the building and property, or if it will require removal of a significant historic building element or site feature.*	Existing garage was approved on 2005. Relocated exterior stair will not detract from the historic character of the property or require removal of a significant element.	**Yes**
.4	*Preserve a backyard area between the house and the accessory buildings, maintaining the general proportion of built mass to open space found within the area.*	Approximately 75% of the back yard area has been paved with hardscaping, including a flagstone patio, rear deck and sandstone planters. Approximately 275 sq. ft. of planted area remains in the backyard area. Historically the rear yard had an open lawn with mature trees. Remove continuous concrete slab and reduce rear hardscaping by at least 50%. Review details at Ldrc.	**No**

Mapleton Hill Historic District Guidelines

C	**LANDSCAPING**		
	Guideline	Analysis	Conforms?
2.	*Larger scale landscaping alterations, including without limitation the replacement of sod with concrete or any hard surface, have an impact on the character of the district, and require a Landmark Alteration Certificate prior to beginning work.*	Hardscaping has an impact on the historic character of the district.	**No**
D	**ALLEYS, EASEMENTS AND ACCESSWAYS**		

	Alleys are a strong visual element of the district, and have much variety of scale and detail. They play an important part in the development patterns that give the more visible areas their character. Alleys provide access to rear parking and garages. They have a varied edge quality, with building both on the property lines and set back. The size and quality of these accessory building varies considerably. Careful consideration should be given to changes in traditional use.		
	Guideline	Analysis	Conforms?
2.	*Efforts should be made to protect the variety of shape, size, and alignment of buildings along the alleys. Alleys should maintain a human scale and be sensitive to pedestrians.*	Demolished shed contributed to the variety of shape, size and alignment of buildings along the alley and its removal negatively impacts the character of the site and historic district. See 7.1 & .2 above.	**No**
3.	*Building such as garages, sheds, etc. which contribute to this variety should be retained in their original form whenever possible.*	The demolished shed was built prior to 1931, within the period-of-significance of the Mapleton Hill Historic District and retained a high level of integrity. See 7.1 & .2 above.	**No**
5.	*Efforts should be made to maintain character of the alleys in the district*	Demolition of the shed has a negative impact on the historic character of the alley. See 7.1 & .2 above.	**No**

Staff finds the demolition of a contributing building and extensive hardscaping to be inconsistent with the *General Design Guidelines* and the *Mapleton Hill Historic District Design Guidelines.*

Staff recommends that the shed be reconstructed base upon photographs and the 2005 description of the building and that half of the hardscaping, including the entire concrete slab, be removed. This will preserve a backyard area between the house and accessory buildings and restore the general proportion of built mass to open space found in the area. Reconstruction of the historic should occur in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995 (Reconstruction)*, see Attachment F.

Staff also recommends that a revised landscape plan, showing approximately a 50% reduction of the current hardscaping in the back and side yard and a lower fence height, be reviewed by the Ldrc to ensure consistency with the design guidelines. The installation of pavers set into sand rather, than upon the concrete slab, should be undertaken as revisions to the landscaping plan.

Staff considers the enlarged deck and relocated garage stairway to be consistent with the applicable design guidelines provided the paved area in the backyard be reduced.

Staff finds that if the listed conditions are met, the proposal will meet the standards set out in Section 9-11-18, B.R.C. 1981, and will be consistent with the *General Design Guidelines* and the *Mapleton Hill Historic District Design Guidelines*. These conditions need to be met prior to issuance of a final Landmark Alteration Certificate and a building permit for the project.

FINDINGS:
Staff recommends that the board adopt the following findings:

The construction of the 6′ x 26′ rear deck, the relocation of exterior stairs on the garage and the construction of rear and side fences to a height of no more than 5′ is consistent with Section 9-11-18 B.R.C 1981, the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.

The request for the demolition of the contributing accessory building and the extensive hardscaping is not consistent with the Historic Preservation Ordinance, in that:

1. The proposed work damages and destroys the exterior architecture of the property and adversely affects the Mapleton Hill Historic District as a whole.

2. The mass, scale, height, architectural style, arrangement, and materials used for the proposed alterations is incompatible with the character of the landmark and historic properties in the Mapleton District.

3. The work does not meet the standards for issuance of a Landmark Alteration Certificate per Section 9-11-18 B.R.C 1981, and will be inconsistent with the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.

ATTACHMENTS:

A: Cultural Resource Re-evaluation Form: Accessory Building Survey
B: Tax Assessor Card
C: Photographs
D: Plans and Elevations
E: Applicant's submittal
F: The Secretary of the Interior's Standards for the Treatment of Historic Properties

Attachment A: Cultural Resource Re-evaluation Form: Accessory Building Survey

Cultural Resource Re-evaluation Form: Accessory Building Survey page 2 of 2 Address: **437 HIGHLAND AV Boulder, Colorado**

Temp. Resource Number

11. Current Ownership ODONNELL GENEVIEVE W & ANDREW J HORNING
437 HIGHLAND AV
BOULDER
CO
80302

12. Other Changes, Additions or Observations:

13. Eligibility Assesment:

Individual		District	
National Register:	**N/A**	National Register:	**Contributing**
Local Landmark:	**N/A**	Local:	**Contributing**
Locally Designated Property:	**NO**		

14. Management Recommendations: **N/A**

15. Photograph Types and Numbers:

Type: **B&W** Roll No: **11** Frame No: **16A, 17A**

16. Artifact and Field Documentation Storage Location **N/A**

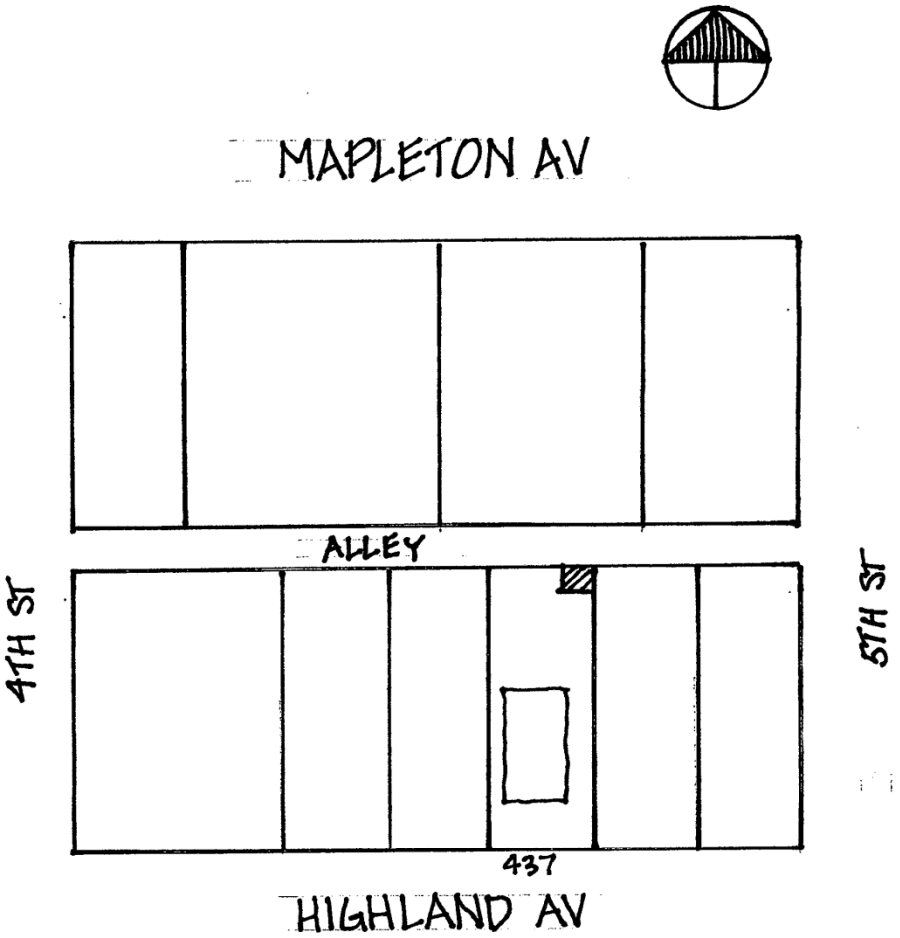
17. Report Title: **Accessory Building Survey**

18: Recorder(s): **Kathryn Howes Barth, AIA; Lara Ramsey** 19: Date(s): **Apr. 2005**

20: Recorder Affiliation: **Kathryn Howes Barth, AIA; Ramsey Planning and Preservation**

Colorado Historical Society, Office of Archaeology and Historic Preservation
1300 Broadway, Denver, CO 80203

5BL4496 437 HIGHLAND AV SITE PLAN



Attachment B: Tax Assessor Card

Appraised 19 29

BOULDER COUNTY REAL ESTATE APPRAISAL

OWNER Lorenz & Elizabeth J. Smith

HOUSE No. 437 STREET Highland CITY Boulder

LOTS 39-40 BLOCK 5 ADDITION Mapleton

Year Constructed 1901 Est. Life in Years 65

Neg. #3275

ESTIMATE OF VALUATION

	BLDG. PART A	BLDG. PART B	GARAGE
No. Cubic Feet	22,160	17,624	2660
Cost per cu. ft.	.28	.26	.08
Total Cost	$ 6204	$ 4582	$ 212
Porches	312	312	
Garage 1 Coal House	200	200	
Extras Back Porch	210		
TOTAL	$ 6926	$ 5094	$
% Obsolescence			
% Physical Dep. 40	2770	2038	
Net After Deducting Depreciation	$ 4156	$ 3056	$
% Utility Dep.	$	$	$
PRESENT VALUE	$	$	$

DESCRIPTION

Class of Bldg.	E	Basement	Full
Construction	Brick	Roof	Shingle
Char. of Const.	Good	Heating	Stove
Exterior	Brick	Plumbing	Modern
Interior Finish	Plaster	Light	Elec.
Floors	Hardwood	Priv. Garage	None
Stories	1½	Barns or Sheds	None
Fire Resisting	No	State of Reps.	Good
Foundation	Stone	Local Imps.	

ADDITIONS AND BETTERMENTS

BUILDING PLAN

← addition for 1962 Conc

750' x 2'

9' x 123'

14 x 18 x 18 = 4536

28 x 32 x 19 = 17,024

5 x 10 x 12 = 600

22,160

Porch 5 x 26 x 10 @ .15

Porch 10 x 14 x 10 @ .15

addition plus ½ bath checked 4-3-62

cube raised to 28 + dep. cut back to 40%

Height of Building 18

SUMMARY

DESCRIPTION	AMOUNT
2/4/52 Remodel House #2000	
Building Permit #1953 – 3500.00 5-16-61	$
Original Cost, Improvements Only	$
Additions and Betterments	$
Owner's Estimate of Present Value	$
Private Appraisal	$
Insurance	$

ANNUAL ASSESSMENT

YEAR	LAND	IMPROVEMENTS	TOTAL
1938	$ 490	$ 1330	$
1939			
1940			
1941			
1942	490	1110	
1943			

CLASS OF BUILDING (Check)

1—Single Residence ✓
2—Duplex
3—Bungalow, Apt., Crt.
4—Flat or Terrace
5—Apartment House
6—Hotel
7—Store Building
8—
9—Office Building
10—Hospital or Sanitarium
11—Bank Building
12—Theatre
13—Warehouse
14—Factory
15—Public Garage
16—Private Garage
17—Service Station
18—Hot House or Gr. House
19—Poultry House
20—Barns or Sheds

CONSTRUCTION

Frame
Brick ✓
Tile
Stone
Concrete, Plain or Block
Concrete, Reinforced
Steel Frame

CHARACTER OF CONST.

Cheap
Medium
Good ✓
Fire Resisting
Non-Fire Resisting

STATE OF REPAIRS

Bad
Fair ✓
Good

HEIGHT (Check)

No. of Stories 1½

FOUNDATION

Brick
Concrete
Stone ✓
Wood
Tile

BASEMENT

Quarter
Half
Three-Quarter
Full ✓
Cement Floor ✓
Finished Walls and Ceiling
Laundry
Rough

EXTERIOR

Common Brick
Pressed Brick ✓
Wire Cut Brick
Glazed Brick
Wood Siding
Wood Shingles
Cement Stucco
Kellastone
Stone
Corrugated Iron
Terra Cotta
Tile

OUTSIDE TRIM

Wood ✓
Terra Cotta
Stone
Galv. Iron
Concrete

ROOF (Check)

CONSTRUCTION

Wood Shingle ✓
Composition Shingle
Tar and Gravel
Prepared Paper
Sheet Iron
Copper
Concrete Tile
Clay Tile
Slate
Asbestos Shingle
Tin

STYLE

Gable ✓
Hip
Flat
Gambrel
Mansard
Leanto

PLUMBING 1962

Old Style ✓
Modern
No. Bath Tubs 1 1
No. Shower Baths
No. Toilets 2 1
No. Lavatories 2 1
No. Urinals
No. Laundry Tubs
No. Sinks 1
Sanitary Closets
Cess Pool

HEATING

Stove
Hot Air ✓
Hot Water
Steam
No. Fireplaces 2
No. Dummy Fireplaces
Air Conditioned

FUEL

Coal Stokers ✓
Oil

LIGHT (Check)

Electricity ✓
Gas
Oil

PRIVATE GARAGE

Size 14'1" x 13' 1
Construction Frame
Floor Concrete
Roof W.S.
Heat
Stoll D.

SHEDS AND BARNS

Size Const.
Size Const.

LOCAL IMPROVEMENTS

Street Paving
Alley Paving
Sidewalks
Curbing ✓
Water
Storm Sewer
Sanitary Sewer
Electricity
Gas
Telephone

MISCELLANEOUS (Give No.)

Sideboards
Buffet
Cabinet
Book Cases
Beam Ceiling
Incinerator
Sky Lights
Refrigerator or Cooler
Bay Windows
Dormer Windows
Porches

DESCRIPTION (Give Numbers)

ROOMS	Basem't	1	2	3	Attic
Living Room		1			
Dining Room		1			
Dinette					
Kitchen		1			
Breakfast Nook			1		
Bed Room		1	4		
Bath Room			1		
Toilet Room					
Shower Room					
Sleeping Porch					
Sun Room					
Den		1			
Storage Room					
Office					
Halls					

FINISH (Give Numbers)

Unfinished					
Plastered, Plain		✓	✓		
Plastered, Ornam					
Papered					
Painted or Tinted					
Softwood Floor		✓	✓		
Hardwood Floor		✓			
Softwood Finish		✓	✓		
Hardwood Finish					
Tile					
Marble or Onyx					
Wall Board					
Sheetrock					
Celotex					
Wainscoting					
Metal Ceiling					

REMARKS

53
Quite remodeled inside
New Bath rooms. Two F.C
Heating etc.

Tax Assessor Photo, c. 1934

Attachment C: Current Photographs

Photo 1. 437 Highland, south elevation (façade), July 2014.

Photo 2. 437 Highland Ave., southeast elevation, July 2014.

Photo 3. 437 Highland Ave., west elevation, July 2014.

Photo 4. 437 Highland Ave., north elevation (rear), July 2014.

Photo 5. 437 Highland Ave., view of backyard looking north east, July 2014.

Photo 6. 437 Highland Ave., view of backyard looking east, July 2014.

Photo 7. 437 Highland Ave., view of basketball court looking east, July 2014.

Photo 8. 437 Highland Ave., view of backyard looking west, July 2014.

Photo 9. 437 Highland Ave., view of backyard and eastern elevation of garage, July 2014.

Photo 10. 437 Highland Ave., view of alley looking east, July 2014.

Photo 11. 437 Highland Ave., view of alley looking west, July 2014.

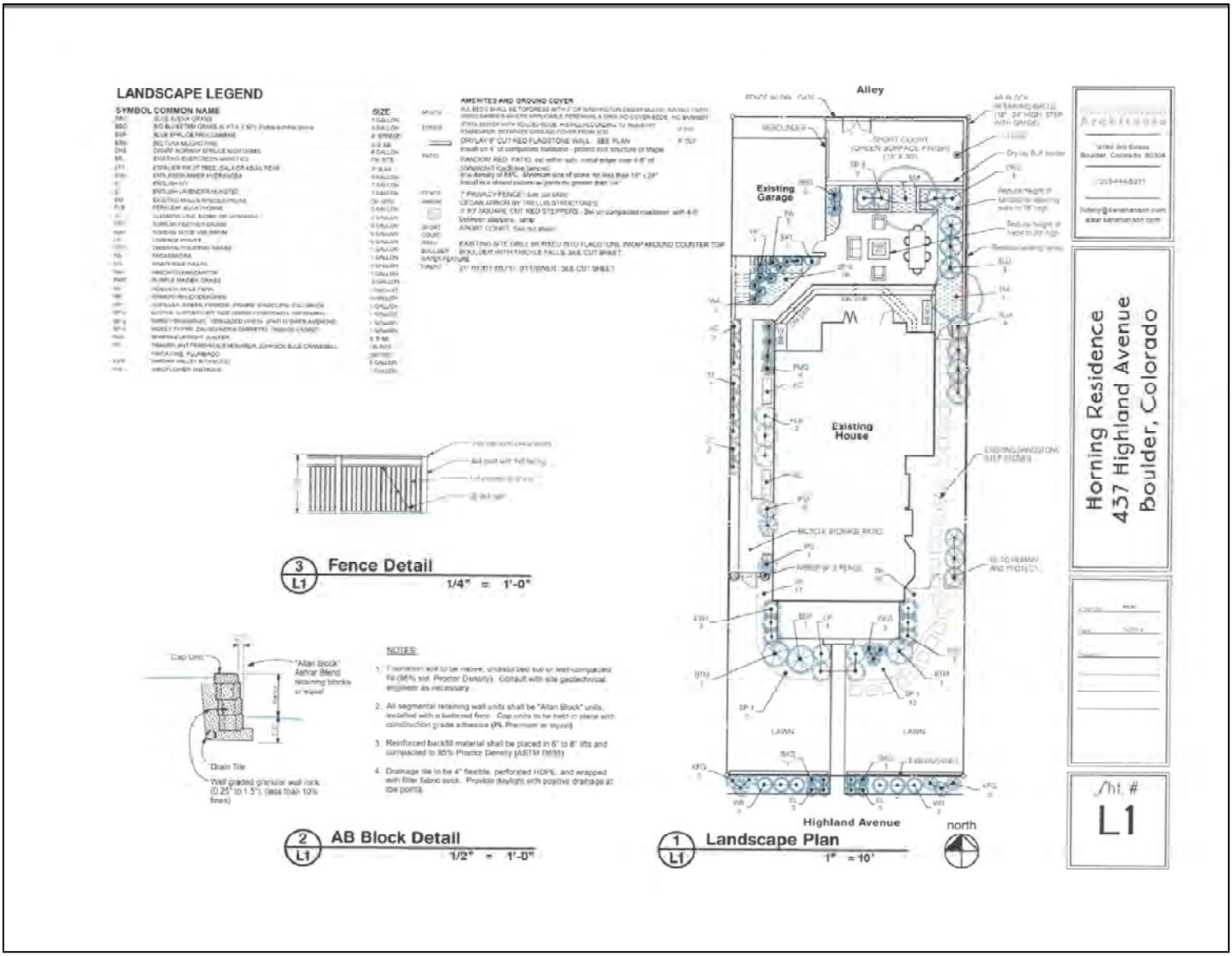
Photo 12. 437 Highland Ave., view from alley, April 2014

Photo 13. 437 Highland Ave. northeast corner of property where shed was located,2014.

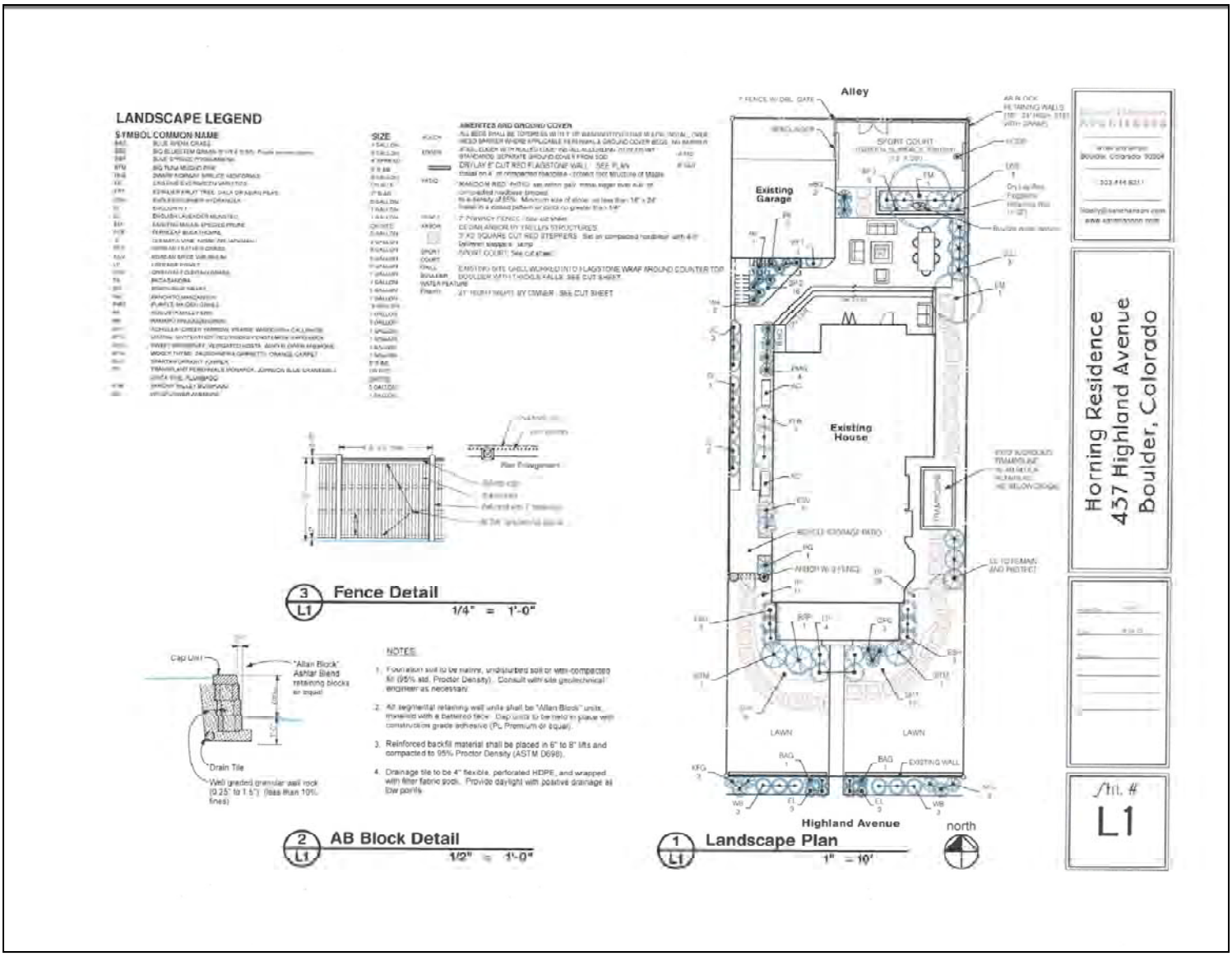
Photo 14. 437 Highland Ave., North (rear) Elevation, 2014

Photo 15. 437 Highland Ave. West elevation of Neighbor's garage and eastern edge of property line, 2014.

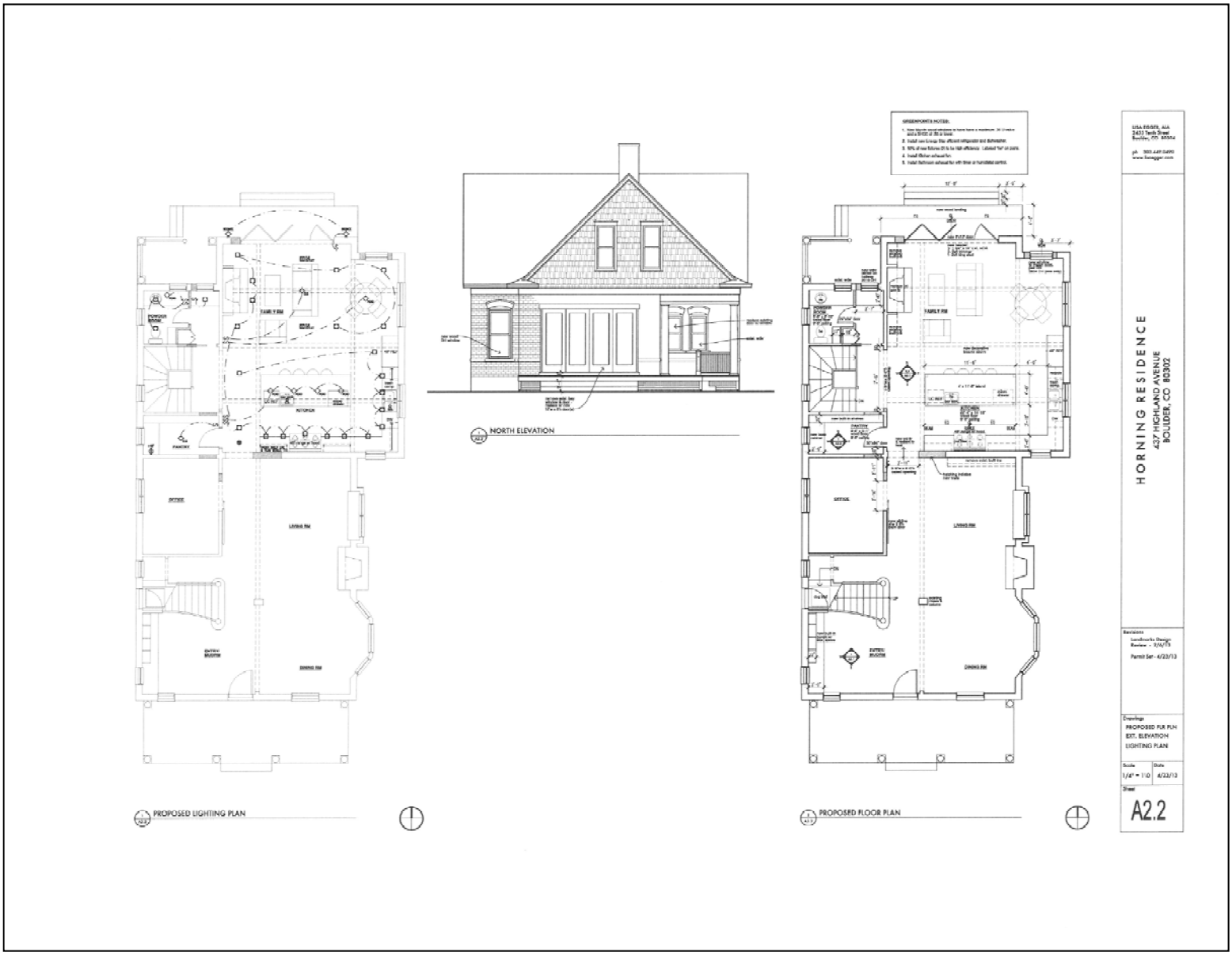
Attachment D: Plans and Elevations



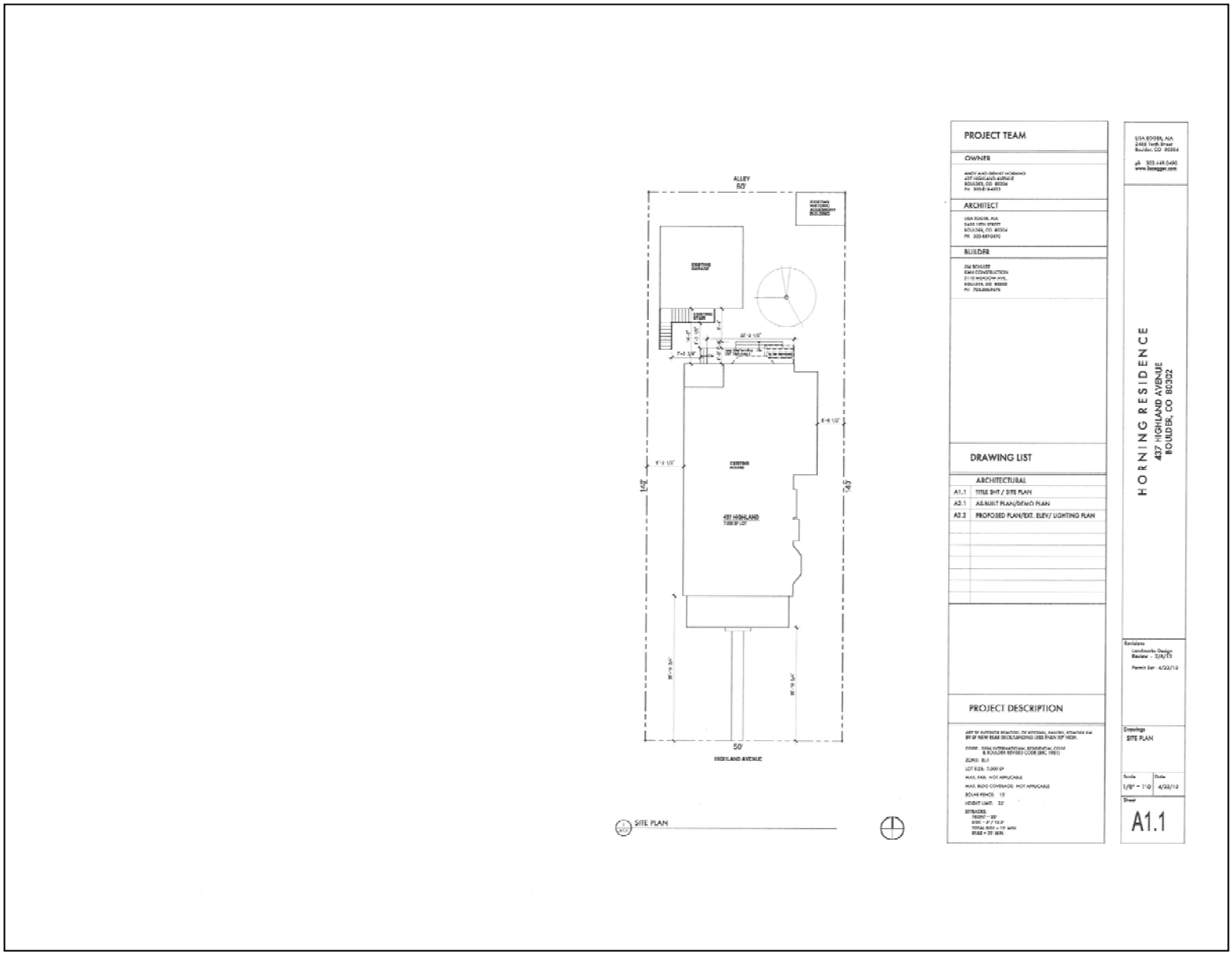
Site Plan for 437 Highland dated May 27th, 2014



Site Plan for 437 Highland Ave. dated August 14th, 2013.



Site Plans for 437 Highland Ave. dated February 6th, 2013.



Site Plan for 437 Highland Ave. dated February 6th, 2013.

Attachment E: Applicant's submittal

Kane Hanson
Architects

May 27, 2014

Reference : Landmarks submittal for 437 Highland Ave. on behalf of Ginny and Andy Horning

1.) Deck enlargement from approved plan from 5' x 13' to 6' x 26' with egress steps to lower patio. Please note: per the attached photos : the egress decks from the original house are at the same elevation as the current deck. The east end of this deck is intended as a quiet sitting space where the resident can read on a seat bench. In an effort to preserve historic intention: the entire deck will be painted white, matching the trim on the home. The east end of this deck is intended to be planted with columnar upright evergreens to ensure privacy for the adjoining neighbors. It is the desire of the Hornings' to keep the deck with the footprint as currently shown, should a reduction in deck space be required: the east end of this deck could be reduced (cutting back the deck by approximately 48 square feet to 90 degree angle. See proposed revised dashed line.

2.) Extensive Hardscape: Efforts have been made to reduce square footage of hardscape and incorporate more planting space. Please see attached Landscape plan dated 5-27-14. Walkways have been reduced in width, patio areas made smaller. **In respect to the overall site development : 3957 square feet (or 57%) of the site is currently permeable with the remaining 3043 square feet being the residence, stone patio or pavement. A 57% permeable ratio exceeds green point requirement for the City of Boulder. Any drainage off of the hardscape areas are designed to filter storm water into the planting beds versus egress off site.**

3.) Egress on garage was constructed per approved City of Boulder permit set dated 4/23/13 by Lisa Edgar (Architect). Please see attached plan (24 x 36"). We were not aware that this stair configuration was not passed through the Landmarks Board.

4.) Removal of contributing accessory building: Please see attached photo: building was held together with the metal license plates and after a heavy rain in April of 2013: the building was leaking and in very poor condition. Virtually falling down and considered "unsafe". There was no foundation below the structure and the Horning would no longer allow the children to even play near it., let alone enter it. Also per the attached certificate dated 3/17/99, it was the Horning understanding that they had approval of the removal of this failing building per the Landmark Granted Alteration Certificate.

5.) Please note: fence detail compliant with Landmarks Review Guidelines. In an effort to supplement additional human scale elements along the alley : vine coverage on the north side of the fence facing the alley has been added to the fence panels.

6.) Also in compliance with "human scale" along the alley: the elevation of all of the raised planters and fire pit have been reduced to 18". Please see plan dated 5-27-14 for desired reduced height of these elements.

3180 Third Street
Boulder, Colorado 80304

303-444-5211
hidelly@kanehanson.com

Mapleton

Landmark Alteration Certificate

granted to: TOM ELLISON for: DEMO OF CHICKEN COOP

Located at: 437 HIGHLAND AVE

this 17 day of MARCH 19 99

City of Boulder Planning Department

City of Boulder Landmarks Board

Rosanne

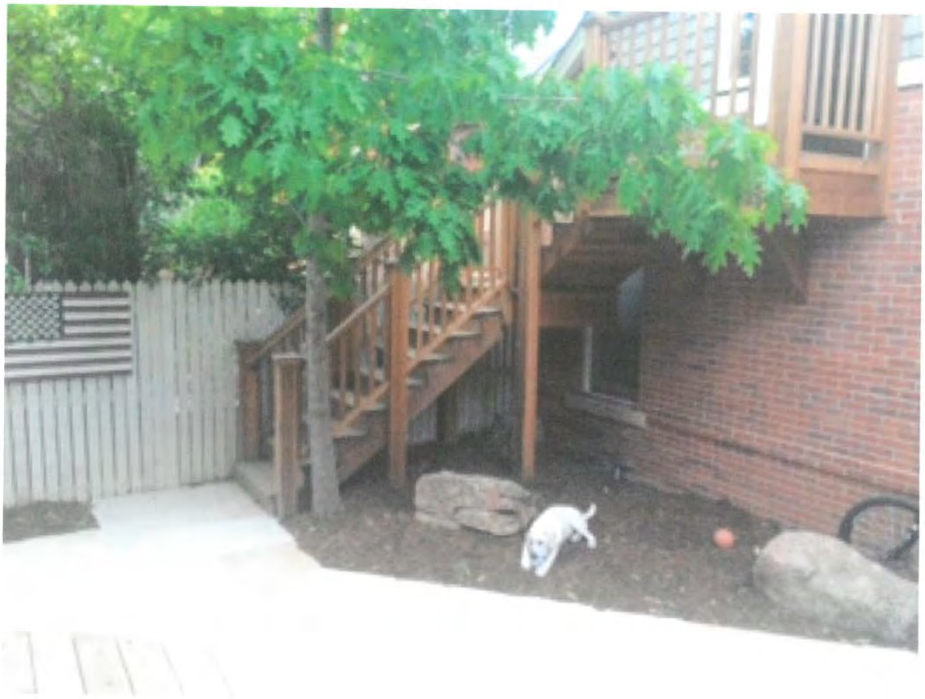
City of Boulder Landmarks Board

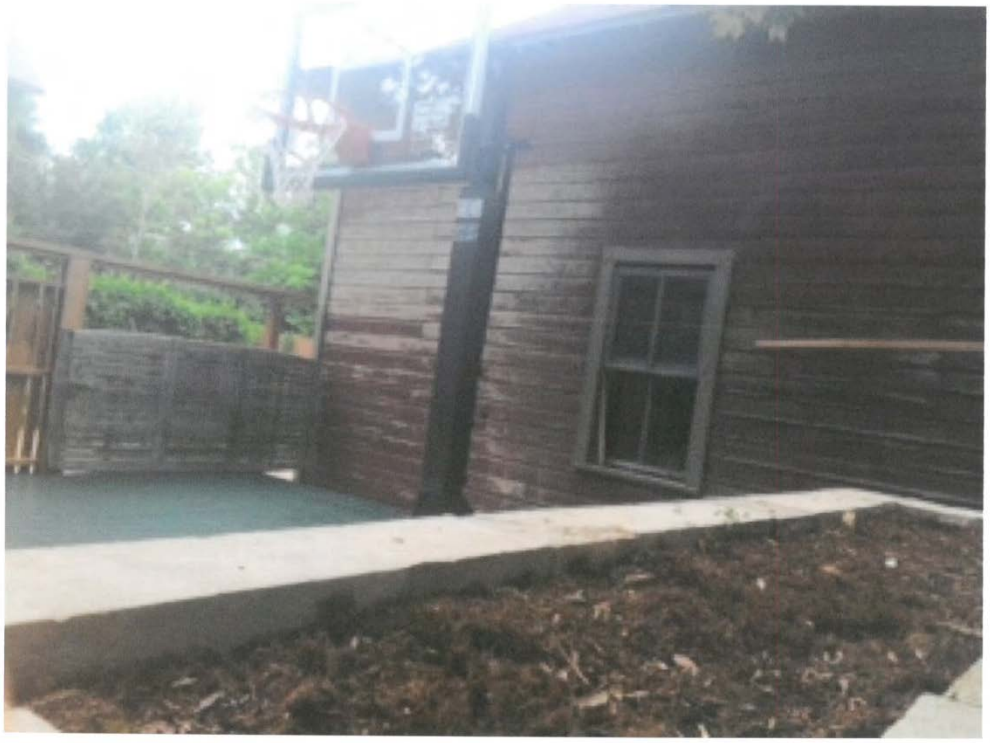
Susan Doherty

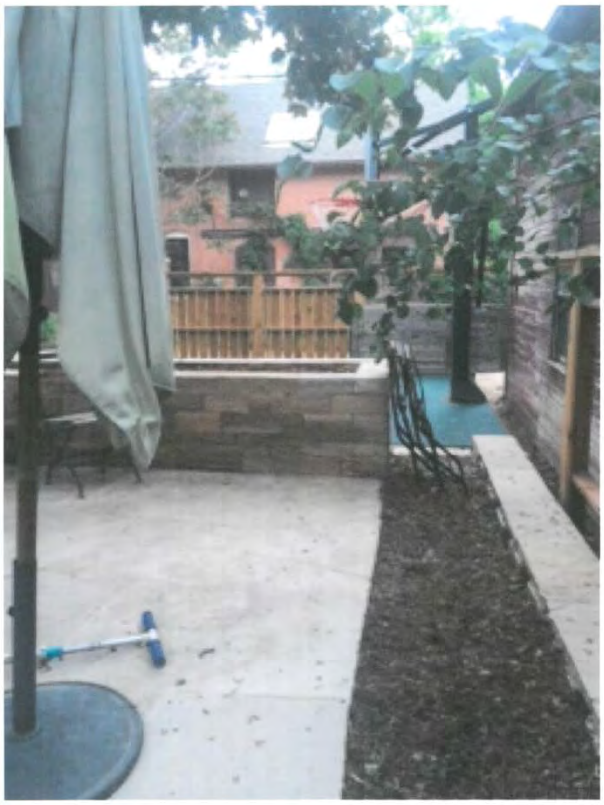
City of Boulder Planning Dept.

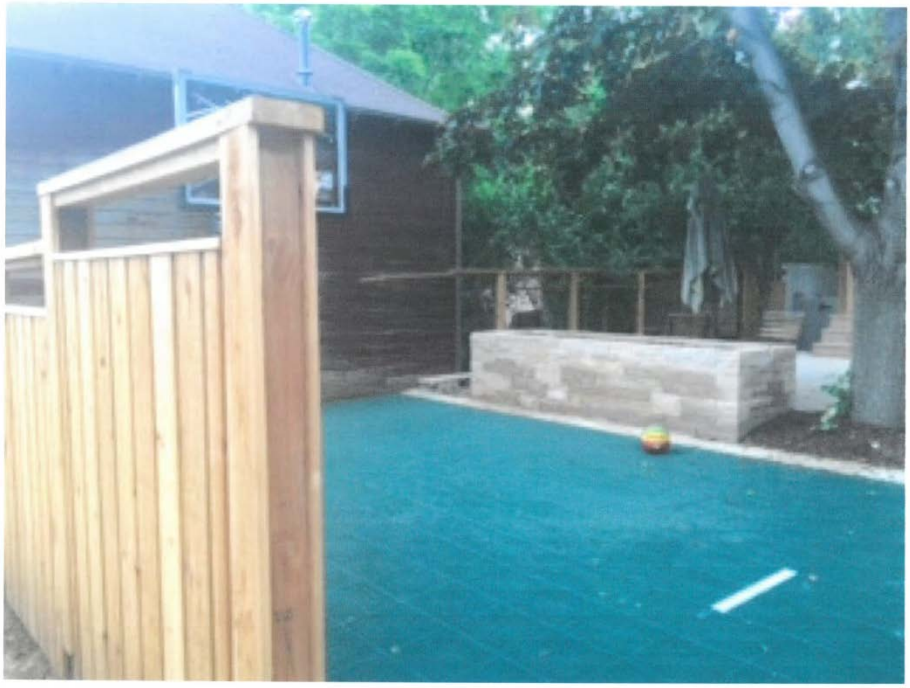
Reasons for Basketball/Lacrosse Court Approval
437 Highland Avenue

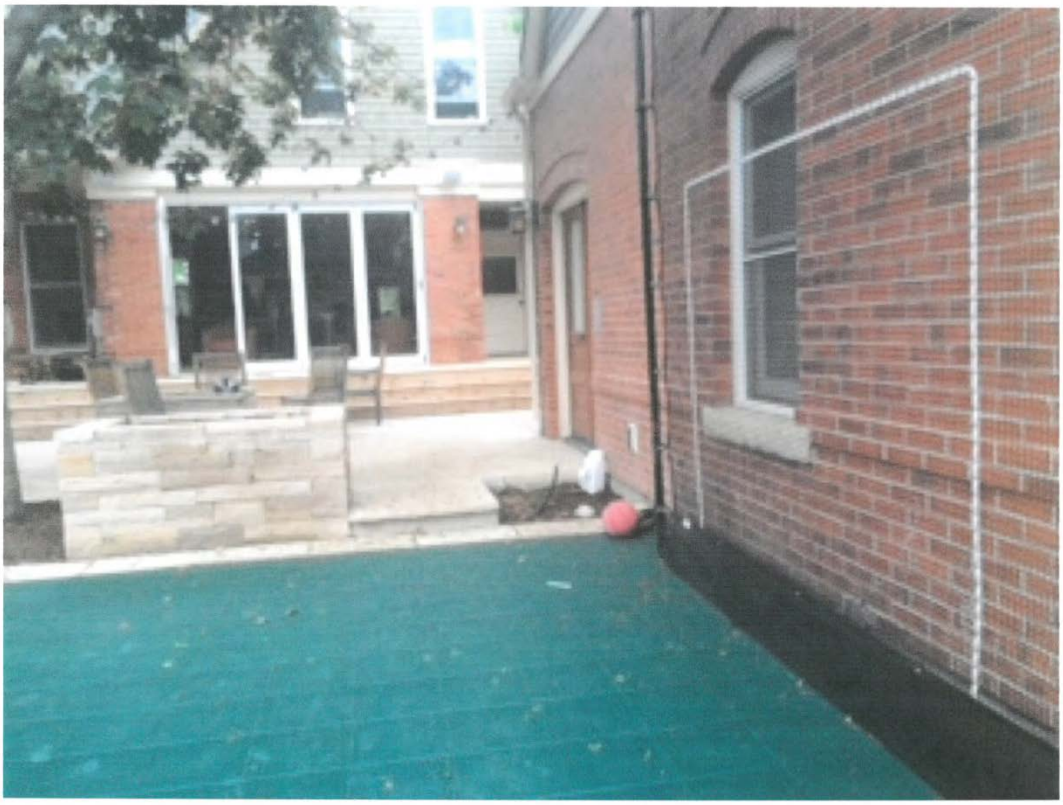
- Space under the tree was always muddy – multiple attempts annually to grow grass were unsuccessful
- Provides space for our children to be active and practice multiple sports, including basketball and lacrosse…there was nowhere else to play otherwise, except in the alley or street
- We make our livelihood coaching youth and high school athletics. Genny is a high school lacrosse coach. Andy is a youth basketball coach.
- Active gathering space for all the kids in the neighborhood
- Green surface of sport court is aesthetically pleasing.











Attachment F: The Secretary of the Interior's Standards for the Treatment of Historic Properties.

The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995

Standards for Preservation

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Standards for Restoration

1. A property will be used as it was historically or be given a new use which reflects the property's restoration period.

2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.

7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

10. Designs that were never executed historically will not be constructed.

Standards for Reconstruction

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.

2. Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

3. Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.

4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color, and texture.

5. A reconstruction will be clearly identified as a contemporary re-creation.

6. Designs that were never executed historically will not be constructed.

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CITY OF BOULDER
LANDMARKS BOARD
September 3, 2014
1777 Broadway, Council Chambers Room
6 p.m.

The following are the action minutes of the September 3, 2014 City of Boulder Landmarks Board meeting. A digital recording and a permanent set of these minutes (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). You may also listen to the recording on-line at: www.boulderplandevelop.net.

BOARD MEMBERS:
Mark Gerwing, Chair
Kate Remley
Mike Schreiner
Fran Sheets
Deborah Yin
*Crystal Gray **Planning Board representative without a vote*

STAFF MEMBERS:
Debra Kalish, Senior Assistant City Attorney
James Hewat, Senior Historic Preservation Planner
Marcy Cameron, Historic Preservation Planner
Angela Smelker, Historic Preservation Intern

1. **CALL TO ORDER**
   The roll having been called, Chair **M. Gerwing** declared a quorum at 6:00 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
   On a motion by **M. Gerwing**, seconded by **F. Sheets**, the Landmarks Board approved (5-0) the minutes of the August 6th, 2014 Board meeting.

3. **PUBLIC PARTICIPATION FOR ITEMS NOT ON THE AGENDA**
   Bob Barron, 430 College Ave., spoke in opposition to the landmark designation of 445 College Ave.
   Eileen Kintsch, 435 College Ave., spoke in opposition to the landmark designation of 445 College Ave.
   George Stark, 445 College Ave., spoke in opposition to the landmark designation of 445 College Ave., and asked the Landmarks Board to issue a demolition permit. .
   Gretchen King, 415 College Ave., spoke in opposition to the landmark designation of 445 College Ave.
   Jim Scarboro, 735 12th Street, spoke in favor of the preservation of 747 12th St. and the neighborhood.

Martha Campbell, 750 12th St., spoke in favor of the preservation of 747 12th St. and the neighborhood.
Sharyn Corson, 757 8th St., spoke in favor of the landmark designation of 747 12th St.
Linda Wilson, 767 12th St., spoke in favor of the preservation of 747 12th St. and the neighborhood.

4. **DISCUSSION OF LANDMARK ALTERATION AND DEMOLITION APPLICATIONS ISSUED AND PENDING**
   - **747 12th St. – Stay-of-Demolition expires Oct. 20, 2014**
     An application for the designation of the 700 block of 12th Street was filed by 30% of the property owners in the proposed area on September 3, 2014. The Landmarks Board voted (5-0) to hold an initiation hearing for 747 12th St., acknowledging that an initiation hearing for the proposed historic district will also be held on Oct. 1 2014.
   - **445 College Ave. – Stay-of-Demolition expires Oct. 25, 2014**
     The board voted (5-0) to hold a public hearing on October 1, 2014 to either initiate landmark designation or to issue a demolition permit for the property.
   - **405 Valley View Dr. – Stay-of-Demolition expires Nov. 23, 2014**
     Staff has spoken with the applicant and a meeting to discuss alternatives to demolition with the property owners will be scheduled within the next week.
   - **Statistical Report**

5. **ACTION ITEMS**

A. **Public hearing and consideration of an application to designate the property located at 1919 14th St. as a local historic landmark per Section 9-11-5 of the Boulder Revised Code, 1981 (HIS2014-00186). Applicant / Owner: 1919 Street, LLC.**

Staff Presentation
M. Cameron made a PowerPoint presentation to the Landmarks Board and recommended that the board forward the application to City Council with a recommendation to designate the property as an individual landmark.

Applicant's Presentation
Jeff Wingert, 1375 Walnut Street, W.W. Reynolds Co., spoke in support of the landmark designation of the Colorado Building.

Public Hearing
Abby Daniels, Executive Director of Historic Boulder, Inc., 1123 Spruce Street, spoke in support of landmark designation for the property.

Motion
On a motion by **M. Gerwing,** seconded by **M. Schreiner,** the Landmarks Board adopted **(4-1, K. Remley** opposed) a resolution to initiate landmark designation the property at 1919 14th St. as a local historic landmark, to be known as the Colorado Building, finding that it meets the standards for individual landmark designation in Sections 9-11-1 and 9-11-2, B.R.C. 1981, and adopts the staff memorandum, including the following as the findings of the board.

FINDINGS
The Landmarks Board finds, based upon the application and evidence presented, that the proposed designation application is consistent with the purposes and standards of the Historic Preservation Ordinance, and:

1. The proposed designation will protect, enhance, and perpetuate a building reminiscent of a past era and important in local and state history and provide a significant example of architecture from the past. Sec. 9-11-1(a), B.R.C. 1981.
2. The proposed designation will maintain an appropriate setting and environment and will enhance property values, stabilize the neighborhood, promote tourist trade and interest, and foster knowledge of the city's living heritage. 9-11-1(a), B.R.C. 1981.
3. The proposed designation draws a reasonable balance between private property rights and the public interest in preserving the city's cultural, historic, and architectural heritage by ensuring that demolition of buildings important to that heritage will be carefully weighed with other alternatives. 9-11-1(b), B.R.C. 1981.
4. The building proposed for designation has a special character and historic, architectural and aesthetic characteristics. Sec. 9-11-2(a)(1), B.R.C. 1981.
5. The proposed designation is consistent with the criteria specified in Section 9-11-5(c), B.R.C. 1981.

K. Remley voted against the landmark designation as its construction in the 1950s resulted in an outcry against high-rise buildings and that she considers that the building does not possess sufficient architectural, historic or environmental significance.

B. Continuation of a public hearing and consideration of a Landmark Alteration Certificate to remodel and change the roof form to one side of the contributing accessory building at 2515 7th St. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code (HIS2014-00190). Applicant: Christopher Melton. Owner: Jennifer Kilbury.

Board members were asked to reveal any ex-parte contacts they may have had on this item.
All board members made site visits.

Staff Presentation
M. Cameron made a PowerPoint presentation to the Landmarks Board with a recommendation that the board deny the application.

Applicant's Presentation
Christopher Melton, 3340 Hemlock Pl., architect, stated that the building should be considered non-contributing and spoke in support of the submitted proposal to remodel the garage.

Public Hearing
Abby Daniels, Executive Director of Historic Boulder, Inc., 1123 Spruce Street, stated that Historic Boulder considers the building to be contributing and that it supports the staff recommendation.

Motion
On a motion by **M.Gerwing**, seconded by **K. Remley**, the Landmarks Board denied **(5-0)** the request for a Landmark Alteration Certificate to change the roof form of one side of the contributing accessory building and construct a 6' tall front yard fence at 2515 7th St. in the Mapleton Hill Historic District, in that the proposed construction does not meet the requirements of Section 9-11-18 of the Boulder Revised Code, 1981 and adopts the staff memorandum dated July 2, 2014 as findings of the board.

This recommendation is based upon staff's opinion that the modification of the roof form of a contributing building and construction of a 6' high front yard fence will be inconsistent with Section 9-11-18, Boulder Revised Code (B.R.C.) 1981, the Mapleton Hill Historic District Design Guidelines and the General Design Guidelines.

C. Continuation of a public hearing and consideration of an application for a Landmark Alteration Certificate to construct a 1,459 sq. ft. addition to the main house, to relocate an existing garage on the property, and to construct a 330 sq. ft. one-car garage at 711 Pine St. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code 1981 (HIS2014-00172). Applicant: David Waugh. Owner: Kevin Deighan.

Board members were asked to reveal any ex-parte contacts they may have had on this item.
All board members made site visits.

Staff Presentation
J. Hewat made a PowerPoint presentation to the Landmarks Board recommending that the board conditionally approve the application.

Applicant's Presentation
David Waugh, 71 Bowen Ave., Longmont, project architect, spoke in support of the proposal.

Public Hearing
Abby Daniels, Historic Boulder, Inc., 1123 Spruce St., stated that the Preservation Committee agrees with staff's recommendation.

The majority of the Landmarks Board considered that the proposed design of the addition did not meet the design guidelines. The applicant withdrew the application for redesign.

D. Continuation of a public hearing and consideration of a Landmark Alteration Certificate to demolish a contributing accessory building, construct a 6' x 26' rear deck, flagstone patio, and basketball court, retaining walls and fire pit with concrete base at 437 Highland Ave. in the Mapleton Hill Historic District, per section 9-11-12 of the Boulder Revised Code (HIS2014-00176). Applicant/Owner: Andrew and Genevieve Horning.

Board members were asked to reveal any ex-parte contacts they may have had on this item.
M. Schreiner recused himself. **M. Gerwing, K. Remley, F. Sheets and D. Yin** made site visits.

Staff Presentation
J. Hewat made a presentation to the Landmarks Board recommending that the board approve in part and deny in part the application.

Applicant's Presentation
Andy Littman, 50 Arapahoe Ave., #301, legal counsel for the owners, spoke in support of the LAC application and proposed to keep the basketball court in place and remove the concrete in-between the house and the court to allow for additional green space.

Andrew Horning, 437 Highland Ave., applicant and owner of the property, answered questions from the board and spoke in support of the proposal.

Public Hearing
Chris Sestrong, 430 Mapleton Ave., spoke in support of the Landmark Alteration Certificate application, particularly of the retention of the sport court.

Abby Daniels, Executive Director of Historic Boulder, Inc., 1123 Spruce St., stated that the Historic Boulder Preservation Committee agrees with the staff's recommendation and also urged the board to take the violation seriously, acknowledging the precedent this case may set.

Kathryn Barth, 2940 20th St., spoke of her experience as a consultant for the 2005 accessory building survey and the importance of contributing accessory buildings to the character of the Mapleton Hill Historic District.

Paul Wenig, 2443 6th St., spoke of his previous experience with the Landmarks Board and a tension between safety and historic preservation.

Carrie O'Neal, 421 Pine St., spoke in support of the basketball court as a safe gathering space for neighborhood children.

Kristin Zompa, 454 Highland Ave., spoke in support of the sport court and the Horning's back yard as an important community space and against a reconstruction of the accessory building as it would not be historic.

Beverly Potter, 3211 11th St., spoke in support of staff's recommendation.

Maggie Warn, 429 Highland Ave., spoke in support of the historic character of the district and in support of the Horning's application.

A letter and photographs from next door neighbor Carol Grasse opposing the proposal were circulated to the board.

Board members were asked to reveal any ex-parte contacts they may have had on this item.
M. Schreiner recused himself. **M. Gerwing, K. Remley, F. Sheets and D. Yin** made site visits.

Staff Presentation
J. Hewat made a presentation to the Landmarks Board recommending that the board approve in part and deny in part the application.

Applicant's Presentation
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Andrew Horning, 437 Highland Ave., applicant and owner of the property, answered questions from the board and spoke in support of the proposal.

Public Hearing
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Beverly Potter, 3211 11th St., spoke in support of staff's recommendation.

Maggie Warn, 429 Highland Ave., spoke in support of the historic character of the district and in support of the Horning's application.

A letter and photographs from next door neighbor Carol Grasse opposing the proposal were circulated to the board.

Applicant's Rebuttal

Andy Horning, 437 Highland Ave., stated that he assumed that the landscape architect had taken care of the required Landmark Alteration Certificate and permits. He stated that he did not realize review was necessary and urged the board to provide additional outreach to contractors, consultants and property owners regarding the design guidelines and required processes in the historic district. He offered his services as a liaison in the neighborhood to assist with this.

Motion

On a motion by **M. Gerwing,** seconded by **F. Sheets,** the Landmarks Board, by a vote of 4-0 (**M. Schreiner** recused), adopted the staff memorandum, dated Aug. 6, 2014, as findings of the board, denied the application for the demolition of the contributing accessory building, and the construction of retaining walls in the back yard. Because the proposal for a rear deck, patio and areas of rear yard paving meets the standards for issuance of a Landmark Alteration Certificate per Section 9-11-18, B.R.C. 1981, and is consistent with Sections 2, Site Design and Other Accessory Structures, of the General Design Guidelines and Section C, Landscaping and Section D, Alleys, Easements and Accessways, of the Mapleton Hill Historic District Design Guidelines, those elements of the proposal were conditionally approved.

CONDITIONS OF APPROVAL:

1. The applicant shall:
   - Remove approximately 50% of the hardscaping between the rear of the house and the garage;
   - Remove the fire pit, retaining walls and planter retaining walls;
   - Revise fence design to a maximum height of 5';
   - Submit for review by Design Review Committee materials, color, and exterior lighting.
2. The applicant shall submit detailed plans for the hardscaping, fire pit and retaining wall removal, as well as a revised fence design showing the height to the top of the fence to be no more that 5' at any point. These design details shall be reviewed and approved by the Landmarks design review committee, prior to the issuance of a building permit. The applicant shall demonstrate that the design details are in compliance with the intent of this approval and the *Mapleton Hill Historic District Design Guidelines* and the *General Design Guidelines*.
3. The applicant shall be responsible for completing the work as shown on plans that have been approved pursuant to 3, above.

Upon questioning by the Board, **Debra Kalish**, Senior Assistant City Attorney for the City of Boulder represented that City will consider prosecuting the applicant for the unauthorized demolition of the contributing accessory building.

E. Public hearing and consideration of an application for a Landmark Alteration Certificate to construct a 1,359 sq. ft. addition to a contributing house and to construct a 440 sq. ft. two-car garage at 735 Mapleton Ave. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code 1981 (HIS2014-00192). Applicant: David Waugh. Owner: Marybeth Emerson.

Board members were asked to reveal any ex-parte contacts they may have had on this item. **F. Sheets** recused herself. **M. Gerwing, K. Remley, M. Schreiner** and **D. Yin** made site visits.

Staff Presentation
J. Hewat presented to the Landmarks Board with a recommendation of conditional approval of the Landmark Alteration Certificate application.

Applicant's Presentation
David Waugh, 71 Bowen Ave., Longmont, spoke in support of the Landmark Alteration Certificate application, clarifying that the addition would not be visible from Mapleton Ave.

Marybeth Emerson, 735 Mapleton Ave., spoke in support of the Landmark Alteration Certificate application.

Public Hearing
Kathryn Barth, 2950 20th St, spoke in opposition to the proposal.

Abby Daniels, Executive Director of Historic Boulder, Inc., 1123 Spruce St., stated that the HBI Preservation Commission agreed with staff's recommendation to conditionally approve the project.

Applicant's Rebuttal
David Waugh, 71 Bowen Ave., Longmont, reiterated the relative size of the addition and existing house.

Board Discussion
The Landmarks Board considered that due to the extent of the proposed conditions of approval, those conditions could not be reviewed by the Landmarks Design Review Committee. Direction for the applicant's redesign:

1) Retention of rear dormer;
2) Simplicity of massing, roof forms and materiality;
3) Consideration of a 1 ½ story addition;
4) Preservation of the existing garage;
5) New garage of maximum 1 ½ car garage.

The applicant withdrew their application for redesign.

6. MATTERS FROM THE LANDMARKS BOARD, PLANNING DEPARTMENT AND CITY ATTORNEY

A. Update Memo

B. Subcommittee Update

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The meeting adjourned at 12:27 a.m.

Approved on October 1, 2014

Respectfully submitted,

Chairperson

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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE: Update to City Council on 2014 City-Wide Special Events.

PRESENTER/S
Jane S. Brautigam, City Manager
Maureen Rait, Executive Director, Public Works
Michael Eubank, Project Manager, City-wide Special Events

EXECUTIVE SUMMARY

The city of Boulder permits over 200 special events each year serving more than 250,000 participants and spectators. A variety of athletic events, festivals, parades, concerts, cultural and holiday activities reflect our active and healthy community but also help showcase Boulder as a world-class destination for visiting, shopping, dining and conducting business. This report provides a brief summary of three accomplished city-wide events in 2014 with updates on any future expectations in 2015 and beyond.

BACKGROUND AND ANALYSIS

Ride the Rockies

Boulder was host to a Ride the Rockies Stage Start on Sunday, June 8th. Celebrating 29 years in Colorado, this annual recreational tour ride with 3,000 participants began at Fairview High School and traveled up Canyon Boulevard into the Rocky Mountains for a span of six days, 471 miles and 33,495 vertical feet.

With an average economic impact of $250,000 in each overnight community, Ride The Rockies' impact to the city included over 250 room nights in addition to participant dining and shopping in many more places than our local bike shops.

Boulder has hosted a total of six Ride the Rockies stage events over the years and while it does not expect to host a stage in 2015, a future event date is expected again within the next 2-5 years.

Ironman:
Boulder hosted its first full Ironman Event on Sunday, August 3rd. The event started at the Boulder Reservoir with a 2.4 mile swim and included a 112 mile bike ride on Boulder County Roads, and finally a 26.2 mile run on the Boulder Creek Path before finishing in Downtown Boulder. With over 2,700 participants, this was one of the largest Ironman events held world-wide. The Boulder-based Ironman office and crew worked closely with city staff and departments to ensure this was also one of the most successful first-time events. The city collaborated with the Convention and Visitors Bureau, Downtown Boulder, Inc and Boulder Valley School District to fulfill various hosting requirements including lodging, meals, registration and Expo facilities.

The event attracted a large number of visitors to Boulder including 40% of Ironman athletes visiting prior to the event to train at altitude. Of all pre-race visits, approximately 3,000 room nights were booked generating an estimated $658,000 in direct spending before the August event. During the event week, the average length of stay was 5 days with a per-person, per-day spending of $198.00 that included lodging, dining, shopping and entertainment spending in and around Boulder totaling an estimated $4.8 million. City and IM staff are currently negotiating a renewal for 2015 and 2016. The details will be similar to the 2014 agreement providing a limited financial exposure for the city and will also include the renewed financial support from the Convention and Visitors Bureau. Ironman will continue to submit the required applications for city departments to review and provide approval of all final routes and event operations.

USA Pro Challenge:
After a stage finish in 2012, Boulder hosted a stage start this year on Sunday, August 24th. It was no surprise in 2012 that some of the largest crowds in USA Pro Challenge history showed up in Boulder, and 2014 was definitely the same. The city of Boulder provided the largest stage start on the seven-day tour with our local community showing up early to meet and greet the team buses and athletes. Record numbers attended the athlete sign-in and pre-race interviews including local legends Dale Stetina, Wayne Stetina, Mo Siegel and Michael Aisner (all part of the original Red Zinger and Coors Classic events in the 1970's). Nostalgia aside, local Boulder resident, Alex Howes from Team Garmin-Sharp, won Stage 7 of the race, which finished in downtown Denver.

The city of Boulder successfully partnered with the Local Organizing Committee (LOC) to host the event with Medalist Sports. The LOC and City collaborated to define and fulfill certain event obligations including training volunteers, closing/barricading streets and providing Boulder Police staff and services to work with county and state police. The true highlight of the event was immediately after the pro riders departed for Denver. The LOC hosted the first Kids Challenge bike ride for youth eleven and younger. The event was free, but donations were accepted benefiting Community Cycles. Elected officials and local dignitaries including City Council members, City Manager, Boulder

Chamber CEO, CU cheerleaders and mascot "Chip" lead the ride out on B-Cycles during the pre-ceremony for the Kids Challenge. Over 400 young riders and future athletes participated in the Kid's Challenge ride on the same downtown loop the pros just completed.

The LOC has provided communication to the city indicating they will not bid for a 2015 USA Pro Challenge stage event, although the LOC will continue to review options for hosting a stage race in the future. The LOC and City will continue to collaborate on identifying best practices from other host cities, especially in areas of fundraising and sponsorships to limit future event costs.

STAFF RECOMMENDATION

Motion to authorize the City Manager to enter into an agreement with the World Triathlon Corporation to host the 2015 and 2016 Ironman events within the city limits of Boulder.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Boulder has won just about every lifestyle award a city can: Healthiest, Most Educated, Most Bicycle-Friendly…the list goes on. Effective special event management is imperative to maintaining Boulder's reputation. Hosting quality special events are a great fit for the active lifestyle that reflects our passion for healthy recreation as well as our vibrant outdoor business and organic food companies that proudly call Boulder home.

City of Boulder staff continues to review, modify and approve special events that provide a safe and secure venue for participants and spectators. In addition, special event staff are working to identify the unique type of events and best practices that not only minimize potential impacts to our community, but reflect our strong social and ecological values. One of the best examples is our current event requirement to incorporate a zero-waste plan to accommodate recycling and composting. This best practice has diverted tons of event waste from our local landfills.

- Economic - **Ride the Rockies** generated more than $1,500,000 of tourism business in Colorado and approximately $250,000 locally in Boulder. The event also donated a $5,000 grant to Boulder Parks and Recreation Youth Services Initiative. The **Ironman** Triathlon included a number of pre-event training camps and clinics in Boulder before the race started. During race week, approximately 2,700 athletes arrived in Boulder with an average of 3.3 family members. The total length of stay was 5.1 nights with an average spending for each athlete party of $1,785 or $4.8 million in the Boulder area. The Ironman Foundation also

provided more than $50,000 to not-for-profit organizations in exchange for volunteer support during the event. The **USA Pro Challenge** is one of the largest cycling events in U.S. history and the largest spectator event in Colorado. The Boulder Stage included both local and visiting spectators with the largest numbers from the Boulder area (68%). The Boulder stage was also the largest crowd for a 2014 stage start and was also comparable to most stage finishes in both size and excitement. The per-person spending average was $124 with almost 80% of the spending in the Downtown Boulder area. Donations from the Kids Challenge event provided over $4,000 in funding to Community Cycles Kids Holiday Bike Giveaway Program.

- Environmental – As a host city for all three events, Boulder developed specific event plans with the event promoters to support our local environmental goals. All events included Zero Waste protocols in addition to promoting all modes of transportation options including Event Shuttles and B-Cycle options for participants and spectators before, during and after the events.
- Social - Both the Ironman and USA Pro Challenge provided activities for kids and families to participate and get involved in a non-competitive, social platform. Ironman hosted a one-mile run for young athletes between the ages of 3 and 15. USA Pro Challenge hosted a Kids Challenge for all youth eleven and younger.

OTHER IMPACTS

- Fiscal - The City budgeted $213,000 for all City-wide Events in 2014. Expenses for all city event costs to date are less than $138,000.
- Staff time - City departments have tracked and recorded staff costs and expenses for reimbursements from the city-wide events budget.

ANALYSIS

Staff recommends that the city manager to enter into an agreement with the World Triathlon Corporation to host the 2015 and 2016 Ironman events within the city limits of Boulder and issue the appropriate permits for all event activities regulated by city code.

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM
MEETING DATE: October 21, 2014

AGENDA TITLE
Appointments to Boards and Commissions

PRESENTERS
Jane Brautigam, City Manager
Alisa D. Lewis, City Clerk and Director of Support Services
Alisa R. Darrow, Deputy City Clerk

SUMMARY:
Staff is requesting that Council make appointments to the City of Boulder Boards and Commissions for the 2014 special recruitment.

The following is an excerpt from council procedures, Section VII, B.R.C., 1981 outlining the process for nominating and appointing board and commission members. You may also refer to your City Council Handbook on page 21. Please note that item F below indicates that board and commission appointments are to be conducted in the same manner as described in this section.

IX. Nominations and Elections

E. Nominations. At the conclusion of public testimony, council will consider nominations for mayor and mayor pro tem. Any council member may nominate anyone that expressed an interest and made a speech at the second Tuesday in November, including himself or herself, for either position. Provided, however, that the requirement of prior expression of interest shall be waived for any council member whose election was not decided before the second Tuesday in November. Nominations for mayor and acting mayor (generally referred to as mayor pro tem) are made orally. No second is required, but the consent of the nominee should have been obtained in advance. Any person so nominated may at this time withdraw his or her name from nomination. Silence by the nominee shall be interpreted as acceptance of candidacy.

F. Order of Vote. A motion then is made and seconded to close the nominations and acted on as any motion. The voting is accomplished by raising of hands unless there is only one nomination and a unanimous vote for the candidate. The names shall be called in alphabetical order or reverse alphabetical order depending upon a flip of a coin by the clerk, who shall thereafter

alternate the order for all further election ballots during the same meeting.

G. Ballots. If it is the desire of the council to use paper ballots rather than a voice vote, such a procedure is proper. However, since there is no provision for a secret vote, each ballot must be signed by the council member casting the vote.

H. Elimination Process. If any of the candidates nominated receives five votes on the first ballot, such person is declared elected. If none of the candidates receives five votes on the first ballot, the candidate (plus ties) receiving the lowest number of votes is dropped as a candidate unless this elimination would leave one candidate or less for the office. If this elimination would leave one candidate or less for the office, another vote is taken, and once again the candidate (plus ties) receiving the lowest number of votes is dropped as a candidate unless this elimination would leave one candidate or less for the office. In the event that one candidate or less is left for the office after the second vote, a flip of a coin shall be used in order to eliminate all but two candidates for the office.

I. Impasse Process. In the event that neither of the two final candidates receives five votes on the first ballot on which there are only two candidates, another vote shall be taken. If no candidate receives five votes on the second such ballot, the candidate who receives the votes of a majority of the council members present shall be declared elected. If no candidate receives such a majority vote, the meeting shall be adjourned for a period not to exceed twenty-four hours, and new nominations and new ballots shall be taken. If no candidate receives five votes on the first ballot at the adjourned meeting on which there are only two candidates, another vote shall be taken. If no candidate receives five votes on the second such ballot, the candidate who receives the votes of a majority of the council members present shall be declared elected. If no candidate receives a majority vote on the second such ballot at the adjourned meeting, a flip of a coin shall be used to determine which of the two final candidates shall be declared elected as mayor or mayor pro tem.

J. Appointment of Board Alternates. In the event that the Boulder Revised Code provides for the appointment of temporary alternate board members, such members shall be appointed as follows: The most recently departed member of the board needing a temporary alternate, who is eligible and able to serve, shall be appointed. In the event that more than one member departed at the same time, alternates shall be chosen in reverse alphabetical order, with appointments alternating between the eligible and able former members who departed at the same time. In the event that the most recently departed member is not eligible or able to serve, the next previously departed member shall be chosen, applying the procedure above if there is more than one potential appointee. No person shall be eligible for a temporary alternate appointment if he or she was removed from the board by the council. A temporary alternate shall be appointed only when a member's absence either results in the lack of a quorum or may prevent the board from taking action. No person appointed as a temporary alternate shall serve at two consecutive meetings of the board to which he or she is appointed unless it is necessary to complete an agenda item that has been continued to another meeting.

K. Boards and Commissions. Elections to fill positions on boards or commissions shall be

conducted in the same manner. However, a majority of the council members present rather than a majority of the full council is sufficient to decide an election of this nature. Each board or commission vacancy shall be voted on separately.

L. Advertising of Vacancies After Partial Terms. Prior to advertising board and commission vacancies, when a person has already served on the board or commission and is seeking reappointment, council should make the decision of whether or not to advertise that particular vacancy.

LIST OF APPOINTMENTS REQUESTED:

Library Commission	Appoint one new member to an unexpired term ending March 31, 2018

MATTERS TO CONSIDER IN MAKING APPOINTMENTS

None

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CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: October 21, 2014

AGENDA TITLE Consideration of a Motion to Authorize the City Manager to Sign Agreements Formalizing the Existence of a Regional Group Known as "Making Local Foods Work"

PRESENTERS
Suzanne Jones, Council Member
Tim Plass, Council Member
Jane S. Brautigam, City Manager
Carl Castillo, Policy Advisor

EXECUTIVE SUMMARY

For nearly two years, and with leadership from Council Members Plass and Jones, the city has convened and regularly met with regional leaders to discuss local food matters. *Making Local Food Work*, as the group has come to be called, is a coalition currently made up of: Boulder County; Boulder County Farmers Market; Boulder Valley School District; City of Boulder; Farmers; Local Food Shift Group; Naturally Boulder; University of Colorado, and; 350 Boulder County. The group focuses on high-leverage projects where there is a distinct benefit of working between several organizations. It also inspires and supports educational events and serves as a central repository/clearinghouse for ongoing local food efforts in the region.

Making Local Food Work now wishes to formalize its existence so that it can receive and expend funds. One project it wishes to begin funding is an awareness-building campaign to promote local food consumption. A group of local "creatives," from various advertising companies located in Boulder, donated a significant amount of their time to develop a campaign that is ready to launch once funds become available. Attached as **Attachment A** is some materials describing the proposed campaign.

The purpose of this agenda item is to allow council to consider whether or not to authorize the City Manager to enter into a memorandum of understating between the members of the Making Local Food Works as well as a fiscal sponsorship agreement between the group and the Chef Ann Foundation. The latter agreement would designate Making Local Foods Work as a "project" of the foundation, and confer obligations and benefits on each of the entities as described in the agreement.

STAFF RECOMMENDATION

Suggested Motion Language:
Staff requests council consideration of this matter and action in the form of the following motion:

Motion to authorize the City Manager to sign a memorandum of understanding and fiscal sponsorship agreement substantially in the forms provided by **Attachment B** and **Attachment C**, respectively.

ATTACHMENTS

Attachment A: "The Shed" awareness-building campaign
Attachment B: Memorandum of Understanding
Attachment C: Fiscal Sponsorship Agreement

MAKING LOCAL FOOD WORK

July 23rd, 2014

The Shed

The Boulder County Foodshed

It contains new news: Most people do not know what a foodshed is and that they live in one.

It contains a bigger idea, one with benefits: The concept of a foodshed literally means a shared community, economy and ecology and more nutritious and flavorful food.

It educates people: Our individual decisions matter.

It's not defined by Boulder: A foodshed can't be defined in miles or by County boundary lines. The concept is inclusive and truthful.

You become thought leaders: While the effort is distinctly ours, it can be a model for other foodshed areas to learn from in terms of how to organize, communicate and galvanize a community.

It acts as a seal: The name works across locations, products and projects.

Bottom Line: We are reframing the local conversation to include a bigger idea –one that contains benefits on many layers.

The SHED

BOULDER COUNTY FOODSHED

Love where you live.
CARIBOU
GOLD HILL
ALLENSPARK
JAMESTOWN
LAFAYETTE
SUPERIOR
LYONS
BOULDER
ERIE
GUNBARREL
LONGMONT
NEDERLAND
WARD
The Shed
ELDORA
LOUISVILLE
COAL CREEK
ELDORADO SPGS
VALMONT
HYGIENE
NIWOT
LEARN MORE: BOCOFOODSHED.ORG
The SHED
BOULDER COUNTY FOODSHED

The SHED
BOULDER COUNTY FOODSHED
LEARN MORE:
BOCOFOODSHED.ORG

RETAIL

TAG BACK DETAIL

T-SHIRT // MEN'S

T-SHIRT // YOUTH

TANK TOP // WOMEN'S

RAGLAN T-SHIRT // MEN'S

ECO-FRIENDLY MESH TRUCKER HATS

LANDING PAGE

LANDING PAGE // ALTERNATE COLOR

Actions the Campaign Will Inspire

What are we asking people to do:

Try a local product

Replace one item you buy regularly with a local version

Buy an item from the Boulder County Foodshed

Shop at a farmer's market or farm store

Support restaurants and local retailers that support our foodshed

Participate in a CSA or local share program

Volunteer for farm flood recovery efforts

Badge yourself as supporting the food shed

Spread the word

Talking Points

Why does this matter?

[Insert name] produces food that is better for our residents, our environment and our economy.

When you participate, you are part of a virtuous cycle: The more we buy and support our community, the more local farmers and companies can invest and produce, driving prices down.

[Insert name] is not only healthier to consumer but also makes for a healthy community, supporting entrepreneurialism and independent business.

IDEAS FOR LAUNCH:

HOW WE START

We believe that small acts can mainstream local food engagement. Here's how we do it:

1 Catalyze

Create the brand.

Get it out there to spark a conversation and create awareness.

2 Surround

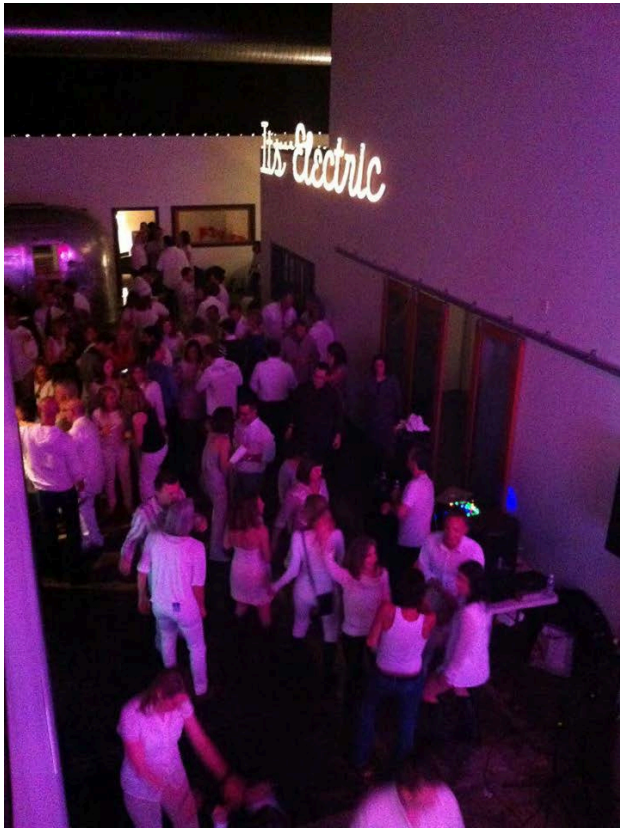
Create social currency – the more people see our brand/hear word of mouth, the more you will identify and want to take part.

3 Engage

Let's make it easy to opt-in. We can use pre-existing triggers: changing address with USPS, school registration, etc.

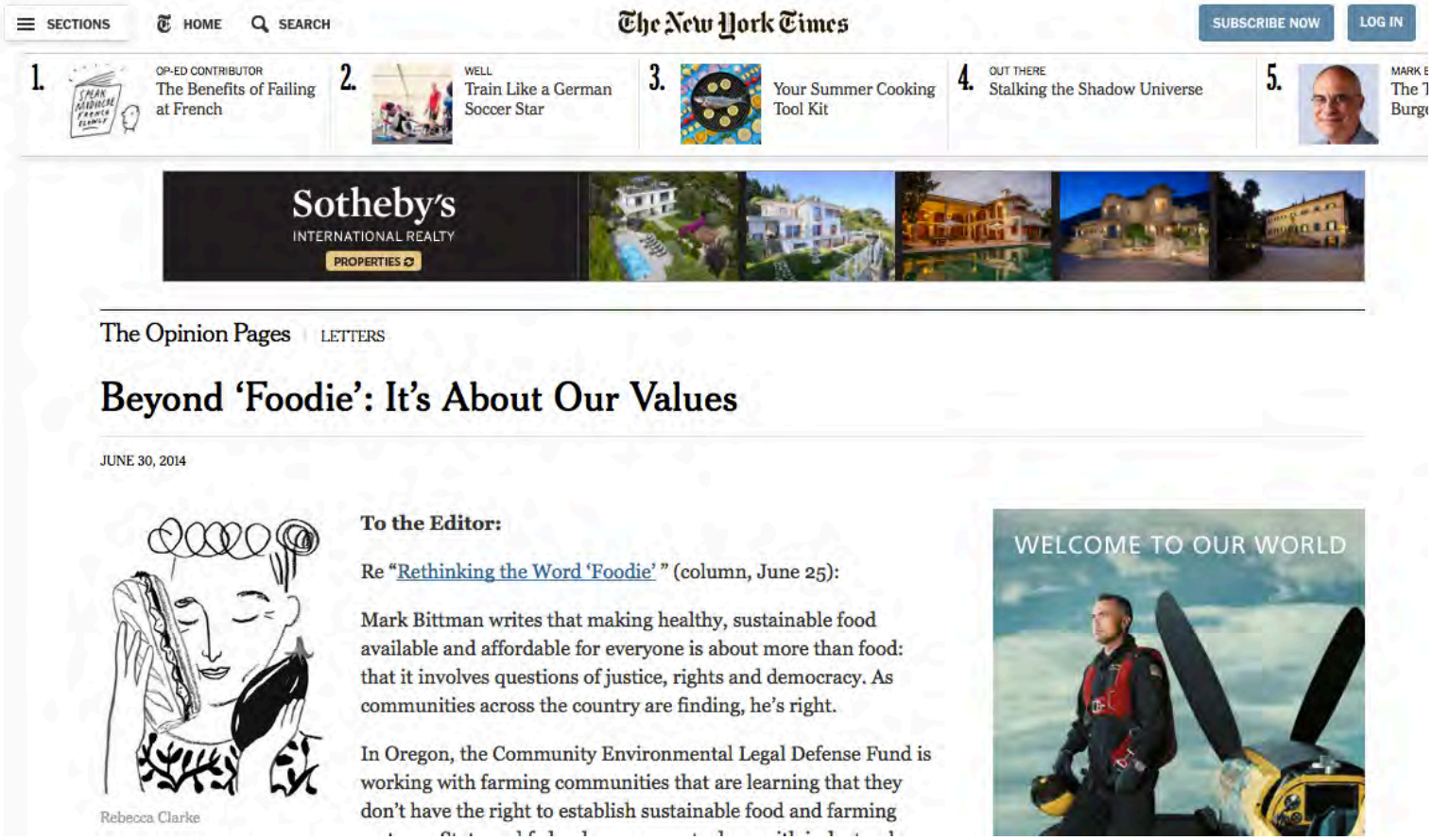
PR EXCLUSIVE & PRESS EVENT

We will secure an exclusive with the Denver Post or a national news outlet to officially launch The Boulder County Foodshed. Simultaneously, we will have a press event at a local farm to raise awareness around buying local while potentially serving as a model program other county's could adopt.



LAUNCH PARTY

To kickoff the event within the county, the steering committee will host a launch party at The Studio Boulder to raise money for the cause & galvanize support from key stakeholders. Attendees could be both influential people in the county, retailers, farmers etc.



SECTIONS HOME SEARCH The New York Times SUBSCRIBE NOW LOG IN

1. OP-ED CONTRIBUTOR The Benefits of Failing at French
2. WELL Train Like a German Soccer Star
3. Your Summer Cooking Tool Kit
4. OUT THERE Stalking the Shadow Universe
5. MARK B The T Burge

Sotheby's INTERNATIONAL REALTY PROPERTIES

The Opinion Pages | LETTERS

Beyond 'Foodie': It's About Our Values

JUNE 30, 2014

Rebecca Clarke

To the Editor:

Re "Rethinking the Word 'Foodie' " (column, June 25):

Mark Bittman writes that making healthy, sustainable food available and affordable for everyone is about more than food: that it involves questions of justice, rights and democracy. As communities across the country are finding, he's right.

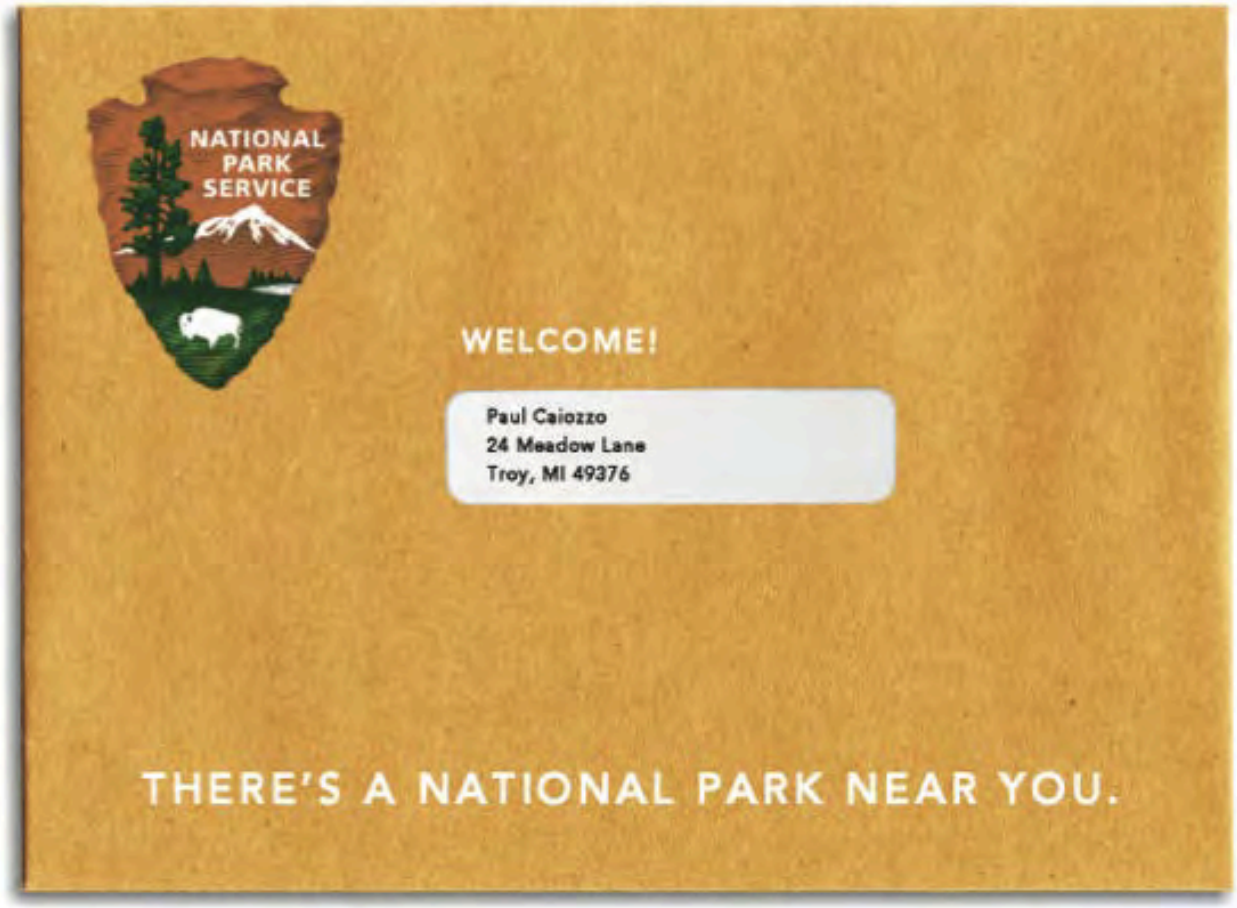
In Oregon, the Community Environmental Legal Defense Fund is working with farming communities that are learning that they don't have the right to establish sustainable food and farming

FOOD BILL OF RIGHTS // MANIFESTO

One of the first items to be implemented will be a MLFW 'Food Bill of Rights' or Manifesto. This will set the tone for all other touchpoints while serving as the campaign rallying cry. Ultimately, this will fire up passion within the Boulder County community as well as curiosity as to what the Foodshed means.

FARMER'S MARKET PACKETS

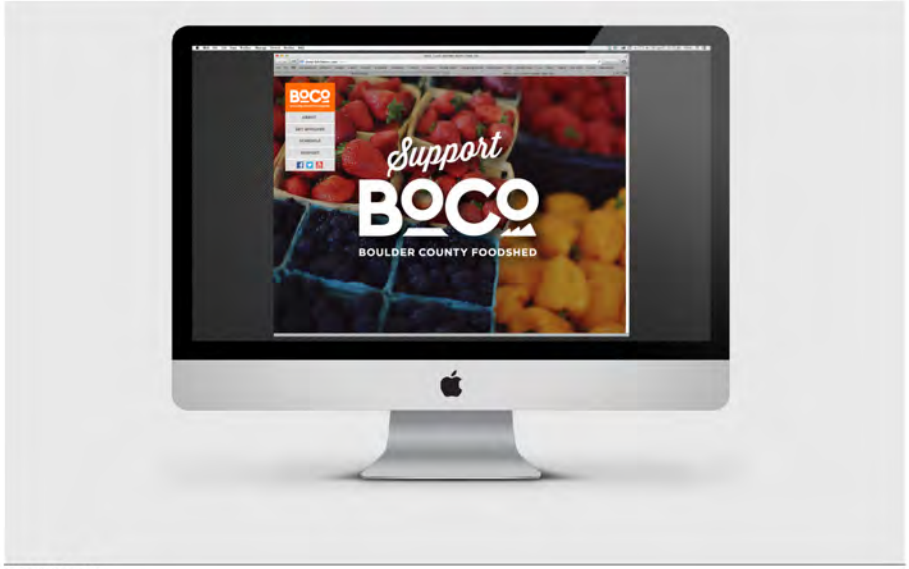
In a partnership with the Boulder Farmer's Market, we will create share packets to be distributed to regular shoppers to share with friends, family members and neighbors who do not shop at the farmer's market. The packets will educate and encourage them to support their local farmer's market. Ultimately demonstrating that community support of independent growers can enhance local economic opportunity and health/wellness within poorer communities.



WELCOME TO YOUR FOODSHED PACKETS

Whenever a new family moves to Boulder, changes address or signs up for school we can include a "Welcome to Your Foodshed" packet. This will invite Boulder County residents into a part of something bigger, while offering best practices on how to support, get involved and shop local.

LANDING PAGE



LANDING PAGE

WEBSITE

With our comms it will be important to have a webpage which we direct individuals interested in learning more about the Boulder County Foodshed. The website would also aggregate local CSA and share purchases to make it simpler and easier for our target audience to participate in the movement.

T-SHIRT // MEN'S

T-SHIRT // YOUTH

TANK TOP // WOMEN'S

RAGLAN T-SHIRT // MEN'S

MERCHANDISE

Everyone loves free merchandise, whether it be a sticker, hat, shirt or reusable bag; swag is probably one of the first key steps in the MLFW campaign. Getting the swag into the hands of key influential people in Boulder County will make them an ambassador for the movement, creating conversation within the local community. In addition to hip swag that Boulderites & visitors can't help but wear, we can create stickers similar to 'I voted' stickers to create visual social proof when people take action that advances the cause.

RETAIL

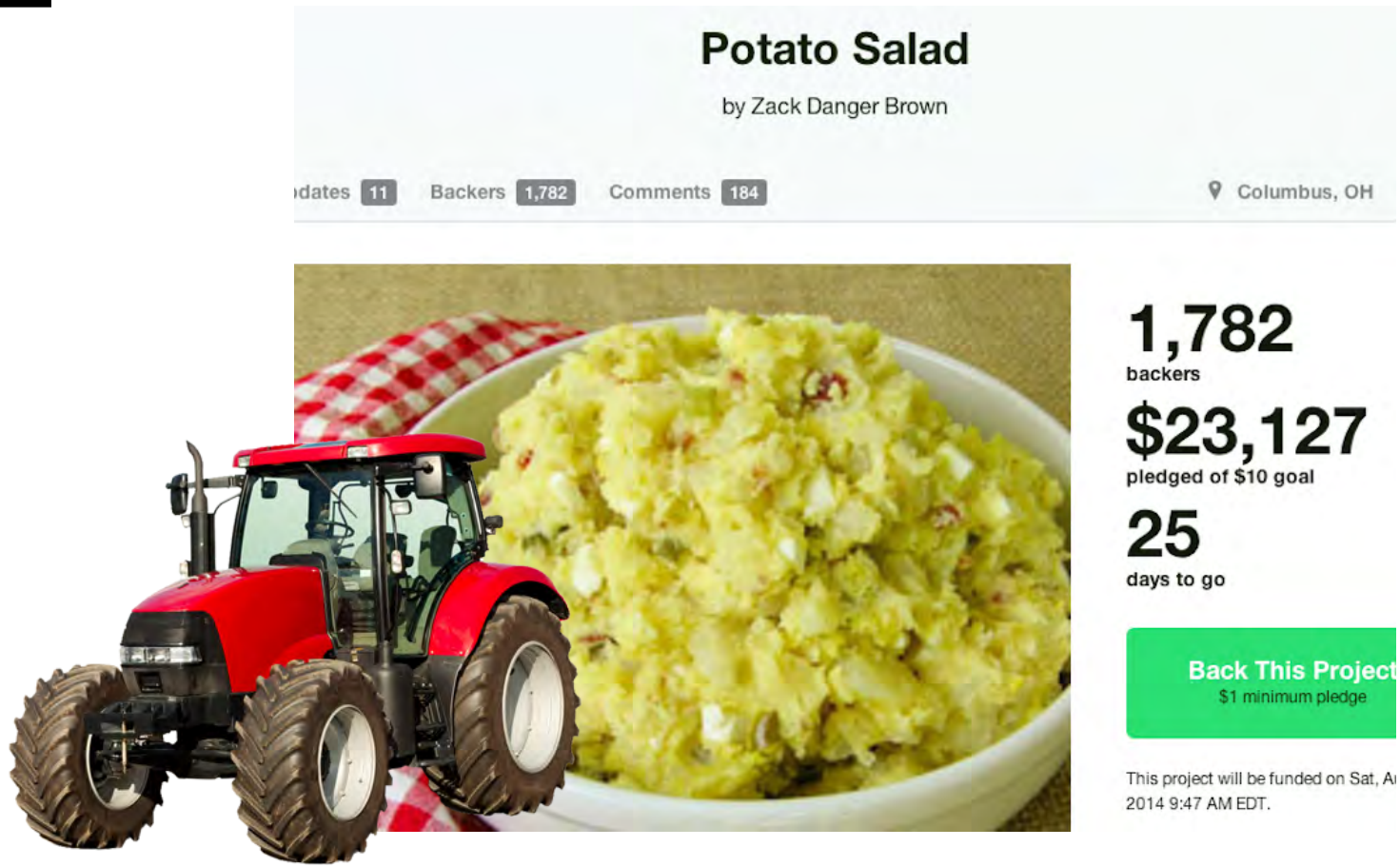
RETAIL

TOOLKIT FOR RETAILERS

It will be important to align with Boulder County retailers and badge produce/products at stores, retailers and the farmers market. With this in mind, we will provide them with an easy to implement messaging toolkit within their stores. Today, each retailer has their own branding to promote local products. The power of The Boulder County Foodshed will be strongest when it is accurately represented across all partners whether that be Naturally Boulder or Whole Foods Market.

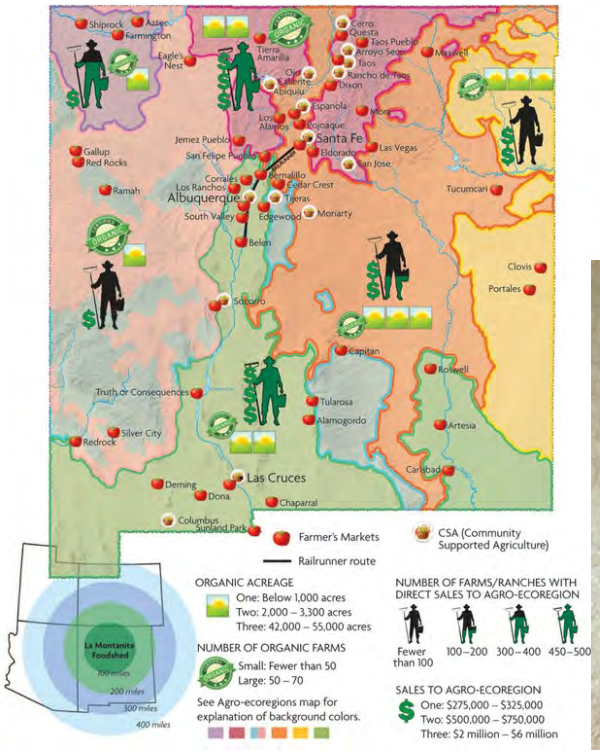
SOCIAL STRATEGY, SETUP + CONTENT MANAGEMENT

Having active social media hubs will be important in keeping the BoCo foodshed community up to speed with all things happening within their foodshed. The best part of using social channels is the free media. To have effective presence on social, it will be best to have a social strategy as well as a content manager to craft sharable, impactful and insightful posts.



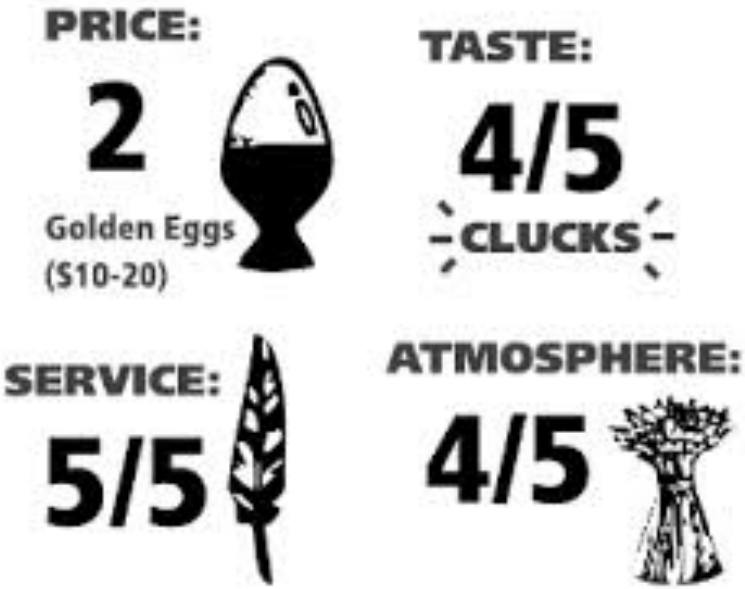
SILENT AUCTION SITE/CROPSTARTER

Cropstarter would serve as a silent auction donation site similar to that of Kickstarter were the people of Boulder County could pledge money to help out local community farmers. That could be anything from buying a new tractor for a farm to ensuring that they would purchase a percentage of a crop if the farmer were to grow it.



FOODSHED MAPS AND POSTERS

We will get local artists to design interesting maps that illustrate where the Boulder County Foodshed is. We can also repurpose these into framed posters, wrapping paper and post cards. All proceeds benefit the Foodshed.



BOULDER COUNTY FOODSHED BRIX SCORE

To demonstrate the true value of the Foodshed, we can establish a leadership movement on a national level by labeling products/producers websites with our version of brix scores and carbon footprint measurements.

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Making Local Food Work

Memorandum of Understanding

Purpose: This memo describes the scope, composition, expectations and governing structure of the Making Local Food Work (MLFW) initiative. MLFW will be a leader in increasing the demand for and supply of locally grown, raised, and produced foods. MFLW believes that by decreasing the distance and anonymity inherent in our globalized food system, we reconnect with our roots and build the community linkages and social capacity necessary to not only survive but thrive in spite of the inevitable shocks and stresses presented by our ever changing world.

Initial Supporters: While from different organizations with varying missions, we share an understanding that by shortening food chains we rebuild relationships with the land, our food and between ourselves. Accordingly, we actively encourage increasing the production and consumption of local food through practices such as market agriculture on open space, participation in community-supported agriculture and neighborhood gardens and edible landscapes, and public education about the importance of local food, all which offer the potential benefit of increased stewardship of our agricultural lands, tastier and healthier food choices, and a more vital economy where we keep as much of our dollars circulating locally as possible.

The following organizations, all Initial Supporters, have joined together to formally launch the Making Local Food Work initiative: The City of Boulder, Boulder County, Boulder County Farmers' Market, Boulder Valley School District, Chef Ann Foundation, Local Food Shift Group, Inc., Naturally Boulder, University of Colorado and 350 Boulder County. These organizations comprise the steering and governance committee for Making Local Food Work.

We intend to encourage others representing additional food interests to join as supporters and to participate in this endeavor.

Governing Structure:
The Steering Committee is committed to:

- Acting as the official management and oversight body for implementing MLFW initiatives
- Developing a budget to implement initiatives
- Quarterly evaluating the implementation of the initiatives and determining program effectiveness and funding requirements
- Selecting consultants or outside contractors to be paid from MFLW funds, and reviewing and approving any necessary contracts
- Encouraging robust discussion among all at the table
- Utilizing an integrative decision-making process and striving for consensus where possible
- Ruling by majority vote when necessary
- Having a voting membership comprised of Initial Supporters and additional organizations or groups approved by the Steering Committee
- Granting one vote per Steering Committee organization for formal votes

- Voting on strategic matters including budgetary actions, project scope and adoption, project promotion, and expanding voting membership
- Recognizing that a quorum—50% or greater of the voting membership—must be present for votes or significant decisions
- Establishing subcommittees as needed
  Reviewing this document every two years to renew, amend, or terminate this agreement.

Financial Operations:
The MLFW Steering Committee agrees that a qualified 501(c)(3) organization shall act as Contracting/Fiscal Agent. The fiscal agent shall accept, disburse and report on funds in accordance with generally accepted accounting principles and as outlined in the Fiscal Sponsorship Agreement attached hereto.

A checking account in the name of MLFW shall be opened and managed by the Chef Ann Foundation to administer MLFW's financial transactions.

The Steering Committee shall establish a MLFW Administrative Committee, made up of at least three Steering Committee representatives, to implement the guidance and decisions of the Steering Committee, to act as a liaison with the fiscal agent, approve and sign checks, approve preliminary financials, and perform as signatories for MLFW fiscal actions and funding proposals.

Engagement, Fundraising and Public Relations: Steering Committee organizations agree to actively promote the initiative in spirit and in practice, presenting it in a positive manner to the public and via their own marketing channels.

By signing this document, the Initial Supporters are committing to participate actively, or designate a representative(s) to do so, in promoting and implementing the goals of this project.

Effective Date and Term of Agreement: This agreement shall take effect and commence on October ??, 2014, provided it has been executed by a duly authorized representative of each of the initial supporting organizations.

The initial term of this agreement shall be two years from the Effective Date after which date it shall expire unless renewed.

A new member shall initiate its participation in this agreement upon a formal vote of the Steering Committee accepting their participation. After admittance, a new member must execute this agreement prior to commencing their participation.

Initial Supporters signatures:

BOULDER COUNTY

By: Cindy Domenico
Title: County Commissioner
Signature:_____

CITY OF BOULDER
By: Jane Brautigam
Title: City Manager
Signature:_____

BOULDER VALLEY SCHOOL DISTRICT
By: Ann Cooper
Title: Director of Food Services
Signature:_____

BOULDER COUNTY FARMERS' MARKET
By: Brian Coppom
Title: Executive Director
Signature:_____

CHEF ANN FOUNDATION
By: Mara Fleischman
Title: Executive Director
Signature:_____

LOCAL FOOD SHIFT GROUP, INC.
By: Lynette Marie Hanthorn
Title: Executive Director
Signature:_____

NATURALLY BOULDER
By: Edmee Knight??
Title: Board of Directors
Signature:_____

350 Boulder County
By: Micah Parkin
Title: Executive Director
Signature:_____

UNIVERSITY OF COLORADO??
By: ??
Title: ??
Signature:_____

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Fiscal Sponsorship Agreement

Between *Chef Ann Foundation* and *Making Local Food Work*

This fiscal sponsorship agreement (Agreement) is made by and between *Chef Ann Foundation*, known as *CAF*, (The Sponsor) and *Making Local Food Work* (The Project).

The Sponsor: *CAF* is a nonprofit organization incorporated in the State of Colorado with 501(c)(3) Internal Revenue Code (IRC) designation. It is formed for charitable, scientific and educational purposes. *CAF* agrees to serve as the fiscal sponsor for *Making Local Food Work*.

The Project: *Making Local Food Work* is a coalition of governmental, business, and non-profit Boulder County leaders, described further in the attached memorandum of understanding, who perceive a need to restore balance to our food system by promoting an increase in production, consumption and preservation of regional and local food options in Boulder County.

Terms of Agreement: This agreement is in effect starting on _____and remains in place until terminated. The agreement will be reviewed by the Sponsor and Project six months after adoption to ensure it is working effectively.

Shared Responsibilities.
The Sponsor:

- Serves as the fiscal agent for the Project
- Accepts funds, contributions, and gifts on behalf of the Project, and disburses revenues as requested by the Project
- Has the right to review funding applications
- Provides the Project financial information and documents to support funding requests
- Provides the Project financial updates and information quarterly or as requested
- Uses Generally Accepted Accounting Principles
- Assesses Fiscal Project fees at 10%, with a minimum contribution of $450 per month totaling $5400 per year.

The Project:

- Serves as governing body for Making Local Food Work
- Is responsible for funding requests, grant proposals and submissions
- Agrees to use any and all funds received from the Sponsor solely for legitimate expenses of the Project and to account fully to the Sponsor for the disbursement of these funds
- Reports progress to Sponsor as requested and agreed upon, and will submit one final report at the end of the Project
- Informs funding sources about fiscal sponsorship agreement and payments made directly to Sponsor

- Agrees not to use funds received from the Sponsor in any way that would jeopardize the tax-exempt status of the Sponsor
- Agrees to cover the cost of additional reports or other compliance measures required by a funding source
- Agrees to pay the Fiscal Project fees of 10%, with a minimum contribution of $450 per month totaling $5400 per year.

Restricted Fund: The Sponsor shall place the revenues received for the Project into a restricted fund to be used solely by the Project. The Project must act within the financial confines of the revenues received.

Termination and Separation: Either party may terminate this Agreement by giving 60 days' written notice to the other party.

Entire Agreement: This Agreement constitutes the only agreement, and supersedes all prior agreements and understandings, both written and oral, between the Sponsor and Project.

Miscellaneous: In the event of any controversy, claim or dispute between the parties arising out of or related to this Agreement, or the alleged breach of this Agreement, the prevailing party shall, in addition to any other relief, be entitled to recover its reasonable attorneys' fees and costs of sustaining its position. Each provision of this Agreement shall be separately enforceable, and the invalidity of one provision shall not affect the validity or enforceability of any other provision. This Agreement shall be interpreted and construed in accordance with the laws of the State of Colorado applicable to contracts to be performed entirely within Colorado. The failure of the Sponsor to exercise any of its rights under this Agreement shall not be deemed a waiver of such rights.

Indemnification: The Project hereby irrevocably agrees, to the extent permitted by law, to defend, indemnify and hold harmless the Sponsor, its officers, directors, and employees from and against any and all claims, liabilities, losses and expenses (including reasonable attorneys' fees) directly, indirectly, wholly or partially arising from or in connection with any act or omission of the Project and its representatives, in fundraising and applying for or accepting grant funds, in expending or applying the funds according to the grantmaker or in carrying out the Project to be funded by a grantor or donor, except to the extent that such claims, liabilities, losses or expenses arise from or in connection with any act or omission of the Sponsor and its officers, directors and employees. The liability of Project participants and the fiscal agent shall be limited to the amount of each participants' contribution.

The parties have executed this Agreement effective on _____(date).

To be signed by the fiscal agent Chef Ann Foundation and
Members of the Making Local Food Work Administrative Committee

CHEF ANN FOUNDATION
By: Mara Fleischman
Title: Executive Director
Signature:_____

Members of the MLFW Administrative Committee???

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TO: Members of Council
FROM: Dianne Marshall, City Clerk's Office
DATE: October 21, 2014
SUBJECT: Information Packet

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1. **CALL UPS**
   - **A.** 1750 14th Street (LUR2014-00032)

2. **INFORMATION ITEMS**
   - **A.** Update to City Council and Notice of Planning Board Action on Density/Right-of-Way Draft Ordinance

3. **BOARDS AND COMMISSIONS**
   - **A.** Beverages Licensing Authority – September 17, 2014
   - **B.** Landmarks Board – October 1, 2014
   - **C.** Planning Board – August 28, 2014
   - **D.** Planning Board – October 2, 2014

4. **DECLARATIONS**
   - **A.** Boulder History Museum Day – October 10, 2014
   - **B.** Larry Donner Day – October 17, 2014
   - **C.** Geography Awareness Week – November 16-22, 2014

INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning + Sustainability
Susan Richstone, Deputy Director of Community Planning + Sustainability
Charles Ferro, Development Review Manager
Elaine McLaughlin, Senior Planner

Date: October 21, 2014

Subject: Call-Up Item: 1750 14th Street (LUR2014-00032)

EXECUTIVE SUMMARY

On Oct. 2, 2014, the Planning Board approved with conditions (6-1, Payton opposed) the above-referenced application as provided in the attached Notice of Disposition (**Attachment A),** finding the project consistent with the Site Review criteria of Land Use Code section 9-2-14(h), B.R.C. 1981. Approval of the application would permit a four story, 52-foot tall mixed use building within the Downtown 5 (DT-5) zoning district.

The proposed project is for the construction of a four story, 69,541 square foot mixed use residential/commercial building that surrounds the existing two story, 28,187 square foot James Travel building. A total of 41 attached apartment units are proposed in 28,187 square feet, along with a 20,881 square feet of common area and 10,084 square feet of commercial floor area. The new building is proposed with three levels of commercial/office space on the western portion of the building and small "micro-office" space that wraps the first floor parking structure and aligns proposed multi-use path along the North Boulder Farmers Ditch. The Planning Board approved modifications to the development standards for height from 38 feet to 52 feet and number of stories from two to four stories; along with a rear yard setback modification from 15 to two feet, and a residential parking reduction from 1.25 spaces per unit to one space per unit.

The Planning Board decision is subject to City Council call-up within 30 days concluding on Nov. 3, 2014. There is one City Council meeting within this time period for call-up consideration on Oct. 21, 2014. The staff memorandum of recommendation to Planning Board and other related background materials are available on the city website for Planning Board, follow the links: *www.bouldercolorado.gov ➔ A to Z ➔Planning Board➔search for past meeting materials planning board➔2014➔10.2.2014 PB Packet.*

BACKGROUND

The site is located approximately 150 feet from the intersection of 14th Street and Canyon Boulevard in what's been referred to as "South of Downtown Area" (or "SODA"). The site is currently occupied by the existing two-story James Travel company offices on the southwest corner of the site and there is a 62-space surface parking lot on the site surrounding the building on the north and east. The North Boulder Farmers Ditch aligns just outside of the south side of the property that is also lined by mature trees and vegetation. The site also interfaces with the Civic Area based upon the plan that was adopted last year.

Boulder Valley Comprehensive Plan: Regional Activity Center. The subject site is located within one of the three Regional Activity Centers identified within the Boulder Valley Comprehensive Plan. As noted on page 20 of the Boulder Valley Comprehensive Plan,

> *Boulder's commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community. At the highest level of intensity are the city's three regional centers. They form a triangle at Boulder's geographic center: the Historic Downtown, the Boulder Valley Regional Center (BVRC), and the University of Colorado (CU) with the University Hill business district, which also serves as a neighborhood center for the surrounding area. Each regional center has a distinct function and character, provides a wide range of activities and draws from the entire city as well as the region.*

Consistent with the regional activity center designation, the land use under the Comp. Plan is Regional Business.

Zoning. Located in the highest intensity downtown zoning district of the downtown, the DT-5 zoning district is defined within the Land Use Code section 9-5-2, B.R.C. 1981 as follow:

> *"The business area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail, residential and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown.*

The DT-5 zoning district permits four stories with height up to 55 feet through Site Review analysis and approval.

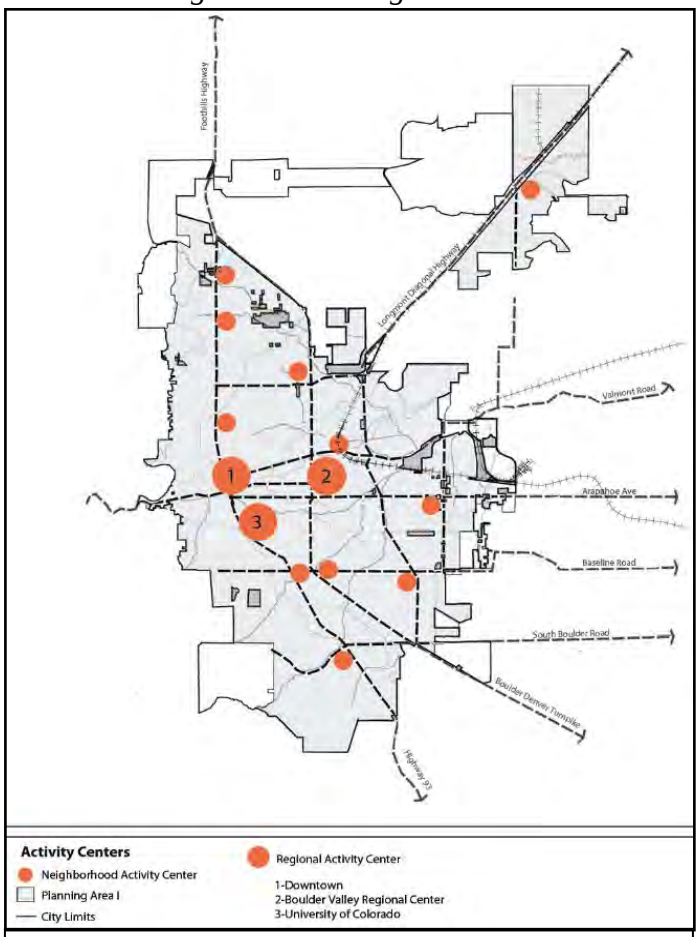


Figure 1:
BVCP Defined Regional Activity Areas

Downtown Urban Design Guidelines. Like the downtown zoning, the Downtown Urban Design Guidelines were also an outgrowth of the Downtown Urban Design Plan of 1986 and the Downtown Alliance Report in the 1990s. The guidelines were adopted to provide guidance on the design and character of development within the downtown zoning districts. Under the guidelines, the site is part of the Non-Historic area defined as,

> *"offering unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations*."

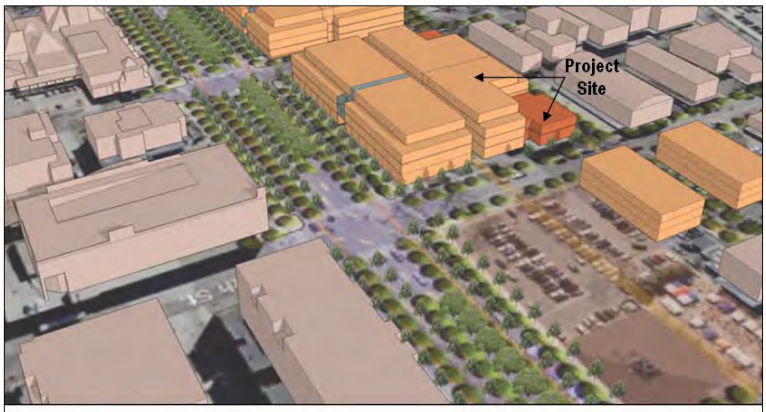
Further, as noted on Page 8 of the guideline: "*The RB-1X zone* (now termed DT-5) *is the area likely to undergo the most significant change."* Because of the location of the site within the "Non Historic" area of the downtown, a consistency analysis of the proposed project with the non-historic district was reviewed by the Planning Board who concluded that the project is in keeping with the guidelines.

Central Area General Improvement District. The site is located within CAGID and as such there is no parking requirement for non-residential uses, but the residential uses require a parking ratio of 1.25 spaces per dwelling unit. The site's central location surrounded by transportation options makes it ideally suited for the mix of uses that are proposed. The site is also located across Canyon Boulevard from the regional RTD bus station. Similarly, there are a number of transit lines surrounding the site along Canyon Boulevard, 15th Street, and Arapahoe Avenue. The regional bike path along Boulder Creek is a quarter mile to the south. In light of the location and given the provision of long term and short term bike storage for up to 96 bikes on the site, the Planning Board approved a 14 percent parking reduction on the site, equating to one space per unit.

Transportation Master Plan (TMP). The Transportation Master Plan illustrates extension of a multi-use path along the North Boulder Farmers Ditch to connect from the Civic Area into Goss Grove neighborhood. The project plans illustrate this link which would meet the goals of the TMP. The city is also planning to extend the multi-use path from the site to 15th Street through the Missing Link's transportation program.

South of Downtown Area Study. The project site is located within the study area for the South of Downtown Area (SODA) analysis that was used to inform code changes focused on those areas of DT-5 zoned land south of Canyon Boulevard, adopted on Sept. 20, 2011. Among the elements approved was the codification of a 65-foot building setback from the centerline of Canyon Boulevard for DT-5 and P (Public) zoning districts along Canyon Boulevard from 9th to 16th streets.

More importantly for this project site in particular, the SODA study affirmed that DT-5 zoning should be kept intact for the



- Is consistent with Planning Board's preference to keep the DT-5 zone district intact on both sides of Canyon Blvd.
- Reduces the 4th story setback to 15 feet
- Adds east-west and north-south connections in an adopted connections plan to help reduce the perceived and real mass of new buildings
- Property owners are most supportive of retaining the existing FAR

Figure 2: Excerpt from the South of Downtown Area study (preferred Option)

area south of Canyon Boulevard, including the allowance of the 2.7 FAR, four stories with a 4th story setback of 15 feet, on both sides of Canyon Boulevard. In the SODA analysis, the council evaluated three options for zoning, guidelines, and connections plan for the DT-5 zoning district south of Canyon Boulevard. As shown in Figure 2, "Option 3" massing study was the preferred option; it illustrates the 65-foot building setback from the centerline of Canyon Boulevard, along with the DT-5 zoning (on either side of Canyon Boulevard) mass and bulk. As can be seen, a portion of the illustration includes the site and the proposed project appears consistent with this massing study.

Plan for the Civic Area. The plan was adopted for an area generally bound by 14th Street west to 9th Street and from Arapahoe Avenue to Canyon Boulevard considered to be the "*symbolic, geographic and functional civic heart"* of Boulder. The plan is intended to provide the vision and guiding principles for the area. While the site is not specifically a part of the area encompassed within the Plan for the Civic Area, there are inherent assumptions about the build out the Civic Area that would require a certain level of intensity in the surroundings to activate the Civic Area. The plan's intent is also in part to,

> "*provide direction for the future of adjacent private lands, encouraging coordinated planning and proposals that are consistent with the intent of this plan."*

The area plan illustrates greater intensity on the project site which is adjacent to the area defined in the plan as the East End, see Figure 3 which is an excerpt of the overall vision plan. The East End of the civic area, located across 14th Street from the proposed project is described as follows:

> "*The East End (from 13th Street to 14th Street between Canyon Boulevard and Arapahoe Avenue) will include an expanded Farmers' Market and plaza space, the Dushanbe Teahouse, the BMoCA building, possibly a public market hall, a mixed use community services /innovation center and performing arts space, and structured parking to support these functions. Additionally, small restaurants, cafes, incubator offices, hotel and/or residential units, will be mixed in with city services and civic functions, such as event and meeting space. This will ensure activity and interest throughout the day and night, all week long, all year round."*

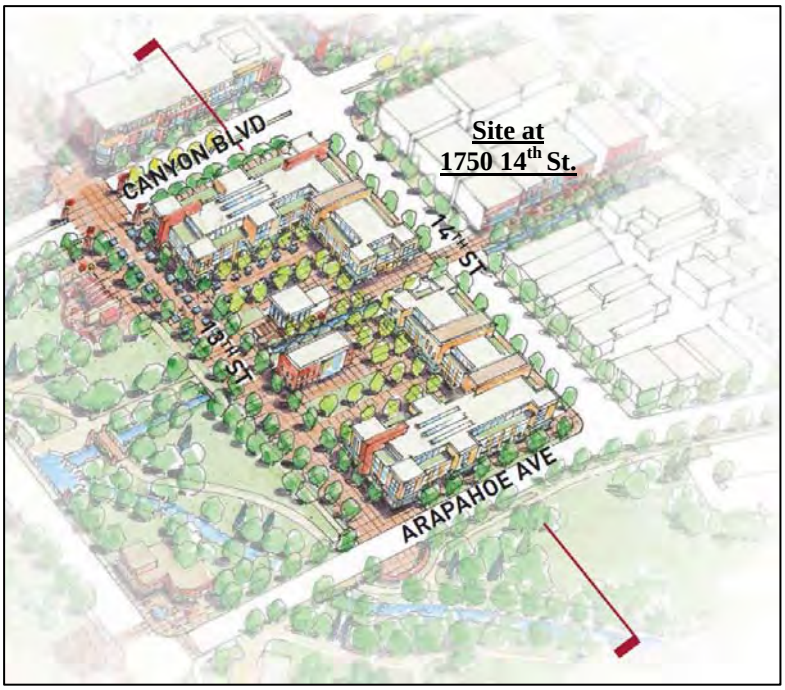


Figure 3:
Site in context of the "East End" of the Civic Area Plan

As a part of the plan for the Civic Area, an Access and Mobility Plan was prepared to identify critical linkages throughout the civic area with emphasis placed on strong connectivity from the civic area to downtown; to the university campus and Boulder Creek, and to Goss Grove neighborhood via a new multi-use path connection along the Farmers Ditch. An excerpt from the Access and Mobility Plan is provided in Figure 4 that illustrates the site location. Among the goals for the plan is to create an "*east west pedestrian corridor through the Goss/Grove neighborhood starting at 14th Street and continuing to 17th Street*" with the intent to connect the civic area and the neighborhood, as shown in green dashed line. The red hatched line along 14th Street is defined as a "potential transit corridor" under the plan.

Figure 4: Civic Area Access and Mobility Plan

PROPOSED PROJECT

Figure 5 is the rendering of the proposed building looking toward the southeast that also illustrates the new building in relation to the existing James Travel building that will remain. Figure 6 illustrates a sketch of the proposed building with micro-offices aligning the planned multi-use path. The proposed building is planned to be predominately a light colored, stacked bond pattern of brick, with wood accents, hard coat smooth plaster, and several other accent materials including fiberglass green screen on the eastern parking structure elevation; steel mesh enclosures on the balconies of the residential units; and rainscreen paneling.

Figure 5 Perspective Looking Southeast with Existing James Travel Building on Right

Figure 6: sketch of proposed building with "micro-offices" aligning the planned multi-use path along ditch

Of the 41 units proposed, there are eight "compact units" ranging in size from 492 to 506 square feet that are essentially small one-bedroom units; 23 larger one-bedroom units from 626 to 777 square feet; and 10 two bedroom units 843 to 1,028 square feet.

The proposed project has an inclusionary housing requirement of 8.6 affordable units. While staff encourages all applicants to provide affordable units on-site, the Inclusionary Housing Ordinance provides several options for meeting the requirement all of which are acceptable and should be considered equal for purposes of Site Review. At this time, the applicant is pursuing funding to lower the affordability of four rental units that are proposed to be provided on-site with the remainder of the requirement being met by a cash-in-lieu contribution to the Affordable Housing Fund. Please note that no outcome can be assured at this time and every option for meeting the Inclusionary Housing requirement is available to the applicant up until the time of building permit issuance. The project plans in their entirety are available in for review in the City Council office of the City Manager's Office.

Public Comment and Participation. Required public notice for Site Review was given in the form of written notification mailed to all property owners within 600 feet of the subject site and the public notification sign was posted on the property for at least 10 days, per the public notification requirements of Section 9-4-3, B.R.C. 1981. Prior to the Planning Board hearing, staff received four emailed letters regarding the project: three of the letters articulated support for the project, and one from a neighboring tenant expressed concerns about the impacts of a parking reduction to adjacent tenants, the planned height and intensity, as well as diminished viewshed from the property. During the public hearing, eight members of the public spoke about the project, four members articulated opposition to the project due to mass and scale, lack of parking, diminished viewshed. Four members of the public spoke in favor of the project noting the appropriateness of the mixed use building in the downtown context.

Design Advisory Board Review. The Boulder Design Advisory Board (BDAB) reviewed and discussed the application on May 14, 2014 and June 11, 2014 at regularly scheduled BDAB meetings. The BDAB provided the applicant with a written summary of the BDAB review specific to each applicable design guideline within BVRC guidelines along with recommended changes to the building. The applicant implemented several of the recommendations. Both staff and the Planning Board found that the unique location of the site within the non-historic district, and outside of the historic downtown didn't necessitate strict application of the design guidelines given the limited existing pedestrian context of the site.

PLANNING BOARD HEARING

The Planning Board reviewed the application on Oct. 2, 2014. At the hearing, the board discussed following key issues:

1. Consistency with BVCP policies and Zoning
2. Responsiveness to Concept Review Comments, project consistency with the Non-Historic District Guidelines along with Architecture and Design.
3. Consistency with Site Review Criteria
4. Parking Reduction Request
5. Setbacks Modification Request

In the discussion of Key Issues, the board found that the proposed project was consistent with the BVCP land use designation and policies, as well as the DT-5 zoning. The board also found that the application was responsive to comments received at Concept Plan review and that the project was consistent with the Downtown Urban Design Guidelines for the Non-Historic district. There was discussion about changes made to the earlier Concept Plan version of the building which some board members noted was a more interesting design, albeit not in alignment with all of the design guidelines. The board concluded that the mixed use building providing varied sizes of both residential and office, the provision of a significant amount of bike storage, and the proposed extension of the multi-use path aligning the ditch will contribute to the downtown and the neighborhood.

SUMMARY OF ANALYSIS

In approving the application, a majority of the Planning Board found that the proposal to be consistent with the Site Review criteria of the Land Use Code subsection 9-2-14(h), B.R.C. 1981 and Design Guidelines, because:

1. The proposed project meets the Site Review Criteria for pedestrian oriented building design, high quality building materials, measures to reduce dependence on single occupant vehicles, and consistency with the policies of the BVCP.

2. The proposed project's massing, scale, design and materials are compatible with the surrounding context where a variety of building heights exist in an area anticipated for higher intensity redevelopment.

3. The application is consistent with the Downtown Urban Design Guidelines for the Non-Historic area for the following reasons:

    a. The building meets the stated intent of the guidelines,

    > "*areas offering unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations*."

    b. The mass and scale of the building is articulated consistent with the guidelines with placement of a four story building mass stepped back from the front façade of the building.

    c. The building will maintain a human scale with use of standard brick and traditional storefront elements on the ground floor to ensure pedestrian interest on the first floor, as recommended in the guidelines and as demonstrated below in Figure 7.

Figure 7:
Front of proposed building with traditional building elements in a contemporary configuration.

4. While the site is located within the Central Area General improvement District (CAGID), where parking is not required for non-

residential uses, the project will provide 43 vehicle spaces for the residents. Given the planned provision of internal, secured bicycle parking is for up to 56 bicycles, and 40 exterior bike parking spaces (for a total of 96 bike parking spaces, in excess of the required five bike parking spaces); and given proximity to the regional bus facility, the citywide bike path connections; and the uses and services of downtown, the parking reduction was found to meet the review criteria.

CONCLUSION

By a majority vote (6-1, Payton opposed) the Planning Board approved the application with conditions. Consistent with the land use code section 9-4-4(c), B.R.C. 1981, if the City Council disagrees with the decision of the Planning Board, it may call up the application within a 30-day call up period which expires on Nov. 3, 2014, and with one City Council meeting during that time, it may consider this application for call-up at its **Oct. 21, 2014** public meeting.

ATTACHMENTS:

A. Planning Board Notice of Disposition dated Oct. 2, 2014
B. Project Plans and Written Statement

CITY OF BOULDER
Community Planning & Sustainability

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

CITY OF BOULDER PLANNING BOARD NOTICE OF DISPOSITION

You are hereby advised that on October 2, 2014 the following action was taken by the Planning Board 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:	**THE JAMES**
DESCRIPTION:	**SITE REVIEW for construction of a 69,541 square foot mixed use residential/commercial building located at 1750 14th Street. New construction includes 10,232 square feet of commercial floor area, 20,881 square feet of common area (including under building parking) and 28,187 square feet of residential floor area containing 41 dwelling units. The existing 10,379 square foot James Travel commercial office buidling to remain on the same lot. Case no. LUR2014-00032.**
LOCATION:	**1750 14TH ST**
COOR:	**N03W06**
LEGAL DESCRIPTION:	**Lot 1, James Subdivision, City of Boulder, County of Boulder, State of Colorado**
APPLICANT:	**KYLE MCDANIEL**
OWNER:	**14th Street Element LLC**
APPLICATION:	**Site Review, LUR2014-00032**
ZONING:	**DT-5**
CASE MANAGER:	**Elaine McLaughlin**
VESTED PROPERTY RIGHT:	**NO; the owner has waived the opportunity to create such right under Section 9-2-19, B.R.C. 1981.**

APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS:
Section 9-9-6, B.R.C.: Parking Reduction of 14 percent
Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981:

- Height Modification to 52 feet when 38 feet is allowed by right
- Four stories when two stories are permitted by-right
- Rear yard setback of two feet where 15 feet is by-right

This decision may be called up before the City Council on or before **November 3, 2014** If no call-up occurs, the decision is deemed final thirty days after the Planning Board's decision.

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

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND SIGNED FINAL PLANS 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 BOARD 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, Boulder Revised Code 1981) the development within three years shall cause this development approval to expire.

At its public hearing on October 2, 2014 the Planning Board approved the request with the following motion:

On a motion by **J. Putnam**, seconded by **L. May**, the Planning Board voted 6-1 (**L. Payton** in opposition) to approve Site Review case no. LUR2014-00032 as described in the staff memorandum, incorporating the staff memorandum and the attached Site Review criteria checklist as findings of fact, and subject to the recommended Conditions of Approval in the memo as amended by the Errata sheet that was handed to the Board for the October 2, 2014 meeting.

CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** dated August 28, 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.

2. 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 in the records of the Boulder County Clerk and Recorder at Reception No. 03272542 on December 6, 2012.

3. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for the following items, subject to approval of the City Manager:

    a. **Final architectural plans, including materials and colors, to ensure** compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the approved plans dated August 28, 2014 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.

    b. A **final site plan** showing the corrections and additions requested by this approval, including building setbacks on fully dimensioned plans. A signed survey drawing should also be submitted.

    c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.

    d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards, which includes information regarding the groundwater conditions (geotechnical report, soil borings, etc.) on the Property, and all discharge points for perimeter drainage systems.

    e. **Final transportation plans** in accordance with City of Boulder Design and Construction Standards, for all transportation improvements. These plans must include, but are not limited to: plan and profile drawings and construction plans for the public access drive and all public sidewalks.

    f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to insure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in city right-of-way must also receive prior approval of the City Forester.

    g. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C. 1981.

4. Prior to the approval of the Technical Document Review application as described in Condition No. 3 above, the Applicant shall provide to the City **written approval and permission from the Boulder and Lefthand,**

North Boulder Farmers, and Boulder and White Rock ditch companies to the Applicants for the approved plans dated August 28, 2014, in accordance with the City of Boulder Design and Construction Standards.

5. Prior to a building permit application, the Applicant shall dedicate to the City, at no cost, the following easements as shown on the approved plans, meeting the City of Boulder Design and Construction Standards, as part of Technical Document Review applications, the form and final location of which shall be subject to the approval of the City Manager:

    a. A twenty foot wide **utility easement** over the northern portion of the property; and
    b. A twenty foot wide **public access easement** over the northern portion of Lot 1, beginning at the eastern property boundary and extending to the western edge of the parking structure.
    c. An approximately fifteen foot wide **public access easement** along the southern property line.

6. Prior to a building permit application, the Applicant shall ensure that the **owner of Lot 2**, James Subdivision, County of Boulder, State of Colorado, **dedicates to the City a twenty foot wide easement over the northern portion of Lot 2 for ingress and egress purposes** for the benefit of the Applicant's property and for emergency access purposes for the benefit of the City to ensure ingress and egress to the Applicant's development. An equivalent arrangement may be approved by the City Manager instead of this easement.

7. Prior to a building permit application, the Applicant shall **demonstrate compliance with Section 9-9-10, "Structures in Private Easement,"** B.R.C. 1981.

8. Prior to a building permit application, the Applicant shall **obtain revocable right-of-way permits** pursuant to section 8-6-6, B.R.C. 1981 for the proposed awnings, as shown on the approved plans, that project into the public right-of-way and public easements.

By:

David Driskell, Secretary of the Planning Board

Note: Due to the size and number of pages of the plan set, Attachment B was too large to include in the memo. Therefore, a complete set of plans is available in the City Council office of the City Manager's Office.

INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning + Sustainability
Susan Richstone, Deputy Director of Community Planning + Sustainability
Charles Ferro, Development Review Manager
Karl Guiler, Senior Planner/Zoning Code Amendment Specialist

Date: Oct. 21, 2014

Subject: Information item: Update to City Council and notice of Planning Board action on draft density/right-of-way draft ordinance.

EXECUTIVE SUMMARY

The purpose of this information packet memorandum is to update City Council on the Planning Board action and status of the density/right-of-way ordinance. The ordinance would permit land dedicated as right-of way for new transportation connections, as designated in adopted area plans or adopted transportation network plans, to be included in the calculations of lot area to determine allowable density (dwelling units per acre) and Floor Area Ratio (FAR) as well as open space requirements through Site Review.

Based on the recommendation of denial from Planning Board and concerns that the proposed code amendment may be more appropriately considered as a long-term action item, staff is not planning to advance the proposed ordinance to City Council. Rather, the proposed change will be identified as a potential work program item in 2015 to be prioritized with other potential code changes. Background on the proposal and links to relevant staff memoranda are found below.

BACKGROUND

The proposed ordinance would amend the Land Use Code consistent with a recommended action of the Economic Sustainability Strategy as follows:

> *Action 3.5, page 17, Economic Sustainability Strategy - Revise the land use regulations to allow, through Site Review, the density and floor area that would otherwise be permitted prior to the dedication of land for public right-of-way in areas where the city has adopted connections plans.*

The proposed amendment was also identified as a short-term action item of the Comprehensive Housing Strategy (CHS) as a way to remove regulatory barriers to housing creation. Further, the

ordinance was meant to remove barriers to redevelopment on sites in area plan areas with required public right-of-way dedications. Because right-of-way dedications can result in significantly smaller project sites, the dedication requirements can be a disincentive for dedication of planned connections for redevelopment, since this increases the costs of building new connections and reduces development potential. These deductions effectively reduce allowable density (dwelling units per acre) and/or the allowable floor area of a development. Without incentives it makes it difficult for the city to realize the connections envisioned within the adopted plans. In some zoning districts, lot area governs the number of units permitted and the total permitted FAR.

Planning Board reviewed the proposed ordinance to amend the Land Use Code on May 1, 2014 and recommended approval of the ordinance on a 4- 2 vote (*May and Gerstle, opposed, Brockett, absent*) . A link to the staff memorandum and audio from the meeting can be accessed here. On May 20, 2014, City Council passed the ordinance on first reading. A link to the first reading memo can be found here.

Since that time, Planning Board raised concerns about the ordinance and on June 5th voted to have rehearing of the ordinance. On Aug. 7, 2014, Planning Board recommended denial of the draft ordinance 4-2 vote (*Payton, Putnam, and Brockett opposed, B. Bowen absent*). A link to the rehearing memorandum and audio from the meeting can be accessed here. The minutes from the Aug. 7th is also attached in **Attachment A**.

ATTACHMENTS:

A. Planning Board (draft) minutes from Aug. 7th meeting

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
August 7, 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
Crystal Gray
John Gerstle
Leonard May
Liz Payton
John Putnam

PLANNING BOARD MEMBERS ABSENT:
Bryan Bowen

STAFF PRESENT:
Susan Richstone, Deputy Director for CP&S
Hella Pannewig, Assistant City Attorney
Susan Meissner, Administrative Assistant III
Chandler Van Scahaack, Planner I
Karl Guiler, Senior Planner
Heidi Hansen, Civil Engineer II

1. CALL TO ORDER

Chair, **A. Brockett**, declared a quorum at 6:06 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: 28th St. Multi-Use Path, Iris Ave to Yarmouth Ave Floodplain Development Permit (LUR2014-00048). Expires: August 14, 2014.

B. Information Item: Floodplain mapping revisions for Lower Bear Creek and Upper Boulder Slough.

5. PUBLIC HEARING ITEMS

A. Public hearing and consideration of a Use Review application, no. LUR2014-00044, for expansion of the Escoffier Culinary School within the Table Mesa Shopping Center

at 693 Table Mesa Dr. The area of expansion is located within the Residential Medium-2 (RM-2) zone district. The applicant intends to pursue Vested Rights per section 9-2-19, B.R.C. 1981

Applicant: Vince Porreca
Owner: W.W. Reynolds Companies

Staff Presentation:
C. Van Schaack presented the item.

Board Questions:
C. Van Schaack answered questions from the board.

Applicant Questions:
Bill Reynolds, the applicant, answered questions from the board.
Kurt Bachman and **Bob Saiz** from the Cooking School, answered questions from the board.

Public Hearing:
1. David Willard, 3975 Dehesa Ct., did not feel that this was a good use for the neighborhood; students would likely be coming from other parts of town.

Board Discussion:
C. Gray thought that this was a good proposal. It will provide a good buffer to the residential neighborhood to the south and will be a good addition to the area. She liked that it provided Eco-Passes.

J. Putnam thought this was a good use and noted that the site is very accessible by transit.

Motion:
On a motion by **C. Gray**, seconded by **J. Putnam** the Planning Board voted 6-0 (**B. Bowen** absent) to approve Use Review application LUR2012-00101, adopting the staff memorandum as findings of fact and subject to the recommended conditions of approval with the addition of hours on Saturday from 8am to 7 pm.

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** and the Applicant's written statement dated June 12, 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.

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: PUD# P-79-20 and Special Review #SR-79-22.

B. Rehearing to consider a recommendation to City Council on an ordinance implementing recommended actions of the Economic Sustainability Strategy (ESS) and achieve "early win" goals of the Comprehensive Housing Strategy (CHS) by amending Title 9, "Land Use Code," B.R.C. 1981, by adding a new intensity standard to Chapter 9-8, "Intensity Standards," B.R.C. 1981, to permit land dedicated as right-of way for new transportation connections as designated in adopted area plans or adopted transportation network plans to be included in the zoning calculations for lot area to determine allowable density (dwelling units per acre) and Floor Area Ratio (FAR) as well as open space requirements on lots.

Staff Presentation:
S. Richstone introduced the item
K. Guiler presented the item.

Board Questions:
K. Guiler answered questions from the board.

Public Hearing:

1. **Lois LaCroix, 2835 Elm Ave**, spoke in opposition to the proposed ordinance. She is not in favor of density in Boulder.
2. **David Williard, 3975 Dehesa Ct.,** asked the board to consider the neighbors and property values when allowing for high density developments. He encouraged the city to add more parks and playgrounds to the new developments to disperse noise and congestion.
3. **Richard Harris, 2645 Briarwood Dr.,** spoke in opposition to the proposed ordinance. He thought it was disingenuous and offensive to taxpaying citizens.
4. **Patrick Dillard, 835 33rd Street**, spoke in opposition to the proposed ordinance. He felt it would be important to build a Boulder County train system and invest in local transit, similar to Aspen.
5. **Amy Tremper, 1529 Easy Rider Lane**, spoke in support of the ordinance. She hoped it would create smaller affordable market rate units in Boulder. She thought that it would have been more widely supported by the public if it had been vetted during the North Boulder Subcommunity Plan update process.
6. **Steve Pomerance, 335 17th Street**, spoke in opposition to the proposed ordinance. He thought there were other ways to achieve the desired outcomes and that it would be bad practice to change rules mid stream. He will send ideas to the board via email.
7. **Sue Prant, 3172 29th Street**, the Director of Community Cycles, spoke in support of the proposed ordinance. She has seen many cases where developers are penalized by creating connections. The city should look for ways to make the connections possible. It would be a loss to miss the opportunity to break up super blocks.
8. **Zane Selvans, 744 Marine Street**, supported the proposal. He encouraged the creation of walkable nodes throughout the city and thought that this ordinance would provide opportunities to do so.
9. **Carolyn Hales, 3675 Aspen Ct**., spoke in favor of more density and thought that this would only make a modest change. She noted that density is more sustainable than the alternatives; Boulder already has ample open space.

DRAFT

10. **Sally Eckert, 10005 Colb Hill Rd**., spoke in support of the proposed ordinance and for providing places for people to gather.
11. **Gary Sprung, 3675 Aspen Court**, spoke in favor of density and the proposed ordinance.
12. **Will Toor, 3032 10th Street**, spoke in support of the ordinance on behalf of Better Boulder. This is a modest and reasonable fix. He noted that this would work with the city's goals and that the type of development within the vicinity of public transit stations would support the city's sustainability goals.
13. **Alan Boles, 525 College Avenue**, from Plan Boulder County, spoke in opposition to the proposed ordinance. He thought that Boulder is going through a development binge and thought that this change would benefit developers.
14. **Sandra Snyder, 3040 18th Street**, spoke in opposition to the proposed change. She did not think that this provided a clear quality of life improvement or that this was the right way to go about this issue.
15. **Jim Leach, 1680 Yellow Pine**, felt that north Boulder needed this ordinance. The west side of Broadway is currently adversely impacted by issues that this would mitigate. He thought that Boulder is moving away from a suburban culture; density has more to do with quality of life than profit.
16. **Cosima Krueger-Cunningham, 977 7th Street**, expressed a series of concerns pertaining to increased density and its repercussions on children, dogs and the urban forest.
17. **Adrian Sopher (**pooled time with **Elisabeth Patterson** and **Kenneth Hotard),** spoke in support of the proposed ordinance. He noted that 42% of his project area in the Transit Village that will incorporate affordable housing was required to be dedicated to roadways. Because it was the first project in the area, he was also required to accommodate all utilities and drainage. He did not think that it was clear that there was a difference between Net and Gross densities when the Transit Village was conceived.
18. **Steve Tremper, 1529 Easy Rider Lane**, spoke in support of the proposal. He did not think that this was a hoax to benefit developers. Density is an important for achieving sustainability.

Board Comments:

J. Putnam voted for this the last time and would vote for it again. He thought it was a small and reasoned extension of the Comp Plan and ESS. It makes basic planning sense and is tied into the established planning process. One of the critical goals of the Comp Plan is to make fine grained connections through public works as well as through private site development. This would allow for density in the planned and appropriate locations that have multi-modal corridors. It will marginally increase density to the designated areas but will not increase it over the zoning or other requirements. The public benefit is identified because it has been established through the TMP and Comp Plan. We need a certain intensity of development to support transit, Walkability and retail. He cited several sections of the code to support his views: 2.16 Mixed Use and High Density Development: The city will provide incentives and remove regulatory barriers. Section 2.22: Improve mobility grid- integrate land use and transportation planning. Other relevant sections included 4.04, 6.09, 7.01, 7.10. He thought the proposed ordinance change was acceptable given that all developments must go through Site Review. He did not think that this would create a windfall for developers and generally did not think that this should be the driving issue.

L. May agreed with much of what **J. Putnam** said, but would not support the ordinance. He did not think that a sufficient case was made that this would have a predictable outcome or would

target properties that are not redeveloping. He wanted to see a clear guiding policy goal and pathway to desired policy outcome. He thought that this was not an early win because it is more complex. The city has already incentivized redevelopment in these area plans via zoning changes and it has not worked. He did not see this as a density issue, but as a clear policy goal with specific outcomes.

A. Brockett supported the ordinance and agreed with many of **J. Putnam's** comments. He clarified that roads would not count as open space and building footprints would not change; this would simply allow for more, smaller units with the same amount of open space, and increase affordability thereby keeping families in town and providing housing for in-commuters who wish to live in Boulder. He thought that the connections piece was an important part of this as well. The current connection plans cannot function if all parcels do not redevelop. By removing the disincentives for redevelopment, it would be possible to achieve a finer street grid that would allow for pedestrian and cycling connectivity. He noted that there was a lot of citizen support and did not think it was a hallmark of a developer windfall. Projects would still be subject to Site Review, safeguarding against inappropriate development.

L. Payton supported walkabilty but did not think that this would achieve that end. Though the allowable FAR would increase, it would not ensure that developers would build more units. She cited a study by George Washington University that showed that units in walkable transit rich developments tend to sell for much more than comparable developments in less transit rich areas of town. She did not think that connections were an economic deterrent to developers because these areas of town are more marketable. She requested that this to be modified to have more teeth to get the desired outcomes.

C. Gray would not support this proposal as is. She thought this would be a big change and would benefit from more public input; the desired outcomes currently lack specificity and aspirations lack guidance. She thought that the Planning Board and public advocacy could do more to break up superblocks. She felt that Boulder was already seeing an influx of density and asked whether community benefits would be brought to the table in return for the increased densities. She thought that there were tools available via Council ordinance. Rather than applying this as a blanket solution, she would prefer to see specific area plan revisions to solve the specific problems.

J. Gerstle did not support this proposal. He did not think we should need to rely on this approach to achieve the stated density and transit goals. It is reasonable to expect developers to accommodate the stated goals of the transit network and should not be necessary for them to receive additional compensation.

A. Brockett noted that the board would not pass the ordinance given the straw poll. He asked if any modifications could be made to the proposal that would garner more support.

L. May saw the proposal as fundamentally flawed. He did not think that this was an easy win; it would benefit from a more in-depth study.

L. Payton agreed with **L. May**.

J. Putnam would not support changes because it would make things unduly complex. He did not want it to become so Byzantine that it would require special ordinances and rezoning.

Motion:
On a motion by **L. May**, seconded by **L. Payton** the Planning Board voted 4-2 (**J. Putnam** and **A. Brockett** opposed, **B. Bowen** absent), to deny the recommendation to City Council to adopt an ordinance implementing recommended actions of the Economic Sustainability Strategy (ESS) by amending Title 9, "Land Use Code," B.R.C. 1981, by adding a new intensity standard to Chapter 9-8, "Intensity Standards," B.R.C. 1981, to permit land dedicated as right-of way for new transportation connections as designated in adopted area plans or adopted transportation network plans to be included in the zoning calculations for lot area to determine allowable density (dwelling units per acre) and Floor Area Ratio (FAR) as well as open space requirements on lots.

L. May would like the board to be a part of developing the solutions over the course of the BVCP update and to lay out a path with Council to identify issues and establish a process to resolve the problems. Quantify where we are headed and where we are relative to where we want to be. This is not an early win.

J. Putnam preferred to focus on the Comp Plan update and other quick wins. He did not want to think that there was an easy way to do this right now.

A. Brockett noted that the Comp Housing Strategy update is coming up and the board will be involved in that process.

C. Gray reminded staff that the **L. May** sent an email with several items for discussion and would like to schedule a retreat to address them. She would also like to discuss means for engaging the public.

J. Putnam pointed out that the board has dedicated three meetings to this issue and still has not identified the issues. He recommended that staff and Council determine what to do from here. The Planning Board has many other items to tackle. He would only recommend dealing with this through the BVCP and Comp Housing Strategy updates.

L. Payton thought it would be difficult for the board to find consensus on this.

6. MATTERS
S. Richstone discussed the calendar. Given the full upcoming schedule, she did not recommend that additional meetings be added to the agenda.

L. May would like to add more meetings or retreats for the board to discuss these issues.

A. Brockett explained that he does not have time to add more meetings.

J. Putnam recommended that the board use the annual letter to Council as a forum to discuss these items.

C. Gray liked **J. Putnam's** idea; the board could beef up its annual letter to City Council to highlight these issues.

S. Richstone will modify the calendar to allow the board to prepare for the joint study session with Council Calendar and to discuss the annual letter to Council. In relation to the "mitigate and

minimize energy" clause in the code, she noted that Boulder's new building and energy codes are being touted as the most stringent in the country. The city is going to bring in consultants to see what this means and will report the findings to the board. She gave an update on the Hill Moratorium.

L. May asked that the Planning and other boards be included on the Comprehensive Housing Strategy work group lists.

6. DEBRIEF MEETING/CALENDAR CHECK

7. ADJOURNMENT
The Planning Board adjourned the meeting at 9:48 p.m.

APPROVED BY

_____
Board Chair

_____
Date

DRAFT

CITY OF BOULDER
BEVERAGE LICENSING AUTHORITY
*** * * MINUTES * * ***
WEDNESDAY, SEPTEMBER 17, 2014, 3:00 P.M.
CITY COUNCIL CHAMBERS
MUNICIPAL BUILDING – 2ND FLOOR
1777 BROADWAY, BOULDER, COLORADO

NAME OF BOARD/COMMISSION:	Beverage Licensing Authority (BLA)
DATE OF MEETING:	September 17, 2014
NAME & PHONE OF PERSON PREPARING SUMMARY:	Mishawn Cook, Licensing Manager (303-441-3010) Kristen Huber, Licensing Specialist (303-441-3034)

NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:

Board Members: Steve Wallace, Harriet Barker, Lisa Spalding, David Timken, and Tim McMurray.

Staff Present: Sandra Llanes, Assistant City Attorney, Mishawn Cook, Licensing Manager, Michele Lamb, Tax and Licensing Administrator, and Kristen Huber, Licensing Specialist.

QUASI-JUDICIAL MEETING OUTLINE OF AGENDA

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1. **Member roll call; Approval of Beverage Licensing Authority (BLA) minutes from August 20, 2014, and hearing agenda issues from licensing clerk.**

   Roll call was taken. A quorum of five BLA members attended with all members present. Member Spalding suggested one change to the August 20, 2014 draft minutes. Member Barker moved, McMurray seconded, to approve the August 20, 2014 minutes as amended. Motion approved 5:0.

   Ms. Cook stated that a hearing would not be convened for Agenda Item #7 because Licensing staff did not receive a complete application.

   Ms. Cook noted that she had additional comments for Agenda Item #13 regarding the Folsom Field and Coors Event Center temporary modifications which she would explain under that item.

   Ms. Cook also stated that a representative of LYFE Kitchen had requested that Agenda Item #11 be moved to the beginning of the hearing. Rachel Mitchell, Member and Registered

Manager of LYFE Kitchen, then requested to have Agenda Item #11 moved to the beginning of the hearing. The BLA agreed to the change and Agenda Item #11 proceeded after Agenda Item #4.

2. **Matters from the Boulder Police Department (BPD).**

   Officer Kaufman appeared on behalf of the BPD and stated that there were no matters to discuss.

3. **Matters from the Responsible Hospitality Group (RHG).**

   Ms. Cook stated that the RHG would not be attending the hearing. Ms. Cook also noted that a state training for liquor licensees would be held in the Council Chambers on Thursday, September 18, 2014.

4. **Jennifer Korbelik, Community Coordinator, City of Boulder, and Susan Stafford, Director, Off-Campus Housing and Neighborhood Relations, University of Colorado Boulder.**

   Ms. Korbelik and Ms. Stafford presented to the BLA about their collaborative efforts regarding alcohol in the community.

5. **Show cause hearing concerning a May 31, 2014 violation and whether the Hotel-Restaurant type liquor license held by Back Country Pizza and Tap House, LLC d/b/a Back Country Pizza and Tap House, 2319 Arapahoe Ave, Boulder, CO 80302, should be suspended or revoked.**

   This item proceeded after Agenda Item #11. An audio CD was entered as Exhibit 1, a fully executed stipulation was entered as Exhibit 2, and a Proof of Training form was entered as Exhibit 3.

   John Fayman, Registered Manager, and Mary Boerman, General Manager, were sworn in and confirmed the ten day premise posting under oath. Hearing procedures were read. No BLA members disclosed ex-parte communications or conflicts of interest.

   Janet Michels, Assistant City Attorney, stated that a stipulation to the facts in this matter had been reached. The fully executed stipulation was entered as Exhibit 2. Member Spalding moved, Barker seconded, to accept the stipulation to the facts. Motion approved 5:0.

   Mr. Fayman and Ms. Boerman provided testimony regarding mitigating evidence.

   The BLA noted mitigating factors. Member Wallace moved, McMurray seconded, to set this violation penalty at 3 suspension days served with 11 days held in abeyance. Motion approved 5:0.

   The licensee requested to serve the 3 suspension dates from October 6 to October 8, 2014. Member McMurray moved, Spalding seconded, to accept the requested 3 suspension dates from October 6 to October 8, 2014. Motion approved 5:0.

6. **Public Hearing and Consideration of whether there is good cause for a non-renewal of a July 21, 2014 non-administrative renewal application from Xianfa Inc. d/b/a Yurihana, 6525 Gunpark Drive, Suite 330, Boulder, CO 80301; Lian Hua Xian, President and Registered Manager; with a premise business mailing address, for a renewal of a Hotel-Restaurant type liquor license.**

   Lian Hua Xian, President and Registered Manager, and Kiki Choung, translator, were sworn in and confirmed the ten day premise posting under oath. Hearing procedures were read. No BLA members disclosed ex-parte communications or conflicts of interest. No third parties requested interested party status and no public comments were received.

   Ms. Cook stated that the sales tax division would now approve this license renewal.

   Mr. Xian and Ms. Choung provided testimony regarding the renewal application.

   Member Barker moved, Timken seconded, to approve this renewal application for a Hotel-Restaurant type liquor license with a condition of non-administrative renewal in 2015. Motion approved 5:0.

7. **Public hearing and Consideration of an application from non-profit, The Humane Society of Boulder Valley, Inc, with Jeff Mason, Event Organizer, for the Boulder Marathon event at Boulder Reservoir, 5565 N. 51st Street, Boulder, CO 80301; for a Special Event Liquor Permit on Sunday October 5, 2014.**

   This item was not discussed as Licensing staff did not receive a complete application.

8. **Public hearing of a May 22, 2014 application from Jamieson S. St. John d/b/a Jamieson S. St. John, 1325 Broadway, Suite 201, Boulder, CO 80302; Jamieson St. John, Owner and Registered Manager; with a business mailing address at 8471 Turnpike Drive, Suite 222, Westminster, CO 80031; for a transfer of a Hotel-Restaurant type liquor license.**

   Dan Carr appeared as the licensee's attorney. Jamieson St. John, Owner and Registered Manager, was sworn in and confirmed the ten day premise posting under oath. Hearing procedures were waived. No BLA members disclosed ex-parte communications or conflicts of interest. No third parties requested interested party status and no public comments were received.

   Mr. St. John provided testimony regarding the license transfer application.

   Member Spalding moved, Barker seconded, to approve this transfer application for a Hotel-Restaurant type liquor license. Motion approved 5:0.

9. **Public hearing of a July 9, 2014 application from Botte Piccola d/b/a PMG, 2018 10th Street, Boulder, CO 80302; Emily Gold, Owner, and Burton Daniel, Registered Manager; with a premise business mailing address, for a transfer of a Hotel-Restaurant type liquor license.**

   Emily Gold, Owner, and Burton Daniel, Registered Manager, were sworn in and confirmed the ten day premise posting under oath. Hearing procedures were read. Member McMurray

disclosed that he knew Mr. Daniel and Member Spalding disclosed that she read an article about PMG in the Daily Camera. No other BLA members disclosed ex-parte communications or conflicts of interest. No third parties requested interested party status and no public comments were received.

Mr. Burton and Ms. Gold provided testimony regarding the transfer application. A copy of the restaurant menu and wine list was entered as Exhibit 1.

Member Spalding moved, Barker seconded, to approve this transfer application for a Hotel-Restaurant type liquor license. Motion approved 5:0.

10. **Public hearing of a July 16, 2014 application from Boulder Indoor Soccer, Inc. d/b/a Boulder Indoor Soccer, 3203 Pearl Street, Boulder, CO 80301; Simone Smead, President and Owner, Patricia Amman, Vice President and Owner, Peter Ambrose, Secretary and Owner, and Patrick Keane, Treasurer, Owner, and Registered Manager, with no other members holding over a 10% interest; with a business mailing address at 2845 29th Street, Suite B, Boulder, CO 80301, for a new Beer and Wine type liquor license.**

    Peter Ambrose, Secretary and Owner, was sworn in and confirmed the ten day premise posting under oath. Hearing procedures were waived. No BLA members disclosed ex-parte communications or conflicts of interest. No third parties requested interested party status and no public comments were received.

    Mr. Ambrose provided testimony regarding the license application and neighborhood petition results.

    Member McMurray moved, Barker seconded, to approve this new Beer and Wine type liquor license. Motion approved 5:0.

11. **Public hearing of a July 21, 2014 application from Cita Corp, LLC d/b/a LYFE Kitchen, 1600 Pearl Street, Suite 100, Boulder, CO 80302; DJ Mitchell, Member, and Rachel Mitchell, Member and Registered Manager; with a business mailing address at P.O. Box 100505, Denver, CO 80250, for a new Hotel-Restaurant type liquor license.**

    This item proceeded after Agenda Item #4 per the licensee's request. Carol Johnson, representative of Esquire Petioning Services, DJ Mitchell, Member, and Rachel Mitchell, Member and Registered Manager, were sworn in and confirmed the ten day premise posting under oath. Hearing procedures were read. No BLA members disclosed ex-parte communications or conflicts of interest. No third parties requested interested party status and no public comments were received.

    Ms. Johnson provided testimony regarding the neighborhood petitions.

    Mr. Mitchell and Ms. Mitchell provided testimony regarding the license application.

Member McMurray moved, Barker seconded, to approve this new Hotel-Restaurant type liquor license. Motion approved 5:0.

12. Matters from the Assistant City Attorney:

Sandra Llanes, Assistant City Attorney, stated that the proposed changes to the BLA Rules of Procedure are on the City Council agenda for December 2, 2014.

13. Matters from the Licensing Clerk:

A. <u>Informational items:</u>

i) September Special Events and Temporary Modifications

Ms. Cook noted that the list included temporary modifications for Folsom Field East Stands and Folsom Field West Stands for home football games. Ms. Cook also noted that she anticipated a temporary modification application for the Coors Events Conference Center for home basketball games.

Ms. Cook stated that Licensing staff is increasing on-site inspections for Special Events.

ii) September Liquor License renewal mailing list

This material was stated to be in the hearing packet.

Ms. Cook stated that the videos for the BLA Special Hearing on October 30, 2014 for the Press Play matter would be distributed on flash drives.

14. Matters from the Chair and Members of the Authority

Member Spalding inquired about the temporary modifications for Folsom Field East and Folsom Field West and Ms. Cook further explained the modifications. Member Spalding also inquired about the new Illegal Pete's location on University Hill. Ms. Cook stated that she would research it.

ADJOURNMENT

Member Barker moved, McMurray seconded, to adjourn the meeting. Motion approved 5:0, thus the hearing was adjourned at 6:03 p.m.

TIME AND LOCATION OF FUTURE MEETINGS, COMMITTEES OR SPECIAL HEARINGS:

3rd Wednesday of every Month at 3PM in City Council Chambers for 2014.

Attested: Approved:

Mishawn J. Cook, Tax and License Manager Chair of Beverage Licensing Authority

CITY OF BOULDER
LANDMARKS BOARD
October 1, 2014
1777 Broadway, Council Chambers Room
6 p.m.

The following are the *"unapproved and unsigned"* action minutes of the October 1, 2014 City of Boulder Landmarks Board meeting. A digital recording and a permanent set of these minutes (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). You may also listen to the recording on-line at: www.boulderplandevelop.net.

BOARD MEMBERS:
Mark Gerwing, Chair
Kate Remley
Mike Schreiner
Fran Sheets
Deborah Yin
*Crystal Gray **Planning Board representative without a vote*

STAFF MEMBERS:
Debra Kalish, Senior Assistant City Attorney
James Hewat, Senior Historic Preservation Planner
Marcy Cameron, Historic Preservation Planner
Lesli Ellis, Comprehensive Planning Manager

1. **CALL TO ORDER**
   The roll having been called, Chair **M. Gerwing** declared a quorum at 6:00 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
   On a motion by **M. Gerwing**, seconded by **K. Remley**, the Landmarks Board approved (5-0) the minutes as amended of the September 3rd, 2014 board meeting.

3. **PUBLIC PARTICIPATION FOR ITEMS NOT ON THE AGENDA**

4. **DISCUSSION OF LANDMARK ALTERATION AND DEMOLITION APPLICATIONS ISSUED AND PENDING**
   - 747 12th St. – Stay-of-Demolition expires Oct. 20, 2014
   - 445 College Ave. – Stay-of-Demolition expires Oct. 25, 2014
   - 405 Valley View Dr. – Stay-of-Demolition expires Nov. 23, 2014
   - Statistical Report

5. ACTION ITEMS

A. Public hearing and consideration of a motion to adopt a resolution to initiate the process for the designation of the property at 445 College Ave. (on which a stay-of-demolition was imposed on June 4, 2014), as an individual landmark pursuant to Section 9-11-3, B.R.C. 1981; or alternatively, to issue a demolition permit pursuant to Section 9-11-23(g) of the Boulder Revised Code 1981 (HIS2014-00085). Owner: George Stark. Applicant: Stephen Sparn.

Motion

On a motion by **M. Schreiner,** seconded **F. Sheets,** the Landmarks Board voted to initiate individual Landmark designation for the property (3-2, **M. Gerwing** and **K. Remley** opposed) finding that it meets the criteria for such initiation pursuant to 9-11-3 "Initiation of Designation for Individual Landmarks and Historic Districts" of the Boulder Revised Code 1981, and in balance is consistent with the goals and policies of Section 2.33 of the Boulder Valley Comprehensive Plan.

M. Gerwing opposed the motion upon his consideration that landmark designation of this property does not meet the balance between private property rights and the public good. **K. Remley** stated she voted against the motion as she does not find the property to be of exceptional significance and, as such, should not be designated a landmark over the owner's objection.

B. Public hearing and consideration of an application to designate a new historic district located at the 700 Block of 12th St. as a local historic district per Section 9-11-5 of the Boulder Revised Code, 1981 (HIS2014-00268). Applicant: Ann Scarboro.

Motion

On a motion by **K. Remley,** seconded by **M. Gerwing,** the Landmarks Board initiate **(5-0)** historic district designation for the 700 block of 12th St., finding that it meets the criteria for such initiation pursuant to 9-11-3 "Initiation of Designation for Individual Landmarks and Historic Districts" of the Boulder Revised Code 1981, and in balance is consistent with the goals and policies of Section 2.33 of the Boulder Valley Comprehensive Plan.

C. Public hearing and consideration of whether to initiate individual landmark designation for the property located at 747 12th St., per Section 9-11-3 of the Boulder Revised Code, 1981 (HIS2014-00070). Owner: 747 Twelfth Street, LLC.

Motion

On a motion by **M. Schreiner,** seconded by **D. Yin ,** the Landmarks Board initiate **(5-0)** a landmark designation for the property located at 747 12th St., finding that it meets the criteria for such a hearing per 9-11-3 "Initiation of Designation for Individual Landmarks and Historic Districts" of the Boulder Revised Code, is consistent with the purpose and intent of 9-11-23 "Review of Permits for Demolition", and in balance is consistent with the goals and policies of

Section 2.33 of the Boulder Valley Comprehensive Plan and adopt a resolution as contained in attachment 3 of the staff memorandum.

6. MATTERS FROM THE LANDMARKS BOARD, PLANNING DEPARTMENT AND CITY ATTORNEY

A. Update Memo

B. Subcommittee Update

1) Demolition Ordinance
2) Outreach
3) Potential Historic Districts and Landmarks
4) Design Guidelines

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The meeting adjourned at 9:34 p.m.

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
August 28, 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
Bryan Bowen
John Gerstle
Crystal Gray
Leonard May
Liz Payton
John Putnam

PLANNING BOARD MEMBERS ABSENT:

STAFF PRESENT:
David Driskell, Director of Planning and Development Services
Sam Assefa, Senior Urban Designer
Lesli Ellis, Comprehensive Planning Manager
Hella Pannewig, Assistant City Attorney
Susan Meissner, Administrative Assistant III
Elaine McLaughlin, Senior Planner
David Thompson, Civil Engineer II- Traffic
Jeff Hirt, Planner II

1. CALL TO ORDER
Chair, **M. Young**, declared a quorum at 6:02 p.m. and the following business was conducted.

2. APPROVAL OF MINUTES

On a motion by **J. Gerstle** and seconded by **J. Putnam** the Planning Board voted 7-0 to approve the July 17, 2014 minutes.

3. PUBLIC PARTICIPATION
No one from the public spoke.

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS
There were no items for discussion.

5. PUBLIC HEARING ITEMS

A. A. CONTINUATION OF A SITE REVIEW AMENDMENT for development of an existing surface parking lot into a 163 room Residence Inn hotel at the Village Shopping Center, case no. LUR2013-00057. The planned extended stay hotel is located on an approximate 1.65 acre site on the southwest corner of Canyon Boulevard and 26th Street in the Village Shopping Center, 2525 Arapahoe Ave., and 2550 Canyon Blvd. The hotel is proposed to be 128,346 square feet in a 4-5 story building. Below grade parking is proposed under the north wing of the hotel along Canyon Boulevard. Podium parking is proposed on the first floor of the south wing, with surface parking along the interior west property line. The applicant intends to pursue Vested Rights per section 9-2-19, B.R.C. 1981

Applicants: Bill Martinic, Stonebridge Properties
Property Owners: Gart Properties

Staff Presentation:
E. McLaughlin presented the item to the board.

Board Questions:
E. McLaughlin answered questions from the board.

Applicant Presentation:
Tommy Nigro, from Stonebridge Properties, presented the item to the board.
Steve Newman, from Newman Architecture, presented the item to the board.
Daniel Aizenman, from Stantec, presented the item to the board.
John Ouellette, the landscape architect, presented to the board.

Board Questions:
Steve Newman, from Newman Architecture, answered questions from the board.
Cesar Cervantez, Newman Architecture, answered questions from the board.
Tommy Nigro, from Stonebridge Properties, answered questions from the board.

Public Hearing:
No one from the public spoke.

Board Comments:
L. Payton thanked the applicant for being responsive to the board's feedback, especially regarding the Canyon façade. It is much improved. She did not think the building's height and mass were consistent with site review criteria; the proposed height is almost 20 feet above what is allowed by right. She also questioned whether it was consistent with the BVRC. 5.1.c and 3.1.g.

J. Putnam thought that this was very responsive in the simplification of the façade and that the windows to the NW were much improved. The proposed heights are comparable with other nearby buildings; given its location in the North Boulder Regional Center, he thought it would be

appropriate. He did not think that this would create a monolith because there is much variety. He did not think that this was a place where significant view sheds would be impaired.

L. May thought that the design was much improved but did not think that this provided community benefit. Despite improvements made to the landscaping, the height and street activation do not meet the mark set in the guidelines. He did not think that the project should be approved as is.

J. Gerstle thanked the applicant for the modifications. He appreciated the changes to the setbacks, parking and sidewalks. However, he thought that the proposed building height along Canyon Blvd was unacceptable, and for that reason, he thought that it fails to meet the criteria for approving the project.

C. Gray thanked the applicant and agreed that the project is much improved. She liked the original banding, but that would not play a role in her assessment. She had concerns regarding the height and mass.

B. Bowen thought the proposed height was appropriate and that it did comply with the regulations. While not enamored with the architecture, he would feel comfortable approving the project.

A. Brockett appreciated the changes and noted that the applicant responded to all of the comments thoroughly and effectively, particularly the Canyon façade. He felt comfortable with the height; it is varied and provides interest. This project would move Boulder away from the suburban legacy and more toward an urban approach that would provide a pleasant pedestrian experience. Density and compact development patterns combat climate change; he would like to have a broader discussion on this topic with the board at a future date. He agreed with **L. May's** concerns about activating the street along Canyon but acknowledged that this is not possible with this use.

L. May thought **A. Brockett's** comments were good but was looking for improved architecture and energy conservation measures. He would like to strike a balance to provide a significant public benefit and achieving high goals. He did not think that the balance tipped in the favor of this project.

J. Putnam disagreed with **L. May**. He thought that Boulder needs a more sustainable and compact urban form to combat climate change. We will only get there by providing density in areas zoned for high density. By not allowing it, development will be pushed to neighboring communities which is less sustainable.

L. Payton did not think that Boulder should be held responsible for other communities' planning decisions. She reiterated from the previous Site Review that she would be okay with four stories because it is closer to the allowed 40 feet. She noted that there are some buildings in the vicinity that are 55 feet tall, but the contextual majority is much lower. The board is seeing many letters from the public discouraging tall buildings. The public should be in support before the board approves them.

B. Bowen strongly disagreed with **L. Payton's** assessment that the public did not want the height. The board only hears from those who are upset. Zoning is more reflective of a public process.

A. Brockett noted that this is a public process and that no one showed up to oppose this project. Some letters to the editor do not constitute widespread disapproval of this project. A 55 foot height is allowed by zoning if the board agrees.

C. Gray did not think that the previous approval was suburban in character and did not think that this application was either. She noted that 80 percent of the city is a low density zone. Other cities in the region have grown intentionally, not as a result of Boulder's planning initiatives.

L. May agreed that the letter writing may not be representative of the general public and that zoning is more of a product of public process, though most people are not involved in it. He did not think that climate change could be resolved through height. He thought the board went too far with previous approvals; they have fundamentally altered the character of the city.

J. Putnam noted that the BVCP does speak to what the community wants and it asks for higher density. The zoning allows for up to 55 feet. The zoning creates a by-right presumption that one can stay at a lower height without going to the board, but it does not say that one is more correct than the other.

A. Brockett agreed with **C. Gray** that the surrounding communities have grown because they want to grow, but he thought that a large demand for hotel rooms is generated within Boulder. We need to meet the need within our community to avoid additional vehicle miles travelled.

L. Payton could approve four stories and asked if it would be possible to add it as a condition.

A. Brockett noted that height was not brought up as a key issue at the previous hearing.

J. Gerstle clarified that he was not comfortable with the height along Canyon because the views from and along the street should be maintained. He was okay with a taller height along the southern portion.

C. Gray would prefer a less massive and lower building but would be okay with keeping some portions at 55 feet. She had thought that it stepped back but was incorrect.

B. Bowen was fine with the height as proposed. He agreed that variation between four and five stories is desirable.

J. Putnam agreed with **B. Bowen**. He would be open to hearing if there were a configuration that would work for the applicant. **A. Brockett** agreed.

B. Bowen suggested that the applicant could achieve a stepback by removing the outer row of rooms along Canyon.

Daniel Aizenman, the architect, explained that the trees help to block and mitigate the building height. This building is smaller than some of the other buildings in the area.

Tommy Nigro, the applicant, felt confused because he thought that they left the last meeting with an understanding of the issues; height was not one of them. He noted that their competition has approval for 55 feet across the street. This would change the room count and therefore the economics. He wanted to build the project but it was not possible to assess the feasibility of this scenario on the fly.

A. Brockett did not think that there was a way to condition the height issue.

L. May did not think that all of the parts of the alchemy were working together or that the proposal met the environmental, design and pedestrian criterion. He would like to see a commitment to net zero for the portion of the building exceeding the by right height.

B. Bowen explained that this was well received by BDAB and is broken down into increments much smaller than 100 feet. It complies with many of the things that the board has looked for over the last few years and meets the standards of compliance. The applicant took the board's comments into account; he thought that it should be approved.

Motion:
On a motion by **A.Brockett**, seconded by **J. Putnam**, the Planning Board voted 3-4 (**L. May**, **J. Gerstle**, **C. Gray** and **L. Payton** opposed) to approve Site Review case no. LUR2013-00057, incorporating the staff memoranda as August 28, 2014 public hearings as findings of fact and the attached Site Review criteria checklist as findings of fact, and subject to the recommended Conditions of Approval found in the memo.

L. Payton made a motion, seconded by **L. May**, to deny Site Review LUR2013-00057 and to continue this item to September 18, 2014 for consideration and action on written findings.

This motion was later withdrawn by **L. Payton** and the withdrawal was accepted by the chair. There were no objections by the board to the withdrawal.

Board Discussion:
L. May and **L. Payton** felt reluctant to drag this out but thought that a solution could be reached.

Tommy Nigro, the applicant, asked for some consensus and guidance.

L. May could compromise and felt that the height was the most important issue. If they could come to agreement on that, the other issues would fall by the wayside.

C. Gray recommended stepping the building back and breaking down the massing. Most projects come to the board for Concept Review and provide more opportunities for board comment. She thought that the project would have benefitted from that process.

B. Bowen noted that this project went to BDAB several times.

L. Payton thought that four stories across the whole site should be the maximum and liked the four story façade on Canyon. This would fit with the context.

Five members would be comfortable with a four story building on the existing floor plate.

L. Payton withdrew her motion.

Motion:
On a motion by **B. Bowen**, seconded by **L. May**, the Planning Board voted 5-2 (**C. Cray** and **J. Gerstle** opposed) to approve Site Review case no. LUR2013-00057, incorporating the staff memoranda as August 28, 2014 public hearings as findings of fact and the attached Site Review criteria checklist as findings of fact, and subject to the recommended Conditions of Approval found in the memo and with the following additional conditions of approval:

- remove the fifth floor of the building without increasing the height of the remaining four floors
- attach the sidewalk at the southwest corner to the existing sidewalk on the adjacent property and to extend the sidewalk on the west property line to the sidewalk on Canyon

L. May made a friendly amendment, accepted by **B. Bowen**, that a condition be added to remove the fifth floor of the building without increasing the height of the remaining four floors.

B. Public hearing and consideration a request to rezone a 0.99 acre parcel located at 5400 Spine Road currently zoned Industrial-General (IG) to Business – Community 2 (BC-2) for consistency with the Boulder Valley Comprehensive Plan and the Gunbarrel Community Center Plan

Applicant: Brian Bair
Owner: Winfield Partners, LLC

Staff Presentation:
E. McLaughlin presented the item to the board.

Board Questions:
E. McLaughlin answered questions from the board.

Applicant Presentation:
Brian Bair, the applicant, presented the item to the board.

C. Gray was pleased that the applicant came forward with this request. It meets the intention of the Gunbarrel Community Plan.

Motion:
On a motion by **C. Gray**, seconded by **J. Putnam**, the Planning Board voted 7-0 to recommend approval of case no. LUR2014-00051 to City Council incorporating this staff memorandum and the review criteria checklist found in the memo as findings of fact.

5. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**
   A. North Boulder Subcommunity Action Plan Update

   Staff Presentation:
   J. Hirt presented the item to the board.

   Board Questions:
   J. Hirt and L. Ellis answered questions from the board.

   Public Comment:
   1. **Elizabeth Black, 4340 N. 13th Street** (pooled with Chris Brown, 4340 13th Street), asked that Fourmile Creek floodway improvements be taken into account to prevent future damage.
   2. **Susan Douglass, 3045 Galena Way,** spoke on behalf of the Nobo Arts district, to support the plan. They 39 min. She personally would support very small spaces in the Armory redevelopment and would like a bit less density.
   3. **Ed Byrne, 250 Arapahoe Ave**, asked that we look at channeling Fourmile to allow some properties to be removed from the high hazard zone to allow for residential development on the west of Broadway to allow for a two sided main street. Consider means to improve the multiuse path with a wall and buffer the traffic noise.
   4. **Amy Tremper, 1529 Easy Rider Lane,** was pleased to see the marketing study and appreciated the staff collaboration on the Nobo Subcommunity Plan. She liked the idea of having a Business Improvement District in North Boulder. She hoped that subcommunity plans could be made for other neighborhoods as well.

Board Comments:

A. Brockett was interested in seeing how this goes through the next steps. He would like to have a feedback loop and check in stages. It is important for the long term success of the plan and to build in opportunities to keep it moving forward. He recommended that the Public Art program include murals on infrastructure such as power boxes, etc. The arts focus has been a great part of the evolution of this project. 2.1 Enhance Pedestrian Connections, is critical for the long term success of the area. Some of this pertains to flood issues and the current state of Broadway as a noisy and dangerous crossing barrier. Make improvements and assure that traffic is calmed. Additional businesses will slow traffic without having to lower speeds. Improve bicycle facilities and add bike lanes with buffers. Consider Community Cycles recommendations for a good boundary. Curb cut reductions should not be a separate item and can be addressed via bike lanes or redevelopment. TDM program may not need to be a separate line item from bike

infrastructure and parking. He gave the Business Improvement District a big thumbs up and thought it should be a priority. The modifications of Use tables that were addressed in the Armory discussion are important.

B. Bowen agreed with all of **A. Brocket's** comments. The mobility hubs and inclusion of a traffic light at Yarmouth are important. It is timely to consider moving the neighborhood center. The flood occurred in this center and he thought it would be okay for it to be a strip along Broadway. He supported a full service library in the neighborhood and modifications to the use table. Live Work and MU-1 lack flexibility and would be improved by loosening the reins. Find a mechanism to make west Broadway more permeable. For like lane improvements, look at test projects for enhanced bike facilities and the most desirable places for kids to ride. Study the deal breakers for cyclists and address those. He thought the plan was great.

L. Payton appreciated **A. Brockett's** and **B. Bowen's** comments. She thought the market study was fascinating and the Growing Up Boulder input was fantastic. She encouraged staff to incorporate kid-focused water opportunities.

J. Putnam thought the plan was inspiring and well organized. The financial element is a critical part of the action plan. Provide a big picture view and a summary of where these items are currently in the CIP. Be transparent and provide a prioritization of projects and timing. There is a lot of public support so have conversations earlier rather than later. He agreed that the use table and zoning requirements should be consistent with the arts uses. Flag which pieces depend on having a better understanding of flood related mitigation efforts and note which items are and are not dependent on the flood.

C. Gray thought that the community needs funding for the arts. She recommended providing a ballot issue for funding a decade for the arts similar to what Open Space did. Consider an arts zoning overlay and incentive. She did not want art spaces to change to restaurants because it becomes so desirable. She thought that the high speed traffic had a lot to do with the Broadway barrier. Connect Boulder Meadows mobile home park. Given the nature of the flood, not everyone will be taken out of the floodplain but look at means for being proactive. Move Elizabeth Black's suggestion to the forefront of the recommendations.

J. Gerstle thanked staff for the plan. He noted that the arts take place in certain areas because the rents are cheap. He did not know how we would deal with that reality. He thought that the proposed studios would be too expensive for many artists. Many of the spaces west of Broadway that are studios are inexpensive because they are modest and not especially desirable for other uses.

L. May thought it would be important to better understand the residents' concerns about affordable housing in the area. Model how 800 jobs and 500 housing units would manifest in physical form in Boulder. He wanted to better understand how the market study will influence the plan. It is important to model the study so we understand the implications. He cautioned that incentives for housing opportunities on Broadway may

not be necessary because they will be desirable due to their walkable location. We need a mechanism in place to preserve affordability. Storage spaces and services provide an amenity. He was curious to see how staff would decipher some of the divergent community feedback. He appreciated the Community Cycles memo, Elizabeth Black's letter and Ed Byrne's materials.

A. Brockett explained that many of the spaces on the west side of Broadway are self storage and other industrial uses that are important but do not necessarily need to be adjacent to the town center. He thanked staff and thought it was a phenomenal plan.

C. Gray asked that **J. Hirt** share the summary that will go to City Council with the Planning Board.

6. DEBRIEF MEETING/CALENDAR CHECK

D. Driskell gave the board an overview of the upcoming meetings. AMPS, Civic Area Site Design Meeting and BDAB joint meeting.

L. May noted that the CAC Minutes said that Council would like to discuss development trends at the joint session with Planning Board. He would not like to dilute the conversation and proposed that a second session be planned.

The board thought the development trend topic warrants a separate meeting and that they would be interested in discussing it with Council, prior to the BVCP dscussion. **D. Driskell** will communicate this to Council.

A. Brockett requested that the board have a debrief of the meeting. He noted that the Canyon Site Review summary omitted the height specifics. He thought they could have used more specific direction and help from other board members.

C. Gray thought that Concept Reviews should be requested for future PUD projects.

A. Brockett agreed. He thought that projects of that scope would benefit from the Concept Review step even though it is not specified in the code.

B. Bowen noted that it is difficult for applicants to decipher the direction and he encouraged board members to be as direct and clear as possible. He complimented the chair on the meeting.

7. ADJOURNMENT

The Planning Board adjourned the meeting at 10:28 p.m.

APPROVED BY

Board Chair

10/2/14

DATE

CITY OF BOULDER
PLANNING BOARD MEETING SUMMARY
DATE: October 2, 2014
TIME: 6 p.m.
PLACE: Council Chambers, 1777 Broadway

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1. CALL TO ORDER

2. APPROVAL OF MINUTES

The August 28, 2014 minutes are scheduled for approval.

Approved

3. PUBLIC PARTICIPATION

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

A. Call Up Item: Wetland Permit (LUR2014-00072). 580 Euclid Wetland Boundary Revision. This decision may be called up before Planning Board on or before October 2, 2014.

This item was not called up

5. PUBLIC HEARING ITEMS

A. SITE REVIEW for construction of a 69,541 square foot mixed use residential/commercial building located at 1750 14th Street. New construction includes 10,232 square feet of commercial floor area, 20,881 square feet of common area (including under building parking) and 28,187 square feet of residential floor area containing 41 dwelling units. The existing 10,379 square foot James Travel commercial office buidling to remain on the same lot. Case no. LUR2014-00032.

Applicant: Kyle McDaniel
Owner: B&H, LLC

Approved 6-1

On a motion by **J. Putnam**, seconded by **L. May**, that the Planning Board voted 6-1 (**L. Payton** in opposition) approve Site Review case no. LUR2014-00032, as described in the staff memorandum, incorporating the staff memorandum and the attached Site Review criteria checklist as findings of fact, and subject to the recommended Conditions of Approval in the memo and as amended by the Errata sheet that was handed to the Board for the October 2, 2014 meeting.

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

A. Preparation for October 14th Study Session with City Council

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

A. The Planning Board adjourned the meeting at 11:16 p.m.

Boulder History Museum Day
October 10, 2014

Whereas, the Boulder Historical Society was formed on October 10, 1944, with the mission of preserving Boulder's historic artifacts and providing the Boulder community with quality programs and exhibitions so that its past can be remembered and its future can be discussed; and

Whereas, for the past 70 years, the Boulder Historical Society has operated a museum in the City of Boulder for these purposes, most recently called the Boulder History Museum; and

Whereas, with the good work of the Boulder History Museum, tens of thousands of children and adults have learned Boulder's history and have been inspired to lead it into the future; and

Whereas, the Boulder Historical Society plans to soon open a larger, more comprehensive museum in downtown Boulder, celebrating the community's history and its worldwide leadership in science, athletics, and natural foods, to be called the *Museum of Boulder*; and

Whereas, October 10, 2014, marks the 70th anniversary of the founding of the Boulder Historical Society.

NOW THEREFORE, BE IT DECLARED by the City Council of the City of Boulder, Colorado, that October 10 is

Boulder History Museum Day

in commemoration and recognition of the Museum's tremendous service to our community for the past seven decades and in anticipation of the great contributions it will make for many decades to come.

Matthew Appelbaum, Mayor

Larry D. Donner Day
October 17, 2014

WHEREAS, Larry D. Donner has been the Fire Chief for the City of Boulder, Colorado, for the past 23 years; and

WHEREAS, Larry D. Donner has dedicated 43 years of his life to the fire service in Fort Collins, Iowa City, Iowa, and Boulder; and

WHEREAS, as Boulder's Fire Chief, he has demonstrated leadership during fires, floods and other major emergencies in the community; and

WHEREAS, he has served as a board member and chaired numerous committees, boards and panels locally, in Boulder County, for the State of Colorado and nationally, which include Boulder Regional Fire Training Center Board, Boulder Regional Telephone Service Authority, State of Colorado Emergency Mobilization Committee, State of Colorado Fire Chiefs Association, International Association of Fire Chiefs and is past President of the Missouri Valley Fire Chiefs Association; and

WHEREAS, he has been a tireless proponent of public fire safety and the safety of responding fire fighters by speaking at local, regional and national events and writing many articles published in national publications, including: *Fire Chief Magazine*, *Center for Campus Fire Safety*, and the *National Fire Protection Association*; and

WHEREAS, as Fire Chief in Boulder he enacted procedures to reduce response times to emergencies, created the wildland fire response division, oversaw the passage of an ordinance eliminating wood shingles, worked closely with the University of Colorado to improve campus-wide fire safety, negotiated a 5 year contract with AMR for medical transports services and initiated a pilot program for a light response vehicle; and

WHEREAS, after 43 years of dedicated public service and 23 years as the Fire Chief in the city of Boulder, Colorado, Larry D. Donner will retire October 17, 2014.

NOW, THEREFORE, BE IT DECLARED by the City Council of the city of Boulder, Colorado, that October 17, 2014, is

Larry D. Donner Day

Matthew Appelbaum, Mayor

Geography Awareness Week
November 16-22, 2014

WHEREAS, geography education will be incorporated in classrooms and lessons throughout the country, increasing the geo-literacy of students nation-wide; and

WHEREAS, the focus on *The Future of Food* this year will encourage learning about our unique Colorado climate and what foods grow in our region; and

WHEREAS, geography education bolsters core environmental literacy in our K-12 students by featuring grade-appropriate geography literacy goals and content standards; and

WHEREAS, geography education will encourage schools and colleges to partner with local museums, nature centers, farms and gardens, science centers; and

WHEREAS, geo-education also prepares young people to deal with the challenges that they will face in their civic lives, as our society wrestles with globalization, military conflicts, community development, environmental threats, depletion of natural resources, and other issues; and

WHEREAS, Geography Awareness Week, coordinated by National Geographic Education, in cooperation with state geographic alliances, education associations, and agencies will become an annually anticipated event for local participation in schools and various education centers throughout Colorado during the third week of November.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the city of Boulder, Colorado, that November 16-22, 2014 is recognized as

Geography Awareness Week

Matthew Appelbaum, Mayor

Council Working Agreements

Council Process:

- The council will work on general discipline in being prepared to ask questions and make comments.
- The council asks the mayor to intervene if discussion on agenda items extends beyond a reasonable time frame.
- The council will engage in the practice of colloquy to fully explore the different sides of a specific point.
- The mayor will ask the city clerk to set the timer lights for council members if discussions begin to exceed efficient debate. Members should respect the lights as a time reminder, but will not be bound by them as absolute limits.
- Rather than restating a point, council members should simply say "I agree."
- The council agenda committee may, with advance notice, adjust each public speaker's time to two rather than three minutes during public hearings for items on which many speakers want to address the council.
- Council members will grant each other permission to mentor and support each other on how each person contributes to the goal of being accountable for demonstrating community leadership.
- In order to hear each other respectfully and honor the public, council will avoid body language that could convey disrespect, side conversations, talking to staff, whispering to neighboring council members, passing notes, and leaving the council chambers.
- Regarding not revisiting past discussions, the council should check-in with fellow members periodically to ensure that this is not an issue.
- During a council meeting, any form of electronic messages, including emails and texts, that relate to matters being considered and which arrived at any time during that meeting shall not be read by council members, nor shall any messages on matters under consideration be sent by council members.

Council Communication:

- Council members agree to keep quasi-judicial roles scrupulously separate between members of boards and members of council, avoid expressing ideas to board members on things coming before the board, and carefully disclose or recuse themselves when there is involvement with board members on a topic.
- Council agrees to e-mail the city manager about issues that they run into that staff or boards may be working on so that the manager can be actively involved in managing issues and keeping the full council informed well in advance of items coming before council for action.
- Members will keep the full council informed on issues from committees, public groups or other agencies that they are following, through hot line e-mails, brief verbal reports at the end of council meetings or other means.
- The council will find ways to support majority council decisions and adequately inform the public, through responsive letters that explain how divergent points of view were heard and honored in decisions, via standard e-mail responses for hot issues, by occasional council Letters to the Editor to clarify the facts, or by seeking out reporters after meetings to explain controversial decisions.

Council Committees:

- Council committee meetings will be scheduled to accommodate the council members on the committee.
- Notice of the times and places for each committee meeting will be noticed once per month in the Daily Camera.
- The council agenda will include time for reports from committees under Matters from Members of Council, noting that written communications from the committees are appropriate as well.

Selection of Mayor and Mayor Pro Tem:

- Council members will make a good faith effort to the select the mayor and mayor pro tem in an open and transparent process.
- After the council election, members seeking election as mayor or mayor pro tem should:
    - make their interest in the positions known to their fellow members as soon as possible;
    - focus their communication with other council members on the positive attributes the member brings to the positions; and
    - refrain from any negative remarks about any person seeking election as mayor or mayor pro tem.
- Nominated individuals' presentations may include, but need not be limited to the following:
    - the skills and attributes the member would bring to the mayoral position;
    - the member's ability to efficiently run council meetings, respect the views of the minority while allowing the majority to rule, and perform other mayoral duties;
    - how the member would represent the city and city council and mayor position at gatherings outside of city council meetings
    - how the member would serve on and appoint other council members to regional and national boards and commissions; and
    - how the member would promote trust of the community and other council members.
- Council members should work to avoid divisiveness by being inclusive during the mayoral selection process.

Agreed: Members of the Boulder City Council

Approved by Council: January 21, 2014

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
HOUSING/LAND USE/PLANNING	Comprehensive Housing Strategy	Council	Briefing - with other related efforts, workplan	SS - objectives, recommended early action items	Briefing	Direction on policy options	Adopt strategy and action plan			
		Staff Activities	Housing choice analysis; needs assessment; best practices; trends data; workplan	Opportunity site inventory; potential tools with "bang for buck" analysis	Develop policy options and recommendations; stakeholder engagement					
	North Boulder	Council	IP - update and preliminary policy choices	Briefing - options and feedback	Update and direction					
		Staff Activities	Public meeting with options	Preferred options and refined action plan	Action plan					
	East Arapahoe/Sustainable Streets and Centers	Council		Briefing - issues, scope, and feedback	SS - preferred scenarios, draft plan, and action plan	Plan "Lite" - council action	Next Corridor - 30th St or Colorado			
		Staff Activities	Joint East Arapahoe workshop to "test" planning workshop	East Arapahoe scope of work, public workshop, scenario modeling, character definition	Scenario refinement ad recommendations	Develop East Arapahoe action plan				
	Resilience	Council		Briefing - scope agenda		SS - scoping session	SS	Direction or IP	Direction or IP	Direction or IP
		Staff Activities	Agenda setting workshop 4/28	Hire Asst. City Manager, begin strategy development	Scope strategy components	Scoping	Resilience work	Strategy analysis and development	Strategy analysis and development	Strategy analysis and development
	Boulder Valley Comprehensive Plan	Council				SS - scoping session	SS	Direction or IP	Direction or IP	Direction or IP
		Staff Activities				Scoping analysis and partner outreach	Issues identification	Strategy analysis and development	Strategy analysis and development	Strategy analysis and development
	Other	Council	Annexation Strategy - Direction (options and feedback)	Usable open space - Code Change	Economic Sustainability Strategy implementation - Code Change					
			Density/ROW Dedication Calculations - Code Change	Parking generation and reduction - Code Change						
			County Assessor valuations for landscape and lighting upgrades - Code Change	Renewable energy sources - Code Change						
		Staff Activities	Annexation Strategy - analyze costs and options	Planning Board for above code changes	Planning Board for above code changes					
			Planning Board for above code changes							

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
TRANSPORTATION	Transportation Master Plan	Council	IP (includes scope for AMPs)	SS (includes AMPS)	Acceptance - establish work program and coordination	Continue implementing pilots	Coordination with BVCP	Coordination with BVCP	Coordination with BVCP	Coordination with BVCP
		Staff Activities	Scenario and sensitivity analysis	Joint board workshop, TAB	Develop final update for board recommendation and council acceptance	Implement and coordination with BVCP and Resilience				
	Community EcoPass	Council	Feasibility Study - joint release with County	Rolls into TMP update						
		Staff Activities								
	Regional Transportation	Council	Briefing	Briefing		Briefing		Briefing		Briefing
		Staff Activities								
	Electric Vehicle Parking Ordinance/Energy Services	Council	Council agenda	SS			IP	IP	IP	IP
		Staff Activities								
	Access Management and Parking Strategies	Council	Scope	SS - Guiding principles, work program and process (includes TMP update)	Round 1 Code Changes - Auto and parking planning, zoning regs, EV charging stations	Update - Work plan and policy issues	Long Term Round 2 - Parking code changes and other policy issues	Council endorsement of ongoing work plan		
		Staff Activities	Finalize work program	Short term parking code regulation changes	Long term parking code changes	Long term parking code changes	Additional workplan items and public process tbd	Finalize document		
			TDM tool kit development for TMP integration	Long term parking code regulation changes	Additional workplan items tbd	Additional workplan items and public process tbd				
			Short term parking code ordinance changes	Public outreach and joint board meeting						
			Research/best practices	Additional workplan items tbd						
			Develop communications strategy							
ADD'L HOUS/PLAN/TRANS	Comp. Financial Strategy/Capital Bond	Council	Direction	SS	SS - finalize ballot?	Ballot?				
		Staff								
	Cap. Bond 1 Implement.	Staff		Construction			85% complete		100% Complete	
	Flood Recovery	Staff		Repairs and FEMA Reimbursement	FHWA/FEMA work	FHWA/FEMA work	Building Better Boulder		Building Better Boulder	
	Boulder Junction Phase 1 Implementation	Staff			South side of Pearl opens	Ongoing redevelopment coordination		Goose Creek Bridge opens		Depot Square opens
	Boulder Junction Phase 2 - City owned site	Staff		Coordination	Coordination		Coordination			
	Yards mobilized to move for Pollard option	Staff		Grading, prairie dogs, moving	Final prep			Yards moves continue		
	Safe Routes to School	Staff			Public process to prioritize projects		Application			
	Implement Transpo.Tax	Staff		Expand maintenance, hire						

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
LIVABILITY	Homelessness/Human Services	Council Items	Shelter/ Funding: Update on position and relationship with Boulder Shelter; Shelter funding and issues update and other funders.	SS - Human Services Strategy Update and Homeless Action Plan (including funding priorities and partnerships)	IP - Homelessness Issues	SS - Human Services Strategy Update and Homeless Action Plan (including funding and service priorities)				
					Regional Planning update/services and housing					
					2014 Point in Time Report					
					SS - Services and Regional coordination update	IP - Services and Regional coordination	IP - Services and Regional	SS - Services and Regional coordination	SS - Services and Regional	IP - Services and Regional
		Staff Activities	Facilitate monthly Boulder Homeless Planning Group re:	HS Strategy Update and Homeless Action Plan Update	HS Strategy Update and Homeless Action Plan -					
			Convene regional meeting with Denver/Boulder/MDHI							
			County Ten Year Plan meeting with focus on meeting housing	County Ten Year Plan meeting with focus on meeting housing						
	Neighborhood/Park Events and Other Events	Council Items	GOCO grant application		GOCO grant acceptance					
						SS - Special Events with Street Closures and Block Party Permitting				
		Staff Activities	Review current PR permits and developm pilot program	Conduct pilot neighborhood event (link with Hill and GOCO school yard grant)	Conduct pilot neighborhood event	Review neighborhood park planning and event pilot success and plan schedule for 2015	Finalize njeighborhood event schedule for 2015	Conduct neighborhood events	Conduct neighborhood events	Review pilot program and propose permit changes required to make improvements
			Link with park planning outreach	Summer recreation programs - arts, music, health, wellness	Continue summer art series and volunteer events					
			GOCO school yard grant	Submit GOCO grant	GOCO grant award - start civic area community park					
				Review and analysis of existing special event permitting	Develop recommendations					
	Arts	Council Items		SS - Library & Arts, including Community Cultural Plan				Adoption of Community Cultural Plan		
		Staff Activities		Work with new director						

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
LIVABILITY	Code Enforcement	Council Items	SS	SS (includes Social Issues Strategy information)						
		Staff Activities								
	University Hill	Council Items	IP - 14th St Public/Private Partnership	Update - 14th St Public/Private Partnership	Update - 14th St Public/Private Partnership					
			Bears/Trash							
				SS - Hill Reinvestment Strategy	Update - Hill Reinvestment Strategy					
		Staff Activities	14th St - Hill Alt. Mode survey	14th St - Finalize analysis and develop recommendation to proceed with the Global Agreement						
			14th St - Finalize LOI							
			14th St - Financial Analysis							
			14th St - Additional access analysis							
			14th St - Board outreach							
			Pilot Parklet Competition	Parklet Implementation						
			Outreach to CU and stakeholders for support of Reinvestment Strategy	Fox Theatre mural by CU students	start pilot RSD program (to run through 2016)					
			Recommendation for staffing Strategy implementation and prelim. analysis of future org structure options	Hire a fixed term Hill Coordinator						
	Civic Area	Council Items					SS - Park Program and Improvements			
		Staff Activities	Civic Activity Team established	Coordinate music in park series		Review summer series success and revise for 2015	Prepare first phase of park improvements for 2015	Conduct adult fitness and health classes	Conduct visitor event at civic area around art installations	
			Hire Civic Area staff for P&R	Add seasonal park staff for outdoor education and orientation		Expand Ready to Work crew	Revise summer programs and plan for 2015	Install temporary adult fitness playground	Coordinate horticulture gardens with Farmers' Market event	
			Prepare GOCO grant for nature play and park planning	Conduct volunteer event around upgrades to Peace Garden and edible plant exhibit		Complete park planning outreach	Conduct art competition for summer installation	Install south side nature play area		
			Work with Park Foundation to develop plan for art and entertainment	Coodinate with CU for partnership with GUB and Civic Area park plan		Develop 1% for Arts demonstration project in partnership with foundations and non-profits		Expand seasonal staffing and horticulture/edible garden displays		

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
LOCAL FOOD	Civic Area	Council Items	IP - update on implementation		SS - catalyst projects					
		Staff Activities								
	Ag Plan	Council Items	IP				Acceptance			
		Staff Activities								
	Other or not categorized	Council Items								
		Staff Activities	CU/BVSD partnerhip for neighborhood garden	Form cross-dept team	Develop work plan to achieve council vision					
			Burk Park/Horizon School playground	Housing links with YSI programs and local gardening pilot						
			Design guidelines for edible landscape in local parks							
CLIMATE AND ENERGY	Zero Waste Master Plan	Council Items	IP	SS - options and feedback		Acceptance and action plan		Implementation - commercial focus		
		Staff Activities	Stakeholder input on options and rulemaking on curbside compost		Public feedback on strategies	Draft plan and action plan for public review		Implementation - program enhancements and ordinance development		
	Municipalization	Council Items		SS - workplan	Briefing - energy services	Briefing - energy services	Update - energy services	Update - energy services	Update - energy services	Update - energy services
				SS - energy services						
		Staff Activities		Xcel/city task force; refine recommendations						
	Climate Commitment	Council Items		Briefing - framework, preliminary goals/targets, strategy development	SS - goals/targets, feedback on strategy scenarios, draft document	Approval				
		Staff Activities	Working groups meet	Scenario development; GHG inventory complete	Strategy formulation; city organization initiative launched		Launch action plan			
	Valmont Butte	Council Items			SS					
		Staff Activities								

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
OPEN SPACE	Charter Issues	Council Items			Address disposition process and use of Realization Point for pro bike race					
		Staff Activities								
	Highway 93 Underpass	Council Items								
		Staff Activities			In process					
	Eldo to Walker Ranch	Council Items								
		Staff Activities	City/County review of contractor proposals for potential mountain bike connection	Routes - weather dependent						
	IBM Connector	Council Items								
		Staff Activities		City/County requirement complete and await railroad to replace bridge						
	Trailhead as part of transportation system	Council Items								
		Staff Activities			status update					
	Other or not categorized	Council Items								
		Staff Activities			additional signage					

	Project	Council or Staff?	2014				2015			
			1st Quarter	***2nd Quarter***	***3rd Quarter***	***4th Quarter***	***1st Quarter***	***2nd Quarter***	***3rd Quarter***	***4th Quarter***
OTHER	Emerald Ash Borer (EAB)	Council	IP							
			Develop preliminary management plan	Implement pilot plan	Monitoring	Evaluate long term forest management plan and EAB strategy	Management plan and response	Response	EAB	EAB
	Civic Use Pad	Council	SS - Public/private partnership	Approval of MOU with St. Julien Partners	Update on negotiations with St. Julien Partners					
	Human Services Strategy	Council		SS		SS		Public hearing		
	Various	Council	IGA with CDOT/County for US 36 bikeway maintenance	Pilot dog waste composting project - Valmont and OSMP possible site	Transportation code changes for AMPS	Smoking ban - public hearing				
			IGA for bikeway maintenance/ US 36 enhancements	CEAP call up for Baseline Underpass east of Broadway	Comprehensive Annual Finanical Report					
			Old Pearl Street ROW vacation	DRCOG TIP Priorities for city applications	Appointment of independent auditor					
			Transportation code changes - bike parking, TDM, etc.	Mobile food vehicles - ordinance change to expand podding in downtown	Update on investment policies - action					
			NPP - zone expansions and removal		Modification of construction use tax filing - IP then action					
					Pearl Street Mall regulations - code changes					

COUNCIL MEMBERS

Matthew Appelbaum	Mayor
George Karakehian	Mayor Pro Tem
Macon Cowles	Council Member
Suzanne Jones	Council Member
Lisa Morzel	Council Member
Tim Plass	Council Member
Andrew Shoemaker	Council Member
Sam Weaver	Council Member
Mary Young	Council Member

COUNCIL EMPLOYEES

Thomas A. Carr	City Attorney
Jane S. Brautigam	City Manager
Linda P. Cooke	Municipal Judge

KEY STAFF

Mary Ann Weideman	Assistant City Manager
Bob Eichem	Chief Financial Officer
Alisa D. Lewis	City Clerk
Patrick von Keyserling	Communications Director
David Driskell	Executive Director of Community Planning and Sustainability and Acting Director of Housing
Molly Winter	Downtown, University Hill Management & Parking Services Director
Heather Bailey	Energy Strategy and Electric Utility Development Executive Director
Larry Donner	Fire Chief
Joyce Lira	Human Resources Director
Karen Rahn	Human Services Director
Don Ingle	Information Technology Director
Eileen Gomez	Labor Relations Director
David Farnan	Library and Arts Director
Lynne C. Reynolds	Municipal Court Administrator
Michael Patton	Open Space and Mountain Parks Director
Jeff Dillon	Acting Parks and Recreation Director
Greg Testa	Police Chief
Maureen Rait	Public Works - Executive Director
Cheryl Pattelli	Director of Fiscal Services
Tracy Winfree	Transportation Director
Jeff Arthur	Utilities Director

2013 City Council Committee Assignments

INTERGOVERNMENTAL ORGANIZATIONS

Beyond the Fences Coalition	Morzel, Plass (Castillo – staff alternate)
Boulder County Consortium of Cities	Morzel, Young
Colorado Municipal League (CML) – Policy Committee	Jones, Appelbaum (Castillo – staff alternate)
Denver Regional Council of Governments (DRCOG)	Jones, Plass
Housing Authority (Boulder Housing Partners)	Shoemaker
Metro Mayors Caucus	Appelbaum
National League of Cities (NLC)	Appelbaum, Cowles
Resource Conservation Advisory Board	Morzel (at large seat), Plass
Rocky Flats Stewardship	Morzel, Plass (1st alternate), Castillo (2nd alternate)
University of Colorado (CU) / City Oversight	Cowles, Shoemaker, Weaver
US36 Mayors and Commission Coalition	Appelbaum
US36 Commuting Solutions	Karakehian, Morzel (alternate)
Urban Drainage and Flood Control District	Karakehian

LOCAL ORGANIZATIONS

Boulder Museum of Contemporary Art (BMoCA)	Young
Boulder Convention and Visitors Bureau	Plass, Cowles (alternate)
Dairy Center for the Arts	Jones
Downtown Business Improvement District Board	Shoemaker, Weaver, Young

INTERNAL CITY COMMITTEES

Audit Committee	Cowles, Morzel, Shoemaker
Boards and Commissions Committee	Plass, Shoemaker
Boulder Urban Renewal Authority (BURA) Mayoral Appointment	Karakehian
Charter Committee	Karakehian, Morzel, Weaver
Civic Use Pad/ 9th and Canyon	Karakehian, Morzel, Young
Council Retreat Committee	Jones, Morzel
Evaluation Committee	Morzel, Plass
Legislative Committee	Jones, Karakehian, Weaver
School Issues Committee	Morzel, Plass, Shoemaker

SISTER CITY REPRESENTATIVES

Jalapa, Nicaragua	Jones
Kisumu, Kenya	Morzel
Llasa, Tibet	Shoemaker
Dushanbe, Tajikistan	Weaver
Yamagata, Japan	Plass
Mante, Mexico	Young
Yateras, Cuba	Karakehian
Sister City Sub-Committee	Morzel, Cowles, Karakehian