

Boulder City Council STUDY SESSION

**Tuesday
October 28, 2014**

**5-5:30 PM
Flood Recovery Briefing**

**5:30-6 PM
Ebola Preparedness
Mike Chard, Boulder County OEM**

**6-7:30 PM
Access Management and Parking Strategy**

**7:30-9 PM
Envision East Arapahoe
Project Vision, Future Scenarios and Analysis**

**Council Chambers
Municipal Building
1777 Broadway**

Submit Comments to City Council
Email: [council @bouldercolorado.gov](mailto:council@bouldercolorado.gov)

or

Attention: Alisa Lewis, City Clerk
PO Box 791, Boulder, CO 80306
Fax: 303-441-4478



Study Session MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
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David Driskell, Director, Community Planning and Sustainability
Molly Winter, Director, Downtown and University Hill Management Division
and Parking Services (DUHMD/PS)
Susan Richstone, Deputy Director, Community Planning and Sustainability
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Chris Hagelin, Senior Transportation Planner, GO Boulder
Jay Sugnet, Senior Planner, Community Planning and Sustainability

Date: October 28, 2014

Subject: Update on the Access Management and Parking Strategy (AMPS)

EXECUTIVE SUMMARY

The purpose of this Study Session is to:



1. Review the best practices and innovations research conducted as part of the Access Management and Parking Strategy (AMPS) project;
2. Seek input on options for Transportation Demand Management (TDM) policies for new development; and
3. Share ongoing work plan items related to AMPS and next steps.

The purpose of AMPS is to review and update the current access and parking management policies and programs and develop 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 policies, strategies and programs tailored to address the unique character and needs of the different parts of the city. The project purpose, goals and guiding principles are shown in **Attachment A**.

The primary focus of the study session is to share the best practices and innovation research and to seek more detailed input on the Transportation Demand Management (TDM) policies for new private developments which is one of the early phase components of the AMPS work program.

Staff has gathered input from the community, boards and commissions to help identify priorities for further research and community discussion. Outreach to the city advisory boards and the public is essential, with the dual purpose of educating the community about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and Board members attended a joint Civic Area and AMPS open house on Oct. 20 from 4-6 p.m. at Boulder Museum of Contemporary Art (BMoCA). Initial community and board input is summarized in Section II below. Staff is preparing the most recent feedback from the boards and commissions, coffee talks and open house which will be submitted to Council prior to the study session.

A joint board workshop will be scheduled in the first quarter of 2015 to provide an additional opportunity for all of the various board members to collaborate in the AMPS process. Community outreach is continuing throughout the AMPS process through a series of coffee shop talks, public meetings, and social media/web, including Inspire Boulder.

In-depth analysis in the other AMPS focus areas is on-going and more detailed information and staff recommendations in these areas, as well as in the TDM focus area, will be coming to the City Council in early 2015 for review and consideration.

Questions for City Council

1. Does City Council have feedback regarding the best practices and innovation research? Specifically, is anything missing? And does Council have any initial guidance on the policy questions staff should bring back in early 2015?
2. What is council's input on the key aspects of TDM Plan policies for new private developments?
3. Does council have any feedback regarding the ongoing AMPS related work plan items and next steps?

MEMO ORGANIZATION

- I. Background**
- II. Community, Board and Commission Feedback**
- III. Best Practices and Innovation Research**
- IV. Transportation Demand Management Plans for New Private Development**
- V. Short Term Code Changes**
- VI. Ongoing Work Related to AMPS**
- VII. Timeline**
- VIII. Next Steps**

I. BACKGROUND

The City of Boulder's parking management and parking district system has a long history, with the first parking meters installed on Pearl Street in 1946. During the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multimodal access system incorporating transit, bicycling and pedestrians along with automobile parking in order to meet city goals, support the viability of the city's commercial centers, and maintain the livability of its neighborhoods. Parking districts are currently in place in three areas of the community: downtown, University Hill and Boulder Junction.

The AMPS project approach emphasizes collaboration among city departments and close coordination with the numerous current and anticipated planning efforts and initiatives such as the Transportation Master Plan (TMP) Update, Economic Sustainability Strategy, and Climate Commitment. In addition of considering enhancements to existing districts, AMPS will be examining parking and access policies and strategies outside of the districts, including parking requirements by land use, bicycle parking requirements, neighborhood parking permit program, and on-street parking.

Elements of the AMPS project approach include:

- Integrated planning coordinated with other master planning efforts;
- A that focuses on a particular set of goals and guiding principles that create an adaptable set of tools and methods, allowing the city to continually improve and innovate to achieve its goals;
- Evaluation of existing and new parking and access management policies and practices within existing districts and across the community, including on- and off-street parking, and public and private parking areas; and,
- Development of context-appropriate strategies using the existing districts as role models for other transitioning areas within the community and incorporating national best practices research.

City Council held study sessions on [Jun. 10](#) and [Jul. 29](#) to review work to-date on the seven focus areas (District Management, On- & Off-Street Parking, Technology, Transportation Demand Management, Code Changes, Parking Pricing, and Enforcement) and provide overall direction on the approach for AMPS, as well as short-term code changes. View a summary of the two study sessions [here](#).

This memo contains a summary of the best practices and innovation research, analysis of options for updating TDM Tool Kit for new private development, a summary of the short-term code changes, updates on other efforts related to AMPS, and an updated timeline.

II. COMMUNITY, BOARD AND COMMISSION FEEDBACK

Staff continues to compile community, board and commission feedback to inform the development of AMPS. Beginning in late summer and continuing into fall 2014, staff has been conducting outreach to residents and commuters through the project website, Inspire Boulder, and a series of coffee talks throughout Boulder to help develop a good understanding of how the community currently views parking and access management.

In addition to Inspire Boulder and the coffee talks, the following community, board and commission activities are scheduled and a summary will be provided for the final Council Study Session Memo.

- October 1 – Boulder Junction Access Districts Commissions
- October 6 – Downtown Management Commission
- October 13 – Transportation Advisory Board
- October 15 – University Hill Commercial Area Management Commission
- October 16 – Planning Board
- October 20 – Joint AMPS / Civic Area Open house

III. BEST PRACTICES AND INNOVATION RESEARCH

This phase of the AMPS project considers best practices from other communities for all the different focus areas. The information gathered from the best practices research will provide staff and the community with approaches and ideas to improve existing access and parking management programs, as well as consider new programs throughout the city. Click [here](#) to view the full report compiled by Kimley-Horn. **Attachment E** is a summary list of all the best practices in the report and includes a summary of parking- and transportation-related programs of peer cities and other cities as examples to learn from. Below are some of the highlights for each focus area, along with specific examples of potential strategies identified for further analysis and consideration.

District Management

Boulder has well-defined and successful parking and access management districts in the downtown and on University Hill. Elements of these districts have been adapted to create the new access and parking management districts in the Boulder Junction transit-oriented development area. The district management focus area will further the enhancement and evolution of existing access and parking districts, as well as consider new districts that could be formed to address the specific issues and opportunities in other areas of the city such as North Boulder and along the east Arapahoe Avenue corridor. A toolkit of policies, implementation strategies and operational procedures will be developed to assist in the creation of new districts. The following are several specific examples of potential strategies identified for further analysis and consideration:

1. Edge Parking as a Commuter Parking Strategy – Seattle, Washington and Santa Clara Valley, California (Best Practice # 10) - This strategy provides shared remote parking within mixed-use development and is associated with transit-oriented developments and/or mobility hubs. The plans include coordination with existing districts to develop shared parking options for employees in edge locations with transit and bike options to travel the “last mile.” Parking spaces could be shared to maximize the benefit, with off-site employee parking during the day and residential parking at night.
2. Neighborhood Parking Management Plans and Benefit Districts – Houston and Austin, Texas (Best Practice # 34 and 35) - These communities provide examples of strategies

for both commercial and residential neighborhoods to develop specific parking solutions and parking/transportation-related investments. Applications have varied in different types of neighborhoods, and the strategies include the option of sharing parking revenues for community benefit.

3. Integration with Broader Community Planning Strategies – *Vancouver, British Columbia; Seattle, Washington; and Portland, Oregon (Best Practices #32, 36 and 37)* - These cities have taken a comprehensive and holistic approach to integrated planning, including transportation through either a cluster or district approach that addresses multiple sustainability components.
4. Neighborhood Parking Permit Program Permit Pricing – *Seattle, Washington and Charlotte, North Carolina (Best Practice #39)* - These different parking permit pricing structures will be reviewed and evaluated in the context of the program goals, including regional pricing. Potential relationships with the Neighborhood Parking Management Plans and Benefit Districts best practice will also be considered.

On- and Off-Street Parking

One of the significant issues for providing good access to a community is how it allocates limited curbside (on-street) space. This space tends to be used as unrestricted parking on most roadways, with restricted parking (either time-restricted by sign or by meter) in commercial areas like the downtown, University Hill and the North Boulder commercial area. However, there are many other uses for this curbside space that compete with these general uses. These other uses include handicapped-only designated parking; commercial loading zones; passenger loading zones; taxi stops; RTD bus stops; bicycle parking corrals; and parklets, as well as new possibilities such as on-street B-cycle stations; on-street electric vehicle (EV) charging stations; or designated car-share parking spaces. The challenge is how to balance the demand for all of these different uses with the limited curbside supply in a fair and equitable manner that meets the city's various goals and objectives. Staff is creating a "Policy Document" that will guide decision-making about balancing the use of limited curbside space.

Included in this focus area is off-street parking, either in parking lots or garages. The on-street and off-street parking resources work together to provide a variety of parking access options. For instance, in commercial areas, on-street parking is more focused on convenience for short-term parking, while off-street parking provides more long-term parking for employees and all-day visitors. Coordinated management of the two different resources is essential for providing access to the variety of different users and supporting the viability of commercial areas. Specific examples are:

72-hour On-street Parking - (Best Practice #5)

Currently, the B.R.C. restricts on-street parking to no more than 72 hours at a time, so parked vehicle must be moved every 72 hours. This restriction is in place for a variety of reasons. It is used to ensure that vehicles are not left abandoned in the public right-of-way with no resource for removal. It is also used to denote the time requirement in advance of a construction project or special event that temporary "No Parking" signs be placed on a roadway. If vehicles must be moved every 72 hours, then signs for temporary parking restrictions for special events need to be

placed 72 hours in advance. It has been suggested through community input that this 72-hour parking restriction should be either modified or eliminated. One reason suggested is that a requirement to move a vehicle every 72 hours is counter to some of the community's transportation (less driving) and environmental (better air quality) goals. Staff is investigating the need for modifying or eliminating this 72-hour restriction, and options for doing so if that is the policy direction.

Coordinated Private Parking Systems - Seattle, Washington (Best Practice #7)

Seattle has addressed the challenge of reduced parking from a waterfront viaduct project by developing a program that provides consistent public access to private parking facilities, including coordinated marketing and branding. This approach maximizes utilization of existing parking resources.

Parking Garage Management - San Francisco, California; Seattle, Washington; and Denver, Colorado

Staff will also be considering the off-street parking approaches of SFpark, Seattle car2go, and [Denver Strategic Parking Plan](#).

Technology

Technology has become an integral part of access and parking management strategies. Boulder has adopted a variety of technologies to make parking more convenient and efficient. These include a variable messaging system in the downtown garages to monitor garage occupancy, on-street parking kiosks, and a pay-by-phone option via the [Parkmobile](#) app. As new technologies evolve, staff will be considering cost-effective, customer-oriented and sustainable apps and systems to enhance the parking and access experience. In addition, the garage gate access and permitting technology systems will be replaced in 2015 and a request for proposals process is underway (see Section VI of the memo). An example is:

Parking Apps - Phoenix, Arizona, San Francisco and Los Angeles, California (Best Practice #14)

Parking applications for smartphones, tablets and other electronic devices are valuable tools for both customers and staff. Currently, the city does not have an adequately accurate database to provide reliable service to patrons. During the AMPS process, staff will be developing a database with detailed information about the location, number, and type of parking spaces. The PARCS (Parking Access and Revenue Control System) equipment project for the parking garages is one means to achieve a consistent count and provide the database link. The city's current level of sophistication with on-street parking management can provide a lower level of information. In later phases of AMPS, staff will look at how technology (geographic information systems and transaction data) can provide real-time information about the available on-street parking and explore what other cities utilizing similar equipment are doing and how to integrate apps for all modes of travel.

Transportation Demand Management

Transportation Demand Management (TDM) involves all programs that reduce single-occupant vehicle trips, including travel by transit, bikes, walking and carpool and vanpool programs. In

addition, there are strategies for telecommuting and parking pricing. The TDM focus area includes three primary components; the integration of TDM with access and parking management; refinement of the policies, implementation, and evaluation of TDM plans in the review of private developments; and the management of TDM programs in districts (existing and new/citywide). The City of Boulder's downtown has a robust and successful employee TDM program that has contributed to a major shift in the way that downtown employees access this high-density area. The free downtown employee EcoPass, support of bike- and car-share, and providing public bike parking are all successful elements of the current TDM program. Some examples are:

TDM for New Private Development

This element of the TDM focus area has been a priority and an early work plan item, as it is a part of the recently updated Transportation Master Plan (TMP). Staff has worked with Urban Trans, a sub consultant for the AMPS project, to identify national best practices and outline a series of steps to create a policy framework for updating Boulder's program. Detailed information regarding TDM Plan policy options are described Section IV.

Enhancements to Existing TDM Programs - Ann Arbor, Michigan and Arlington County, Virginia (Best Practices # 31 and 33)

The best practices research from those two communities focuses on additional opportunities for outreach, education and program development to enhance existing programs and engage constituents. Each community also has an educational component to share information about travel options and evaluation results. Additional research and staff coordination is being conducted with City of Portland, Oregon.

Code Changes (Best Practice #25)

Planning staff is working on updates to the land use code for parking requirements citywide (e.g., adding special parking requirements for uses with low parking demand such as the airport and warehouses where current parking requirements require too much and updating the code to meet American with Disabilities Act requirements). In addition, these initial code changes include updates to the city's land use code to enhance bicycle parking for new private developments. See Section V.

Longer-term code changes would respond to recent changes in travel behavior (e.g., increased bicycling and transit use) and the AMPS' principles for shared, unbundled, managed, and paid parking (SUMP). Code changes could include, but not be limited to, increased use of unbundled parking, shared parking requirements, parking maximums, automatic parking reductions and special parking requirements for high frequency transit corridors.

Staff is considering the following best practices for the long-term parking code changes:

- Analyze current parking requirements to assess whether the appropriate amount of parking is being provided based on contemporary travel conditions;
- Establish maximum parking requirements in addition to minimum parking requirements;
- Allow shared parking agreements between properties if the owners can demonstrate that parking needs would be met for land uses on both sites based on different hours of usage;

- Create new parking standards specific to land use rather than generalized per zoning district;
- Develop district-specific parking standards such as overlays, special requirements along transit corridors, unbundled parking, transit-oriented development areas, etc. based on the shared parking characteristics of an area (similar to how parking requirements are required and managed in downtown Boulder);
- Explore automatic parking reductions based on set conditions (e.g., car-share availability, transit access, bike parking above required amounts, etc.);
- Reassess the city's current parking design standards to determine if alternative car stall sizes are warranted among other design considerations; and,
- Accommodate electric vehicle charging stations.

Communities that have initiated some or all of the best practices listed above and are being analyzed as part of the AMPS process include Fort Collins, Colorado; Arlington, Virginia; Ann Arbor, Michigan; Largo, Florida; Eugene, Oregon; Portland, Oregon; and Madison, Wisconsin.

Parking Pricing

Parking pricing and enforcement fines will be reviewed and analyzed along with comparisons with other local and regional communities. The SUMP parking principles – shared, unbundled, managed and paid – are the basis for the city's parking management strategies. It will be important to appropriately price the parking in various areas of the community to meet multiple objectives: manage parking, provide convenient access, encourage multimodal travel, maintain neighborhood livability and ensure economic viability. Public outreach and education will be a major component of the process. This effort will be coordinated with the review of parking enforcement fines. Pricing for both long-term (permit) and short-term parking will be considered. The following are some parking pricing best practices that will be analyzed:

Performance-based and/or Variable Pricing - *Seattle, Washington; San Francisco, Los Angeles and Redwood City, California (Best Practice #22)*

Pricing parking based on parking demand, where locations with greater demand have a higher rate and locations with less demand have a lower rate. The intent is balanced parking management and providing availability and turnover in high-demand areas. Parking rates can be changed by time period or location. An optimal industry standard is 85 percent occupancy.

Progressive Pricing - *Albany, New York (Best Practice #23)*

Rates in a progressive pricing structure are determined by the length of time a vehicle remains parked. The intent is to provide flexibility by allowing those who wish to park longer to do so at a progressively higher rate. The elevated rate structure deters people from parking for long periods of time, thus creating more availability for others.

Coordinate On- and Off-street Parking Rates - *(Best Practice #4)*

On- and off street parking rates should be coordinated so that the parking facilities work together as a comprehensive system to achieve a common goal: to encourage longer-term parkers to use off-street facilities and short-term parkers to use the more convenient on-street parking. Higher rates on-street will also encourage greater turnover.

Parking Tax - San Francisco, California; Pittsburgh, Pennsylvania; Vancouver, British Columbia; and Sydney, Australia (Best Practice #24)

There are a variety of types of parking taxes. Commercial parking taxes are applied to parking rental transactions; per-space parking levies are a special property tax applied to parking facilities. Parking taxes can raise funds and help achieve various planning objectives, including more compact development and increased use of alternative modes, but can be unpopular.

Enforcement

Enforcement is a key to balancing parking access and management through education, customer service and regulation in an effort to better serve those who live, work and visit the City of Boulder.

Development of a Parking Enforcement Manual - Variety of communities (Best Practice # 20)

Staff continues to evaluate current policies and has been provided with sample policies from the consultant as best practices gathered from a variety of communities. Kimley-Horn developed a [Sample Parking Enforcement Operations Manual](#) and a [Sample Parking Enforcement Audit Checklist](#).

Parking Enforcement Fines: Fort Collins, Colorado (Best Practice # 19)

While certain parking fines have been increased over time, the over-time-at-meter rates have not been increased in at least 20 years. During the AMPS project, a detailed review will be conducted of other peer communities, as well as an analysis of the relationship to the short-term parking rates. Graduated or escalating parking fines is an approach used in different communities that focuses on fining repeat violators, rather than people who occasionally receive tickets, such as tourists.

Evaluation

Arlington County, Virginia (Best Practice #31)

An essential component of AMPS will be on-going evaluation. Staff will be determining the appropriate goals for the different focus areas and then refining and enhancing current methods to determine and evaluate how successfully the goals are met and how well the goals align with the AMPS guiding principles. The city currently uses a variety of surveys – Boulder Valley employee travel survey, Boulder resident travel survey, Downtown Boulder employee travel survey, Downtown intercept survey, Downtown Bike Occupancy Survey – and other data regarding parking utilization and revenues that provide statistics for access and parking management performance. Identifying how best to use this data to evaluate success and share it staff, policy makers, and with the public will be an outcome of the AMPS project.

The [Arlington County Commuter Services Performance Report](#) is an excellent example of an annual report that tracks performance and progress towards achieving defined objectives and goals. The report includes drive-alone commute mode share, average weekday vehicle trips and miles, and transit usage. Additionally, they track bicycle usage, bike-share memberships, number of employers with the Arlington Transportation Partners, resident awareness of TDM services, and greenhouse gas emission reductions attributed to their programs.

IV. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR PRIVATE DEVELOPMENT

Under current city code, which sets policies for Site Review, commercial and residential developments that generate additional vehicle trips in excess of specific amounts are required to submit a Transportation Demand Management (TDM) Plan. The TDM Plan demonstrates how a applicant intends to “significantly” reduce vehicle trip generation. The city provides a TDM Toolkit and staff assistance to guide applicants through the Site Review process and develop a TDM Plan.

As part of the Transportation Master Plan (TMP) update and the AMPS work program, staff is working to make changes to Site Review TDM Plan policies and processes and is updating the TDM Toolkit for new developments. The options presented by staff include findings from a review of peer cities that have regulated TDM plans for new developments through ordinances. The draft report compiled by UrbanTrans and Kimley-Horn’s for the AMPS work program can be found at www.bouldertransportation.net.

During City Council study sessions about the TMP and AMPS in June and July of 2014, council members expressed the concept of implementing a TDM program for new developments that has specific ordinance-based requirements and that are actively monitored, evaluated, and enforceable (“TDM with teeth”). To implement such a program, several key aspects need to be determined, including:

- Specific goals and objectives of the TDM plans;
- Target level of the measurable objective(s);
- Trigger(s) for when such plans are required;
- TDM Plan design;
- Timing and duration of monitoring;
- Enforcement to meet TDM Plan objectives; and,
- Program staffing and funding evaluation.

Attachment B of the memo contains background and questions related to policy options for TDM Plans for new private developments. It is based on current practices in the City of Boulder and other peer cities, as well as municipalities that have ordinances in place to guide the design, implementation, evaluation and enforcement of TDM plans that mitigate the impacts of new developments. **Attachment C** contains the current language of the Design and Construction Standards (DCS), which currently dictate the TDM Plan process for Site Review in the City of Boulder. **Attachment D** provides a list of potential elements that could be included or required as part of TDM Plans.

At this early phase of rethinking TDM Plans for new developments and modification of the TDM Toolkit, staff is seeking initial feedback from members of the boards and City Council to develop the policy framework and recommendations to update the city’s TDM Tool Kit for new development.

Measuring Success:

1. Which measurable objective should determine the success of a TDM plan for new developments?

2. Which factors should be taken into account when calculating target levels for the measureable objective?

Triggers and Thresholds:

3. What triggers (and thresholds) should be considered in a regulatory approach to TDM Plans for new developments?
4. Are there TDM Plan elements that should be required based on the characteristics of the development?

Monitoring and Enforcement:

5. What should be the timing and duration of TDM Plan monitoring?
6. What kind of “teeth” and how much “teeth” is right for Boulder?

Funding

7. How will a regulated TDM Plan program be funded and staffed?

V. SHORT-TERM CODE CHANGES

As part of the Access Management and Parking Strategy (AMPS) process, staff is bringing forward an initial set of short-term ordinances that can be implemented as part of the early phase of work for AMPS.

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 commercial centers, and other cleanup 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.;
3. Amend the bicycle parking design standards in the Design and Construction Standards.

The [Sept. 18 report](#) to Planning Board has additional details and the ordinances are scheduled for a second reading at City Council on Nov. 6. Future longer-term parking-related code changes that are more complex in nature will be coming forward as part of the next phase of the AMPS process.

VI. ONGOING WORK RELATED TO AMPS

- With assistance from Kimley-Horn, staff is developing a request for proposals for the replacement of downtown garage access, revenue control and permitting systems to a state-of-the-art system that will coordinate with other technologies such as the variable messaging system.
- Negotiations are continuing for a shared parking option between the Central Area General Improvement District (CAGID) and Trinity Lutheran Church in downtown and a public-private partnership redevelopment of the University Hill General Improvement District (UHGD) 14th Street parking lot with Del Mar Interests.

- As one of the action items from the recently updated [Transportation Master Plan](#), the city is exploring the concept of a mobility hub for North Boulder, at the intersection of North Broadway and US 36. The mobility hub could include potential opportunities for enhancing transit stations, bike parking, bike-share, car-share, and edge parking (park-and-ride), kiss-and-ride, etc. The city is working with CDOT, RTD, Boulder County, and area property owners to develop concept sketches for consideration in fall 2014. In a related effort, staff is in initial discussions with a developer regarding a public-private partnership for a shared parking garage that could be used as edge parking for downtown employees.
- Staff is also exploring opportunities for mobility hub(s) as part of the Envision East Arapahoe corridor planning process.
- Downtown CAGID long-term parking permit rate increases are proposed in the 2015 budget for both the downtown and University Hill surface lots and garages. These proposed rates are consistent with the private parking rates.
- Staff is considering potential policy recommendations for on-street car-share parking to provide flexibility with new car-share programs.
- Implementation of the communitywide and Downtown Employee Travel Survey is underway this fall. The survey is done biannually and provides valuable information to evaluate and monitor access and parking management programs.
- Preliminary discussions are underway with the Steelyards Association regarding the potential of a coordinated parking management and TDM program for the mixed-use neighborhood in anticipation of the completion of Depot Square at Boulder Junction.
- Parking staff is coordinating with the Southwest Energy Efficiency Project (SWEEP) and Climate Commitment staff regarding electric vehicle charging stations at parking facilities.
- A downtown parklet study will determine potential criteria and locations, operational parameters and considerations, installation requirements, and recommendations for potential sites. The evaluation of the pilot parklet on University Hill will be completed this fall and provide valuable information for the development of future parklets in the downtown.
- With the projected completion of the Depot Square mixed-use development in Boulder Junction in early 2015, staff will be working with the multiple parties – the hotel, RTD, affordable housing and Boulder Junction Parking District – to implement a parking management system to accommodate the variety of users of the shared parking garage. The Boulder Junction district will develop a parking pricing strategy to implement the SUMP principles and reflect the market of the surrounding area.
- Coordination is ongoing with Community Planning and Sustainability staff, Transportation staff, and consultants regarding the parking and access projections for the Civic Area planning effort and integration of future TDM programs and additional parking.
- The downtown bike rack occupancy count was completed in August 2014. This survey provides valuable information and informs staff of locations for additional bike racks. The final report will be distributed in late October.
- DUHMD/PS is pursuing an innovative pilot program with a downtown Boulder startup company, Parkifi. Parkifi is developing a real-time parking space occupancy technology system and is proposing to pilot the program in the Broadway and Spruce Street surface

parking lot, on-street spaces and potentially in the downtown garages. The pilot will consist of installing sensors in parking spaces at no cost to the city. The sensors will be connected to a Parkifi gateway that will be connected to a cloud-based dashboard that displays occupancy data. A goal will be to work with the city's existing mobile payment vendor, Parkmobile, to provide real-time parking data to customers.

VII. TIMELINE

Attachment F includes a timeline for the project, along with major milestones and outreach activities.

VIII. NEXT STEPS

Information from the October community outreach and input from City Council and boards will be used to refine the best practices research and analyze options for each of the AMPS focus areas. A multi-department staff meeting will be scheduled in November to review and plan the next steps, including future work plan items and areas for policy recommendations. In early 2015, staff will schedule a joint board workshop and council study session to provide an update on next steps and policy recommendations. In particular, parking policy questions are expected to begin the vetting process in the next Council study session. Community engagement and outreach will continue to ensure public feedback and participation regarding AMPS.

- November – City Staff workshop
- First Quarter 2015 – Joint City Board and Commission Meeting
- First Quarter 2015 – City Council Study Session
- Spring 2015 – AMPS recommendations for consideration by Boards and City Council

For more information, please contact Molly Winter at winterm@bouldercolorado.gov or Kathleen Bracke at brackek@bouldercolorado.gov, or visit www.bouldercolorado.gov/amps.

ATTACHMENTS

- A. Project Purpose, Goals and Guiding Principles
- B. TDM Plan Policy Options for Private New Developments
- C. Design and Construction Standards and TDM Plans
- D. TDM Plan Elements
- E. Summary List of Best Practices Documentation
- F. Project Timeline

ATTACHMENT A: PROJECT PURPOSE, GOALS, AND GUIDING PRINCIPLES

Purpose

Building on the foundation of the successful multi-modal, district-based access and parking system, the Access Management and Parking Strategy (AMPS) will define priorities and develop over-arching policies, and tailored programs and tools to address citywide access management in a manner consistent with the community's social, economic and environmental sustainability principles.

Goals

The Access Management and Parking Strategy (AMPS) will:

- Be consistent with and support the city's sustainability framework: safety and community well-being, community character, mobility, energy and climate, natural environment, economic vitality, and good governance.
- Be an interdepartmental effort that aligns with and supports the implementation of the city's master plans, policies, and codes.
- Be flexible and adapt to support the present and future we want while providing predictability.
- Reflect the city's values: service excellence for an inspired future through customer service, collaboration, innovation, integrity, and respect.

Guiding Principles

1. Provide for All Transportation Modes: Support a balance of all modes of access in our transportation system: pedestrian, bicycle, transit, and multiple forms of motorized vehicles—with the pedestrian at the center.
2. Support a Diversity of People: Address the transportation needs of different people at all ages and stages of life and with different levels of mobility – residents, employees, employers, seniors, business owners, students and visitors.
3. Customize Tools by Area: Use of a toolbox with a variety of programs, policies, and initiatives customized for the unique needs and character of the city's diverse neighborhoods both residential and commercial.
4. Seek Solutions with Co-Benefits: Find common ground and address tradeoffs between community character, economic vitality, and community well-being with elegant solutions—those that achieve multiple objectives and have co-benefits.
5. Plan for the Present and Future: While focusing on today's needs, develop solutions that address future demographic, economic, travel, and community design needs.
6. Cultivate Partnerships: Be open to collaboration and public and private partnerships to achieve desired outcomes.

ATTACHMENT B: TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN POLICY OPTIONS FOR PRIVATE NEW DEVELOPMENT

MEASURING SUCCESS:

Goals and Measurable Objectives TDM Plans for New Developments

The overarching reasons for incorporating TDM into the Site Review process and regulating implementation and evaluation is to meet the goals and objectives of the Boulder Valley Comprehensive Plan, the City of Boulder’s Sustainability Framework and the Transportation Master Plan. However, when designing a new set of policies and a TDM toolkit, it is important to understand the *specific* reasons in terms of new developments.

Currently, the City focuses on vehicle trip reduction as the key measurable objectives of TDM plans. The Design and Construction Standards state that when a commercial development is expected to exceed 100 vehicle trips at peak hour or 20 vehicle trips at peak hour for residential developments, a traffic study is required. See Attachment C for additional background. One element of the traffic study is the design of a TDM Plan, which provides an outline of site design amenities and vehicle trip reduction strategies to mitigate traffic impacts. To be approved, the TDM plan must be judged to provide a “significant” reduction in vehicle trips. However, what is meant by “significant” trip reduction is not defined by ordinance, nor is there any regulatory mechanism to enforce the implementation of the plan or penalties for failing to meet the plan objectives.

In Boulder Junction, the Trip Generation Allowance ordinance is more specific and focuses on allowing just 45 percent of all trips in single-occupant vehicles within the TDM Access District as a whole. It is up to the District to implement, monitor, and intensify the TDM strategies designed to meet the ordinance. As properties redevelop in Boulder Junction, payment-in-lieu-of-taxes (PILOT) fees and property taxes are collected to fund the Boulder Junction TDM program. The funds are being used to provide RTD Eco Passes to all residents and employees within the District, free carshare memberships and subsidized bikeshare memberships. As more properties redevelop and join the District, staff will begin to monitor SOV trips and make adjustments as necessary to meet the target.

Steps to Design Framework of a Regulatory Approach to TDM Plans

Step 1: Identify which measurable objective(s) should determine the success of a TDM Plan for new developments and which factors should be taken into account when calculating target levels for the measurable objective(s).

To design a regulatory approach for TDM Plans for new developments, staff is working through a number of steps that when completed will provide a framework for a set of policies and processes of a TDM ordinance. The first step is to decide what will be the measurable objective(s) that will determine whether a TDM plan is successful or not as well as the target level(s) for the objective(s). A review of peer cities and municipalities that have ordinances in place reveal a limited number of key measures. These include:

- Vehicle trips,
- Single-occupant vehicle trips, more specifically, and
- Average vehicle ridership (AVR)

Typically, the target level of vehicle trip reduction is based on a percent reduction from peak hour ITE trip generation rates based on size and land-use. Our current Site Review traffic studies estimate the number of vehicle trips that a specific-sized land use will generate and the City could determine what percent reduction will align with our wider transportation and sustainability goals. In Fairfax County, Virginia for example, vehicle trip reduction targets vary based on size and location, specifically proximity to transit oriented development (TOD) locations.

In places where reducing SOV trips is the basis of a TDM ordinance for new developments, the target is generally set by wider city or county goals. For example, our TMP objective is to have just 25 percent of all trips by residents in SOVs by 2025 and currently in Boulder Junction TDM Access District the target is to have just 45 percent of all trips by residents and employees immediately. In Cambridge, Massachusetts TDM plans are required to meet a 10 percent reduction in the SOV mode share from overall drive alone mode share of the census tract in which the development is located.

Average vehicle ridership (AVR) is typically found in California where air quality regulations require TDM plans for new and existing developments. AVR is calculated by dividing the number of persons traveling by all persons trips (including transit riders) by the number of private vehicle trips, while taking into account the average vehicle ridership of multiple-occupant vehicles. In Pasadena, California, the peak hour AVR targets range from 1.5 to 1.75 for large commercial developments depending on location and proximity to TOD locations. In California, TDM plans and targets must meet the regional Air Quality Management District's regulations and monitoring requirements as well.

When deciding which measurable objective to use it is important to consider the time and cost to collect the necessary data from property managers, residents and employees. While vehicle trip generation can be measured with driveway counts, SOV mode share and AVR require the administration of surveys to collect the necessary data.

Setting Target Levels

Once a measurable objective is identified, setting the target levels can be a difficult process considering of the level of complexity that can be generated if the calculation of target levels varies based on the characteristics of development. Based on the review of peer cities and municipalities with ordinances in places there is a potentially a large number of characteristics that could influence the target level of the measureable objective. The report on peer cities and existing ordinances provides examples of specific target levels for locations with ordinances in place.

For both commercial and residential developments, the most frequently used characteristics include land-use, size and location. Location is often related to proximity to a TOD location or transit level of service in general. In our case, the City may also want to consider proximity to

our Community Transit Network (CTN) routes and future bus rapid transit (BRT) service specifically, as well as location in a current or future parking management or TDM district. Also, depending what changes, if any, are made to the City's parking code, it may be necessary to include parking supply as an additional factor given the frequency of requests for parking reductions.

For the City, it will be important to align targets with the BVCP, TMP and Sustainability Framework objectives related to SOV mode share, VMT, transportation-related GHG emissions. An option to consider is have targets change over time to match the trajectory of the necessary reductions to meet the goal of an 80 percent reduction in GHG by 2050.

Step 1- Staff Considerations: *Staff is considering using SOV mode share as the primary objective since it is also used as a TMP objective and the key metric of the existing Boulder Junction Trip Generation Allowance ordinance. Tracking of this measurable objective would be accomplished through survey of employees/residents of the development. Staff also is considering the collection of vehicle trip generation data through traffic counts to validate survey findings through the use of pneumatic tube counters at entrances of the development.*

Staff is considering using land-use, size, proximity to CTN or BRT service and frequency of service, location in an existing Parking or TDM Access District, and parking supply in relation to reductions from minimum parking requirements as the key factors in determining specific target levels for the measurable objective(s). For multi-family residential, location in an existing Neighborhood Eco Pass program could also impact specific target levels. TAB also suggested proximity to the city's multi-use path system as an additional factor to consider.

Step 2: Determine what triggers and thresholds should be considered in a regulatory approach to TDM Plans for new developments.

In all places with TDM ordinances for new development, there are some projects that are exempt from the requirements. Typically, this is based on size or estimated ITE trip generation rates. As previously stated, the Design and Construction Standards state that when a commercial development is expected to exceed 100 vehicle trips at peak hour or 20 vehicle trips at peak hour for residential developments an approved TDM Plan needs to be submitted. The City may want to revisit these figures and raise or lower the thresholds based on staff feedback on the frequency of exempted Site Review developments.

While trip generation or size measured in square feet, or number of bedrooms for residential, are most typically used, the City may want to consider some other triggers which either exempt or automatically require a regulated TDM plan. As mentioned, a request for parking reduction could automatically trigger the need for a plan. Other options to consider include location within a TOD or sub-plan area or in an existing district such as CAGID or UHGID. Under current code, any property that redevelops in Boulder Junction is already required to meet the Trip Generation Allowance through the District or independently.

Step 2- Staff Considerations: *Staff is not considering changing the trip generation thresholds currently in place. Staff is also considering the inclusion of parking reduction requests as a*

trigger for requiring TDM Plans as well as location in an existing parking or TDM Access District, or in an existing or future TOD site.

Step 3: Identify which TDM Plan elements, if any, should be required based on the characteristics of a specific development.

Once a TDM plan is required for a new development, the plan must be designed through a collaborative process with city staff and the applicants. One of the key aspects to consider in regard to plan design is whether or not there are required elements. For example, parking cash-out programs, in which an employee is financially compensated for not using a parking space, were frequently required in regional California Air Quality Management Districts. On the other side of the spectrum, plans could be flexible and customized to each development without any required elements. TDM plan ordinances that do not require specific elements still meet the overall goals through monitoring and enforcement. When developments are not meeting the target levels are typically required to submit modified plans until the target is reached and in some areas are subject to financial penalties.

In Boulder, RTD Eco Passes for residents or employees could be a required element based on the characteristics of the development. In locations underserved by transit, the unbundling of parking could be a required element of multi-tenant commercial properties or attached multi-family residential projects. There is a long list of TDM plan elements that could be required in addition to Eco Pass and unbundled parking. Attachment D contains a list of residential and commercial TDM plan elements which could be required in certain cases.

Step 3- Staff Considerations: *Staff's preference would be to have very few required TDM Plan elements required which would allow TDM Plans to be more flexible and customized for each particular site. If a development is located in an existing District such as CAGID or Boulder Junction for example, participation in certain programs like the Eco Pass would be automatic. However, staff does not recommend that Eco Pass participation be a required element, with the exception of a residential development being located within an existing Neighborhood Eco Pass program. Since Eco Pass participation has proven to be one of the most effective strategies for changing travel behavior it is highly likely that it will be a necessary element to be in compliance with a TDM Plan ordinance wherever transit level of service is adequate.*

The few elements that could be required include:

- *Facilitation of scheduled TDM Plan evaluations or submission of required reporting*
- *Appointment of ETC as a point of contact for commercial developments or residential properties*

Additional elements to consider include:

- *Business Eco Pass participation based on transit LOS*
- *Unbundled parking for multi-tenant commercial or multi-family residential properties with possible size thresholds*
- *Showers and Changing Facilities for commercial developments with possible size thresholds*

- *Neighborhood Eco Pass program participation if development is located within existing program boundaries*
- *Transportation Management Organization (TMO) membership as a way to secure services to meet TDM Plan requirements.*

Step 4: Determine the Timing and Duration of TDM Plan Monitoring

Once regulated TDM plans have been implemented they need to be monitored to ensure that the target levels of the measurable objectives are being met. In designing a TDM ordinance for new developments, decisions need to be made about how often and for how long the effectiveness of the TDM plan is evaluated. The review of peer cities and current ordinances in place reveal that plans are typically evaluated annually for a certain number of years. After that period, often three to five years, the requirement either ends or compliance with the ordinance continues but with less periodic monitoring.

A frequent question of Boards and Council specifically concerns the duration of required Eco Pass participation, which in practice has been three years in time. With an ordinance in place that requires permanent compliance to a specific target, the “required duration” of any specific TDM Plan element becomes moot.

Developments are sometimes required to submit annual reports that are based on data collected by themselves or consultants or in some areas by city or county staff. Who actually is responsible for submitting reports and collecting data often depends on staff resources and the number of TDM plans that are required to be monitored.

When a development is not meeting their targets annual evaluations can continue beyond the initial time period. If targets are being met, require annual evaluations can cease or evaluations requirements can change. For example in Cambridge, when a development has been met its objective three years in a row, their file is set aside in a pool of projects that can be randomly selected for a special evaluation every five years.

Step 4- Staff Consideration: *Staff is considering an approach in which compliance to the TDM Plan ordinance is permanent. Developments would have three years to be in compliance and to meet the measurable objective target. During those first three years, annual evaluations would be conducted or annual reporting would be required. If a development is non-compliant in any of the first three years, then action is taken to modify the existing TDM Plan with assistance from GO Boulder and/or Boulder Transportation Connections (BTC), the city’s local transportation management organization (TMO).*

If after the initial three years the development is still non-compliant, then additional measures are taken and possible fines or fees are levied. Any fines, fees, or escrowed funds are then reinvested into the development to provide additional programs, services or incentives to motivate travel behavior change until the development is in compliance. Any development that is in compliance three years in a row would still be required to meet the target, but would no longer be required to be annually evaluated or submit annual reports. Instead the development

would be placed in a pool subject to random or periodic review to check for compliance similar to the process used in Cambridge.

Step 5: TDM Plan Enforcement

The difference in the City's current approach to TDM Plans for new developments and a regulatory approach is the ability to actually enforce that target objectives be met and outline a course of action if targets are not met. There is a wide spectrum of options for how TDM Plans can be enforced. In some areas, developments simply have to make "a good faith effort" to achieve the target levels. In others, like Cambridge, MA, properties face a \$10 per parking space per day fine if in non-compliance with the ordinance and the city also has a right to revoke the landowner's parking permits if non-compliance continues. Without the willingness to enforce it, a TDM ordinance is not worth pursuing.

Like in Cambridge, TDM Plan requirements are most often enforced through the use of fines, with a few exceptions. In Fairfax County, letters of credit are held and developments that fail to meet the vehicle trip reduction goals are required to use those funds to implement additional TDM plan elements or strategies. Continued failure to reduction goals in Fairfax County can result in the assessment of fines against the penalty fund. In Bloomington, MN the city requires financial guarantees valued at \$50 per parking space. In both places the letter of credit or escrow account funds are returned if the development meets the plan objectives for the required consecutive years. Under current practice in the City, letters of credit or escrowed financial guarantees are used to ensure that commercial developments participate in the Eco Pass programs they have agreed to provide.

In Montgomery County, Maryland and in the Warner Center of Los Angeles, new developments required to have TDM Plans must join their local transportation demand management organization/association (TMO or TMA). In exchange for annual membership fees, the TMO provides programs and services to assist in meeting the target levels. The TMO fees are collected as part of the property's tax assessment. Locally, Boulder Transportation Connections (BTC), in conjunction with DRCOG's Way to GO regional TDM program, could fill a similar role in providing outreach services to assist in the implementation and monitoring of TDM Plans for new developments, which at the same time securing needed funding and cultivating relationships with employers and employees. Instead of membership fees going directly to BTC, any fines imposed on a property could be used to fund BTC outreach to developments that are not meeting their targets. BTC's 2014 scope of work with the city includes conducting evaluations of existing TDM Plans and will commence with evaluations of Two-Nine North on 29th Street and the Whole Foods on Pearl Street this fall.

As the report illustrates, there are a variety of ways to enforce a TDM ordinance and policy makers will need to decide how much "teeth" is the right amount. Before deciding on an enforcement approach, Colorado state and local laws need to be thoroughly reviewed to determine their legality.

Step 5- Staff Consideration: *The issue of active monitoring, evaluation, and enforcement and just how much "teeth" is the right amount will be one of the more challenging aspects of a TDM*

Plan ordinance for new developments. Staff is considering an approach based on the use of escrowed financial guarantees that are set aside by developments. The escrowed funds or financial guarantees would be used to pay for additional programs, services or incentives if a development is in non-compliance with the ordinance. The funds could also be released to the local TMO to be used to provide assistance to the development in question. The level of the financial guarantee would need to be high enough to ramp up a development's TDM Plan when there is persistent non-compliance or include additional fees if original financial guarantee is spent. Input from the City Attorney's Office will be critical in development of the ordinance and enforcement procedures.

As the TDM program for new development is updated based on Council guidance and direction, staff also will identify the resources required to implement and maintain the program.

ATTACHMENT C: DESIGN AND CONSTRUCTION STANDARDS: TDM PLANS

The foundation for TDM Plans within the Development Process is located in the Boulder Revised Code 9-2 Review Process under 9-2-14-d-16 of the Site Review section where it states that a traffic study required by city of Boulder Design and Construction Standards.

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

(A) Traffic Assessment

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

(B) Traffic Study Requirements

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

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

(I) Travel Demand Management Strategies

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

- (1) **Site Design:** Incorporate design features that facilitate walking, biking, and use of transit services to access a proposed development, including features such as transit shelters and benches site amenities, site design layouts, orientations and connections to increase convenience for alternate modes and reduce multiple trips to and from the site, and direct connections to existing offsite pedestrian, bicycle, and transit systems.
- (2) **Programs and Education:** Incorporate alternate modes programs, such as providing transit passes to employees and residents, van pooling to the site by a major employer, ride-sharing, parking pricing, and planned delivery services, and educational measures such, as promoting telecommuting, distributing transit schedules and trails maps, signing alternate travel routes, and providing an onsite transportation coordinator or plan to educate and assist residents, employees, and customers in using alternate modes.

ATTACHMENT D: TDM PLAN ELEMENTS

Residential Development Elements	Commercial Development Elements
<u>Parking</u>	<u>Parking</u>
Managed On-Site Parking	Managed On-street Parking
Unbundled Parking	Unbundled Parking
Short-term bicycle parking	Short-term Bicycle Parking
Long-term bicycle parking	Long-term Bicycle Parking
Electric Vehicle Parking/Charging	Electric Vehicle Parking/Charging
Carshare Vehicle Parking	Carshare Vehicle Parking
	Preferential Parking
	Employee Paid Parking
	Parking Cash-out Program
<u>Infrastructure/Amenities</u>	<u>Infrastructure/Amenities</u>
Pedestrian Access/Safety Enhancements	Pedestrian Access/Safety Enhancements
Bicycle Access/Safety Enhancements	Bicycle Access/Safety Enhancements
Transit Enhancements	Transit enhancements
Onsite Amenities	Onsite Amenities
Transportation Information Center	Transportation Information Center
	Showers
	Changing Facilities/Lockers
<u>Programs</u>	<u>Programs</u>
NECO Pass Program	BECO Pass Program Participation
Alternative Transportation Subsidy Fund	Alternative Transportation Subsidy Fund
Resident Orientation Packets	Employee/Tenant Orientation Packets
Carshare Membership Subsidy Program	Carshare Membership Subsidy Program
Bikeshare Membership Subsidy Program	Bikeshare Membership Subsidy Program
Pool Bike Program	Pool Bike Program
	Transportation Management Organization Membership
	Financial Incentive/Pre-tax Programs
	Alternative Work Schedules and Policies
	ETC Appointment
	Walk and Bike Month Participation
	Walk and Bike Month Sponsorship
<u>Evaluation</u>	<u>Evaluation</u>
Scheduled TDM Plan Evaluation	Scheduled TDM Plan Evaluation

ATTACHMENT E: SUMMARY LIST OF BEST PRACTICES DOCUMENTATION

PARKING MANAGEMENT STRATEGIES – ON-STREET

1. Evaluate the use and management of loading zones to improve loading efficiency and access to businesses
2. Review implications of new federal regulations related to Accessible (ADA) Parking
3. Assess the use of time zones as a parking management tool in lower demand zones
4. Coordinate on- and off- street parking rates
5. Reassess Boulder’s 72 hour on-street parking limitation (abandoned vehicles)
6. Repurpose on-street parking spaces

PARKING MANGEMENT STRATEGIES – OFF-STREET

7. Develop relationships/potential partnerships with private parking providers
8. Evaluate the use of one day parking permits
9. Develop a parking and access management program strategic communication plan and annual report
10. Explore the concept of “edge parking” as potential commuter parking strategy
11. Use parking to create a sense of place
12. Explore “brackets” systems of shared parking

TECHNOLOGY AND INNOVATION STRATEGIES

13. Develop an overview of currently available parking technology options
14. Research the latest developments in parking apps
15. Multi-modal apps and payment options
16. Explore emerging best practices in electric charging stations
17. Automated parking garages
18. Preparing for “driverless cars”

PARKING ENFORCEMENT STRATEGIES

19. Escalating parking fine structures
20. Develop enhanced parking enforcement operations and training manual
21. Develop parking enforcement checklist

PARKING PRICING STRATEGIES

22. Performance based or variable pricing
23. Progressive on-street parking pricing
24. Parking Taxes

PARKING CODE STRATEGIES

25. Review and update parking codes

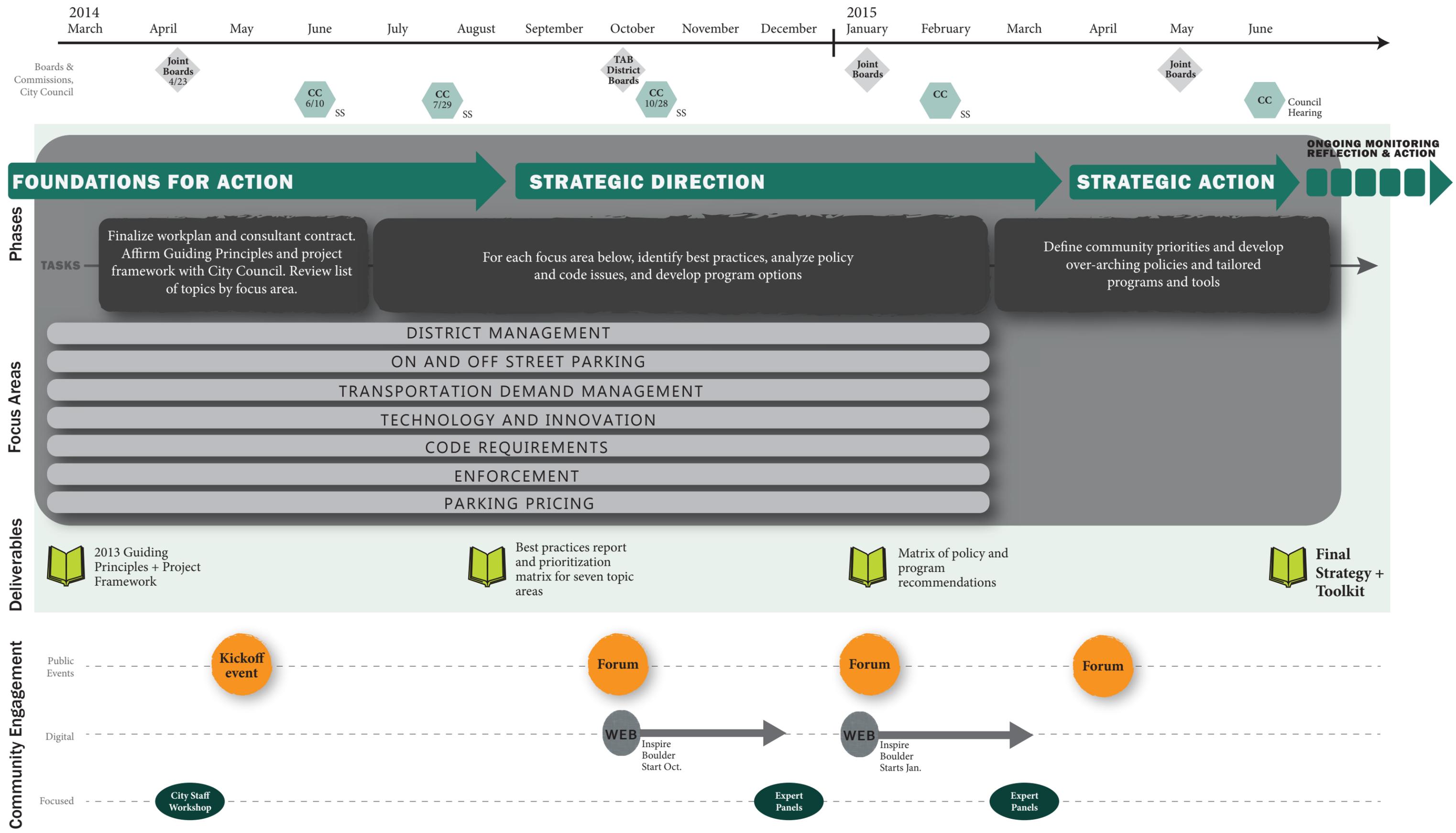
TDM STRATEGIES

26. Explore “first and last mile” strategies
27. Trip reduction or trip generation allowance
28. Explore the concept of increasing availability by decreasing demand
29. Local government’s role in promoting car share

30. Parking cash out options
31. Adopt a research and educational mission to promote all modes of transportation

DISTRICT MANAGEMENT STRATEGIES

32. Livable neighborhood plans
33. Integrated downtown management and TDM programs
34. Neighborhood partnership program
35. Neighborhood district parking management plans and benefit districts
36. Seattle's Urban Village strategy for neighborhood development
37. Industry cluster development
38. Innovation districts
39. Neighborhood parking programs
40. Transit oriented corridor
41. District Trolley





Study Session MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning and Sustainability (CP&S)
Maureen Rait, Executive Director of Public Works
Susan Richstone, Deputy Director of CP&S
Tracy Winfree, Director of Public Works for Transportation
Lesli Ellis, Comprehensive Planning Manager, CP&S
Kathleen Bracke, Go Boulder Manager, Public Works Transportation
Sam Assefa, Senior Urban Designer, CP&S
Micki Kaplan, Senior Transportation Planner, Public Works Transportation
Jeff Hirt, Planner II, CP&S
Marcy Cameron, Planner I, Historic Preservation Planner, CP&S

Date: October 28, 2014

**Subject: Study Session for Envision East Arapahoe—Project
Vision, Future Scenarios, and Analysis**



PURPOSE

The main purpose of the Oct. 28 city Council Study Session is to seek council input on the future scenarios. The project goals, timeline, vision and goals were discussed at the May 27 council study session. This packet presents a further evolution and refinement of the vision, future scenarios, and indicators to be used for evaluation. The Oct. 28 City Council study session presentation will provide a more complete description and analysis, feedback from the October board and commission meetings, and community input from the Oct. 27 open house and workshop.

Questions for City Council

1. Does City Council have feedback to further refine the scenarios? (See pages 3-5 and Attachment C.)
2. Does council have any additional feedback on the timeline or next steps? (See Attachment A.)

BACKGROUND

As a reminder, the project is intended to result in a community-driven, visionary, data-informed plan and set of actions that will address land use, multi-modal connections and transportation, infrastructure, and urban design and character. The updated timeline and project goals are included in **Attachment A**.

This major City Council initiative began in 2013 when council identified a plan for East Arapahoe as a priority work item. At that time, the need to develop a plan was primarily precipitated by the pending expansion of Boulder Community Health (BCH) to the Foothills campus. Just this month, BCH completed its move east. Also, the University of Colorado has plans for expansion of its East Campus. Furthermore, the city aims to improve connections to other parts of the community and allow for a land use mix and form that is consistent with community goals. The urban design and land use aspects of the Sustainable Streets and Centers project have been integrated with the East Arapahoe plan.

The project study area consists of East Arapahoe Avenue from Folsom Street to 75th Street and extends a quarter mile wide on the south side and half a mile wide on the north side, incorporating the adjacent industrial areas and enclaves. Most of the corridor east of 63rd Street is unincorporated Boulder County. The full length of the corridor is intended to encompass local and regional transportation needs identified in the Transportation Master Plan update and the regional Northwest Area Mobility Study (NAMS) including Bus Rapid Transit. However, the future land use planning, multi-modal connection improvements, and urban design is focused on locations mostly between 30th and 63rd Streets and north of Arapahoe Ave.

A study area map, detailed set of base resource maps, inventory information, and history of the area can be found on the project webpage: www.EnvisionEastArapahoe.com.



Looking west along Arapahoe Ave. at 55th St.

A vision and scenario planning process is looking at potential future directions and evaluates choices about policy options, services, infrastructure investments, and feasibility. Consultants are also supporting the project: (1) Placeways is assisting with scenario building and analysis using CommunityViz, (2) Fregonese is supporting the visualization work, (3) Fox Tuttle is assisting with multi-modal transportation analysis, and (4) Nelson Nygaard is supporting transportation and transit analysis to be consistent with the Transportation Master Plan.

Staff from CP&S and Transportation (GO Boulder) divisions has been collaborating on the planning process for Envision East Arapahoe in conjunction with other planning initiatives. Additionally, the project is testing ideas from other initiatives and community conversations, including the recently adopted Transportation Master Plan and the TMP action plan, the evolving housing strategy, access and management parking strategies, climate mitigation goals, and recommendations from the Economic Sustainability Strategy adopted in October 2013. Broader ideas with citywide applicability and some of the processes being used also may be appropriate to consider in the Boulder Valley Comprehensive Plan (BVCP) 2015 Major Update.

ENGAGEMENT PROCESS AND FEEDBACK

Many organizations, landowners, businesses, and individual residents (city and county) and employees are interested in the current function and future of the area. A summary of the engagement process and feedback including May 27 Council discussion, stakeholder interview summary, meetings with residents and businesses, board meeting(s) summaries, July 21 public meeting summary, and other board feedback is included in **Attachment E**.

Additionally, for the Oct. 27 public meeting, the city provided direct mail to approximately 700 addresses along the corridor, notified a growing list of project contacts, and publicized the event on the website, with flyers, and in the media.

A FUTURE VISION

The community has been having discussions about what type of place East Arapahoe corridor could become in the future. **Attachment B** contains a draft vision that builds on previous discussions with the community, boards and commissions, and with City Council. The vision and goals will continue to be refined with community input.

SCENARIOS – CHOICES FOR THE FUTURE

The Envision East Arapahoe project gives the community a chance to address current needs and describe what type of future is desirable. Scenario planning is a way to:

- ✓ envision and evaluate different possible futures or “choices,”
- ✓ reflect community ideas given to date,
- ✓ illustrate a range of choices such as adding retail services, public spaces, new housing, improved multi-modal connections and multi-modal transportation including bus rapid transit, new infrastructure, and
- ✓ provide a menu of choices that can be re-assembled into a preferred plan.

Scenarios do not forecast the future or replace traditional planning, but they encourage conversation and support informed decision-making.

The scenarios created for East Arapahoe reflect modest possible changes in targeted locations, and they carry forward – or leave as is – many of the current conditions, including East Arapahoe’s existing businesses, institutions, and neighborhoods. **Attachment C** describes “Future Givens,” the scenarios, the menu of choices, and concept graphics for each. This memo contains a summary overview.

Under current zoning, the focused parts of the corridor study area have capacity for additional industrial development and a total of 15,400 employees over many years (4,300 new employees), whereas no new housing is allowed. Generally, the scenarios look at modest changes to future uses – mainly to swap one type of future land use for another, and to explore different patterns of future development rather than increase overall growth potential for the area. Potential changes are identified for centers and districts along the corridor, not the entire

corridor. All scenarios could be accomplished with infill and modest redevelopment with voluntary participation by property owners. The scenarios are a point of departure for discussion.

Future Givens

East Arapahoe Corridor has some known or expected future conditions, or “givens” as itemized in **Attachment C**. For instance, many of the existing businesses and institutions will stay and expand (e.g., University of Colorado, Naropa, Boulder Community Health, Western), established residential neighborhoods south of Arapahoe will remain, and planning for future bus rapid transit and local transit is assumed in all the options. Attachment C also contains a more extensive description and diagrams for the scenarios noted below.

Future Scenarios

A—Current Trends

This scenario represents the future if the East Arapahoe area north of the street maintains its current course with existing light industry and suburban patterns. Little new potential for offices or retail, or new residential units could occur. The street and trail system would remain largely as it is today with continued low levels of pedestrian and bicycle activity. It remains suitable for affordable service industrial such as auto service.

B—Districts

This scenario supports a future where people and businesses continue to innovate and create, with some new services and retail along Arapahoe Avenue and 55th Street where employees of existing businesses can shop and eat. New medical-related offices would be allowed (e.g., in the East Walnut area and along Arapahoe) to support Boulder Community Health at the Foothills Campus. A new street connection is being explored from 48th to Walnut Streets. New development at centers would be closer to the street, with business and industry set back from the street in other parts of the corridor. A small amount of new housing along with new public spaces, pocket parks, energy generation, and “zero energy” use ecodistricts would be included. Programs such as EcoPasses for businesses, managed parking at transit hubs, and enhanced multi-modal connections and streetscape could be explored.

C—Housing Choices

This scenario supports a future where people can live near where they work and/or easy walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached housing with private outdoor space) and existing and new neighborhood commercial, office, and industrial uses could be carefully integrated, including a possible new small grocery or other anchor retail. To support the quality of existing and new neighborhoods, safer crossings and ecological restoration could occur, such as along Dry Creek Ditch or at the golf course, improving access to nature, plus adding new pocket parks and trails north of Arapahoe. Programs such as EcoPasses for neighborhoods, and highly improved landscape/streetscape could occur.

Transportation Options and Scenarios for Bus Rapid Transit (BRT)

Different possibilities for new Bus Rapid Transit (BRT) – centerline running and/or outside lane running are included in all scenarios, with different levels of landscaping and other complete street improvements. BRT would operate on repurposed lanes using the existing right of way of Arapahoe Ave. and would not require widening. Also, Arapahoe Ave. will become a more complete street to accommodate safe bicycling, walking, transit, and vehicles. It will be landscaped with trees and other features. 55th Street is proposed for improvements to enhance bicycle and pedestrian travel and streetscape.

A separate connections map will be developed following the vision plan for the corridor as a whole. Additional community meetings to address transportation connections will be scheduled.

Visualization - Before and After Pictures

Visualization depicting different futures also is being prepared for the following sites.

- 55th Street and Western
- Arapahoe Ave. at 55th Street
- Arapahoe Ave. at Commerce (Boulder Community Health/Ball site)

Other sites are being considered for visual images to show changes such as future light industrial (affordable services), gateway with different features, etc. These images will be presented at the Oct. 28 study session.

Evaluating Scenarios Using Sustainability Measures

The planning team is developing indicators to evaluate scenarios (See **Attachments C and D**). Indicators reflect goals and priorities expressed by the community and are generally organized according to Boulder's sustainability goals and framework as follows:

1. Safe Community
2. Health and Socially Thriving Community
3. Livable Community
4. Accessible and Connected Community
5. Environmentally Sustainable Community
6. Economically Vital Community

PROJECT NEXT STEPS

Ongoing: Information on [InspireBoulder](http://InspireBoulder.com) and project webpage: EnvisionEastArapahoe.com
Dec. 10: Transportation Advisory Board (TAB) discussion
December: (TBD) - Workshop Scenario Evaluation and Transportation
Feb: Joint Study Session with Planning Board to review draft plan (proposed)

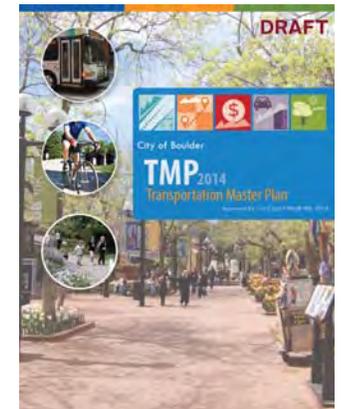
ATTACHMENTS

A – Project Goals and 2014 Timeline
B – Vision
C – Scenarios and Diagrams
D – Draft Indicators
E – Summary of Community Input

Project Goals

Develop a **community-driven vision plan** to transform the corridor into a place with more **mix of uses and walkable places that are better connected** with the rest of the city and the region. Identify specific locations for **placemaking** based on existing conditions, data, analysis, and community engagement. Develop specific, **actionable recommendations**, such as pilot projects to test ideas, follow-up actions on infrastructure, Transportation Demand Management (TDM) and connection plans, funding and investment strategies, partnerships, land use/zoning changes, and guidelines for development and design review. To achieve these goals, the city will:

1. **Collaboratively Design a Forward-Thinking Vision:** Engage the community to design an innovative vision in a forward-thinking manner.
2. **Make Engagement Easy:** Engage people in meaningful ways using a mix of tools that make it convenient and easy to participate and capture ideas.
3. **Coordinate and Partner with other Organizations:** Coordinate with large institutions, other government agencies, businesses, nonprofits, and neighborhood groups to address current issues, recognize and respond to future plans, and determine partnerships.
4. **Collaborate with Leadership:** Collaborate with boards and commissions and City Council for guidance.
5. **Address Residents' Needs:** Work with residents in neighborhoods south of Arapahoe Avenue to identify improvements for the corridor.
6. **Integrate with Plans:** Integrate the project with ongoing local and regional plans, such as the Transportation Master Plan, housing strategy, Climate Commitment, Economic Sustainability Strategy, and Access Management and Parking Strategy. Improve and integrate land use and transportation planning. Evaluate strategies and options for new housing, innovative transportation, TDM, managed parking approaches, and to address Boulder's climate and sustainability goals.
7. **Model Sustainability and Resilience:** Make the plan an interdepartmental effort within the city to support integrated planning and to achieve Community Sustainability goals.
8. **Use Data and Scenarios:** Use scenarios, data, and indicator-based analysis to assist with informed decision making.
9. **Provide "Before and After" Imagery:** Provide information and images to create awareness and interest for future possibilities.
10. **Test Ideas:** Use the project to test approaches that might be used for the Boulder Valley Comprehensive Plan update in 2015.

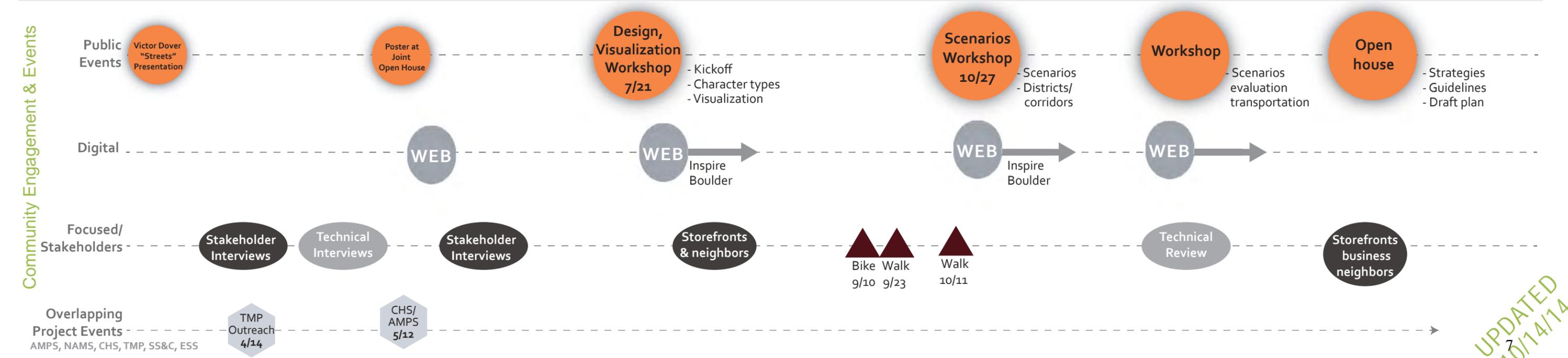
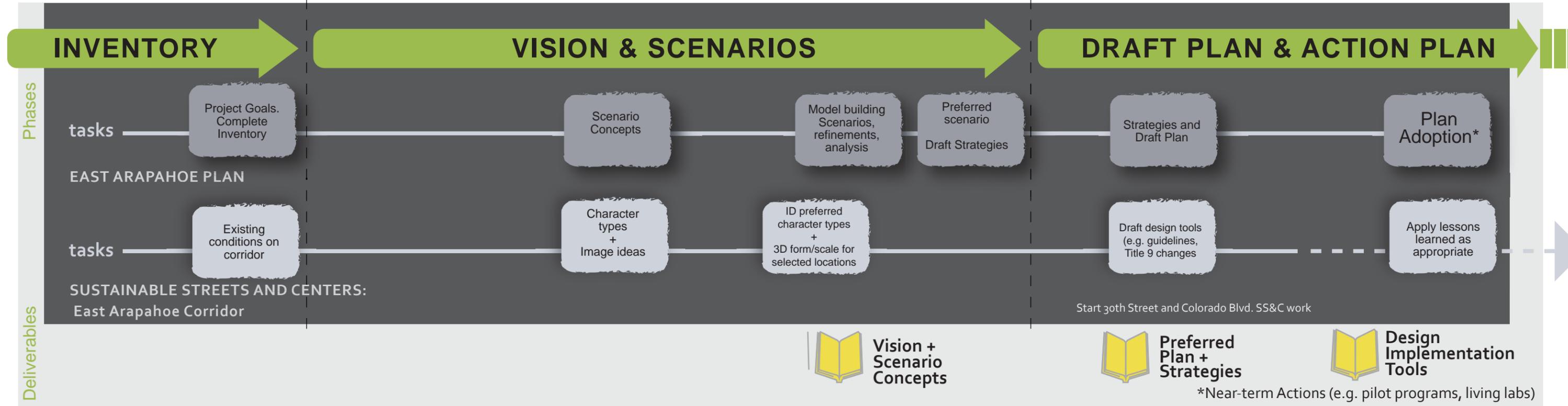
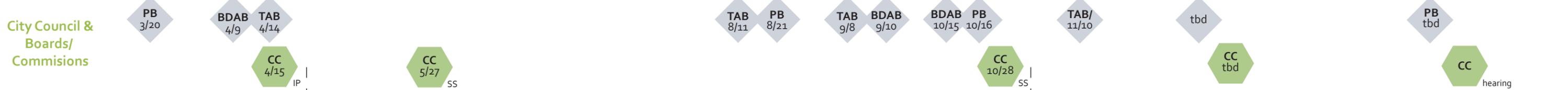




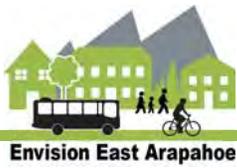
Timeline

East Arapahoe Plan and Sustainable Streets and Centers

Envision East Arapahoe



UPDATED 10/14/14



East Boulder and east Arapahoe will be more inclusive, vibrant, livable, resilient, and connected. It will be...

A Healthy, Socially Thriving Place that:

- attracts people to vibrant districts (e.g., health, bio/science, creative, learning, recreation, and eco/zero-waste)
- includes and protects existing neighborhoods while offering new housing choices
- offers space and activities that welcome all people who wish to participate

An Economically Vital Place that:

- includes incubator businesses, and attracts ingenuity
- maintains opportunities for affordable business and service industry space
- enables institutions to thrive and offer services to the community for learning, health, and recreation

A Livable Place that:

- reflects its history and cultural assets
- offers nearby high quality amenities and facilities for workers and residents (e.g., restaurants, day care, nearby parks and open space) within a short walk or ride
- offers inviting public spaces and beautiful architecture
- is a positive gateway experience to Boulder's eastern edge

An Environmentally Sustainable Place that:

- protects biodiversity along riparian corridors and promotes nature-friendly design
- promotes waste reduction and recycling
- has reliable utilities and services and promotes resource conservation and renewable energy

An Accessible, Connected Place that:

- provides multiple transportation options so people can move east and west along a street with excellent transit service and Bus Rapid Transit (BRT), bicycle, and pedestrian, and auto options
- improves connections to north and south of Arapahoe, as well as to downtown, the west side of Boulder, and eastern towns

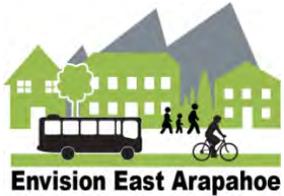
A Safe Place that:

- fosters a climate of safety in homes, businesses, institutions and public spaces
- provides safe and welcoming places for pedestrians and bicycles

To accomplish the vision, it will take:

- ☑ transportation and infrastructure funds -- leveraging local with state, national, private
- ☑ new regulations, standards, or incentives to foster appropriate new development
- ☑ partners working together
- ☑ establishing performance metrics to track how goals are being met over time

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Scenarios

Work in Progress – 10/16/14

The Envision East Arapahoe project gives the community a chance to address current needs and describe what type of future is desirable.

Scenario planning is a way to:

- ✓ envision and evaluate different possible choices, or “futures,”
- ✓ reflect community ideas given to date,
- ✓ illustrate a range of choices such as adding retail services, public spaces, new housing, improved connections and multi-modal transportation, and new infrastructure,
- ✓ include “puzzle pieces” or choices that can be removed from and/or placed into a different scenario.

Scenarios do not forecast the future or replace traditional planning, but they encourage conversation and support informed decision-making.

Future Scenarios

This packet describes three scenarios with a range of choices for the kind of places the community might like East Arapahoe to be in 20 to 30 years.

These scenarios are a starting point for discussion about choices and tradeoffs. Each contain focused choices in different locations. The three are:

- A—Current Trends
- B—Districts
- C—Housing Choices

Future “Givens”

East Arapahoe Corridor has some known or expected future elements. Some of these “givens” are listed below.

1. **Boulder Community Health** will expand its functions and nearby medical-related offices.
2. **Ball Aerospace** will continue to occupy manufacturing and office space west of 55th Street and north of Arapahoe Avenue.
3. **CU East Campus** will expand for research, teaching facilities, and some housing; bicycle and pedestrian connections across Boulder Creek will be added.
4. **Naropa’s Nalanda Campus** will remain and expand.
5. **Established residential** neighborhoods south of Arapahoe Avenue will remain.
6. **Recycle Row**, the recycling and reuse district will continue as an important center of recycling and waste reduction.
7. **Open space parcels** will remain and greenways will become better connected. Sombrero Marsh will be buffered from trails and recreation.
8. **Flatirons Golf Course** may change in configuration and will be a site for flood mitigation.
9. **Planning for Regional Bus Rapid Transit (BRT)** on SH7, as adopted by RTD and described in the Northwest Area Mobility Study report.
10. **Connectivity for pedestrian, bicycles and transit** will be improved according to the city’s recently adopted Transportation Master Plan (TMP).
11. **No new development** will occur in the High Hazard and Conveyance Zones. New flood mapping will be revisited in a few years after mitigation.
12. **Urban services** will be provided according to criteria in the Boulder Valley Comprehensive plan (BVCP) (e.g., public water, public sewer, stormwater, fire and police protection, and multimodal transportation).

Possible Futures

“What if” scenarios (that have interchangeable parts) are listed below.



A—Current Trends

This scenario represents the future if the East Arapahoe area north of the street maintains its current course with existing employers, light industry, storage units, and older buildings. Little new potential for offices or retail, or new residential units could occur. The street and trail system would remain as it is today. Neighborhoods to the south would remain unchanged in this and all scenarios. Because it reflects current trends this scenario does not include areas of transformation or study.

B—Districts

This scenario supports a future where people and businesses continue to innovate and create, with some new services and retail along Arapahoe Avenue and 55th Street where employees of existing businesses can shop and eat. New medical-related offices would be allowed (e.g., in East Walnut area connected by possible street to 48th Street and along Arapahoe) to support Boulder Community Health at Foothills Campus. New development in certain locations would be closer to the street, businesses campuses set back from the street in other parts of the corridor. A small amount of new housing along with new public spaces, pocket parks, energy generation, and “zero energy” use ecodistricts would be included. Programs such as EcoPasses for businesses, managed parking at transit hubs, and enhanced multi-modal connections and streetscape could be explored.

C—Housing Choices

This scenario supports a future with housing where people can live near where they work and/or walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached housing with private outdoor space) and existing and new neighborhood commercial, office and industrial uses could be carefully integrated, including a possible new small grocery or other anchor retail. To support the quality of existing and new neighborhoods, safer crossings and ecological restoration could occur, such as along Dry Creek Ditch or at the golf course, improving access to nature, plus adding new pocket parks and trails north of Arapahoe Ave. and other neighborhood amenities. Programs such as EcoPasses for neighborhoods, and highly improved landscape/streetscape and noise reduction could occur along Arapahoe Ave.

Transportation Options

Different possibilities for new Bus Rapid Transit (BRT) – buses operating down the center of the road and/or in the outside curb lanes – are included in all scenarios, with different levels of landscaping and other complete street improvements. BRT would operate in existing lanes and would not require the widening of Arapahoe Avenue. Also, Arapahoe Avenue would become a more “complete street” to accommodate safe and convenient bicycling, walking, transit, and vehicles. It would be landscaped with trees and other features. 55th Street is proposed for improvements to enhance bicycle and pedestrian travel and street trees and landscaping.



A separate connections map will be developed following the vision plan for the corridor as a whole. Some additional follow-up meetings to address transportation connections would be beneficial and allow staff to work with the community and property owners to identify specific connections.

Scenario Evaluation

The planning team is developing indicators that reflect goals and priorities expressed by the community to measure scenarios. Indicators are generally organized according to Boulder’s sustainability goals and framework:

1. **Safe Community:** Maintain fire and police emergency response times; provide safe routes and crossings; avoid development in hazardous areas.
2. **Healthy and Socially Thriving Community:** Provide access to nearby open space, trails and parks to promote community and individual health; foster an atmosphere of inclusiveness; improve ability to walk in neighborhoods.
3. **Livable Community:** Provide a mix of services, jobs, and housing; improve access to housing choices.
4. **Accessible and Connected Community:** Increase multi-modal connectivity; enhance travel options; provide efficient and convenient transit; reduce vehicular travel; provide transportation demand management programs.
5. **Environmentally-Sustainable Community:** Protect ecological diversity and open space; avoid development of floodplains and wetlands; maximize energy efficiency; reduce vehicle miles travelled (VMT) and carbon use intensity (or greenhouse gases); increase renewable energy (e.g., micro grid or solar projects).
6. **Economically-Vital Community:** Maintain employment diversity; ensure adequate public facilities and services/revenue sources; provide diversity of services and amenities to support businesses.

Scenario A: Current Trends

Who will live and work there over the next 20 years?

East Arapahoe has many thriving small and large businesses, organizations, and employees and customers who plan to remain. Boulder Community Hospital, Ball Aerospace, Naropa, CU East Campus, Fisher Auto, Western Disposal and “recycle row” businesses offer services and a wide range of jobs. Existing affordable industrial services generally could be preserved. Existing arts and culture would continue (e.g., Dinner Theater, Avalon).

What would change? Where?

- The area will continue to be predominantly industrial, low rise buildings with surrounding parking lots and service areas. It has growth potential for industrial jobs.
- Retail, restaurants, and medical offices would not occur because current zoning restricts them.
- The area is not particularly active or safe for bicycles and pedestrians because of heavy vehicular traffic, potential conflicts along the streets, and lack of connecting sidewalks and trails.
- It has few public spaces or sense of place.
- Current zoning would not diversify or provide new housing that is affordable.

How might it look? (Visualization underway)

- The streets and area would look similar to today – mainly older buildings set back from the street with parking in front and few public spaces.
- Some stretches of the corridor would retain a lot of mature trees and landscaping.

How does history carry forward?

The development of the area began toward the end of the 19th century with the establishment of farms, auto-oriented businesses, and restaurants. The largest period of development occurred after the area was annexed into the city, with the construction of residential neighborhoods to the south and industrial and commercial buildings constructed along Arapahoe Avenue. While few physical remnants of the area’s past remain, there are opportunities to interpret the area’s past through signage, art and plaques. Buildings over 50 years old are reviewed by the Historic Preservation program to determine potential eligibility for landmark designation. This applies in all scenarios.

What is the natural environment like?

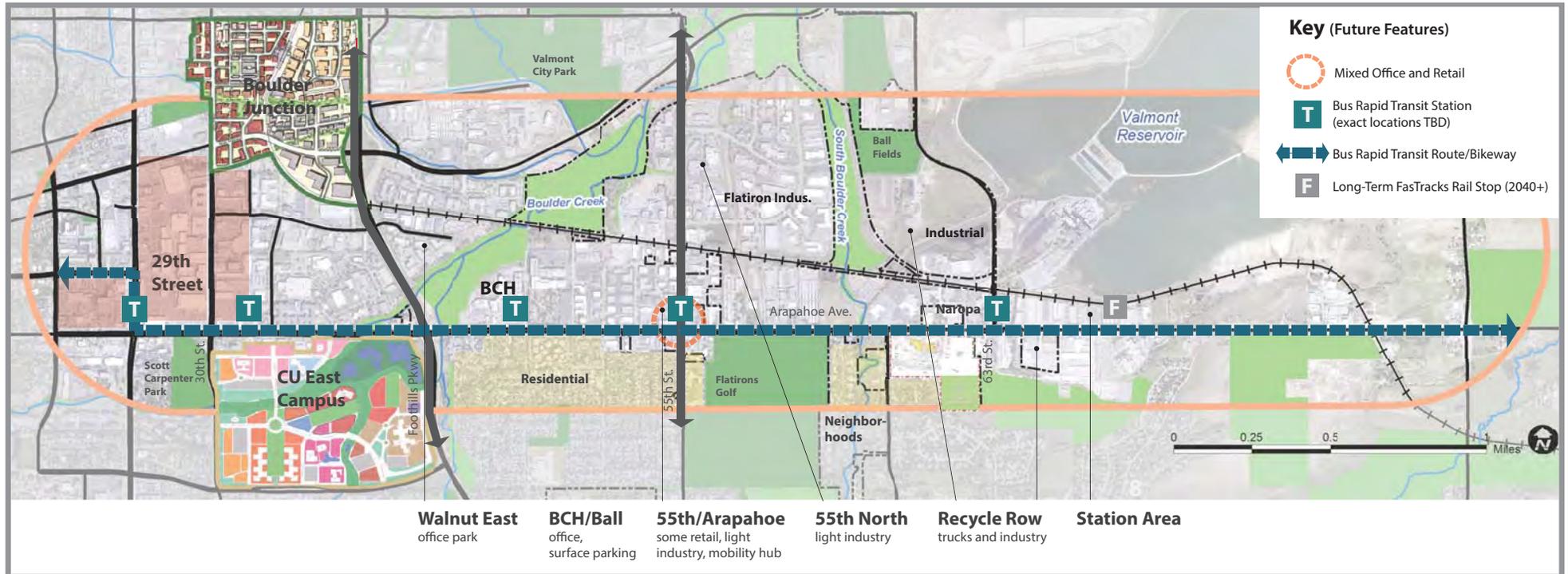
- Maintain existing open space.
- No changes to the golf course.

How do people get to and from the area?

Generally, East Arapahoe is not currently nor will it be particularly walk or bicycle-friendly for employees or residents. It may continue to be rather disconnected with limited new infrastructure or trails.

- BRT stations would be built generally every ½ mile and include amenities.
- Existing bus stops would see improvements such as new bus pads, shelters and lighting. Local transit bus (Jump, etc) stops every two blocks.
- In the long-term, a FasTracks station could be built between 63rd Street and the eastern city limits.
- Connections will be shown on a separate map with details of pedestrian and bicycle facilities that will be addressed in a future community-developed connections plan.
- Some improvements would occur at intersections.
- No changes to Transportation Demand Management (TDM) programs or parking.

Note: photos and images to be added for each scenario.



10/15/14

A. Current Trends

Continues the predominant light industrial trend with little change to infrastructure.

Trends:

1. Light industry, low rise, suburban patterns of development with surface parking lots
2. Affordable service industrial, and places for storage units
3. Few places to eat or shop
4. No new housing on the north side of Arapahoe and south of Boulder Creek (between Foothills Parkway, city limits)
5. Low level of pedestrian and bicycle activity
6. People must drive to get around for daily needs
7. Few nearby outdoor public spaces to relax or recreate, except open space trails
8. Disconnected from other parts of the city

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Scenario B: Districts

Who will live and work there over the next 20 years?

As with Scenario A, many of the existing businesses, organizations, and people who currently work and live in the area would likely stay. Existing and future service industrial would be preserved in existing business parks away from major streets.

- The area continues as a business-friendly “start-up” environment where small businesses thrive.
- Business and retail (e.g., daycare, restaurants, and food service) replace some of the future industrial jobs in select locations for people who currently work, live, and visit the area.
- A small amount of new housing would allow people to live near where they work and near transit.
- Renewable energy generation, recycling, and eco district opportunities are explored (e.g., Recycle Row/Western Disposal, and possibly in business parks).
- New daytime arts and culture venues such as street art.
- Area is inclusive and reflects the diversity of people working nearby.
- It includes a possible combination of a satellite parking/energy generation, or solar/transportation maintenance facility.
- Includes a “gateway” at the eastern boundary of Boulder signifying arrival to the city (e.g., landscaping, signage, welcome).

What changes? Where?

- **BCH/Ball – Riverbend Park:** Might include a transit hub, small retail, and parking district (with car/bike share).
- **Walnut East:** Explore street extension from 48th Street to Walnut to provide an alternative route in the Foothills Parkway area. Makes medical-related offices and hospital support uses just north of Boulder Creek (along Walnut and east of Foothills Parkway) more viable.
- **55th/Arapahoe:** New retail and office and mobility hub occur between Conestoga and 55th Street. The Dinner Theater and other businesses are presumed to stay. New development will depend on property owner participation and some lot consolidation.
- **55th Street North:** Additional offices and services.
- **Recycle Row:** Continues to be an important community service and be a destination, with possibilities for new recycling, renewable energy.
- **Future FasTracks:** Over the long term, the area around the future station will convert to a mix of uses and satellite parking.

How might it look? (Note: Visualization underway)

- Picture new retail, services, and offices near 55th and Arapahoe and along 55th Street generally consisting of two to three stories. Over time, the mix will become more vertical, but initially small infill projects would occur.
- Areas in between the centers would be lower intensity, with buildings set back from the street with and attractive landscaping.
- As part of the street reconstruction for BRT, East Arapahoe would have more landscaping, safer crossings and islands for pedestrians, and safe bicycle lanes. The mature tree canopy over time will provide shade and help buffer road noise.

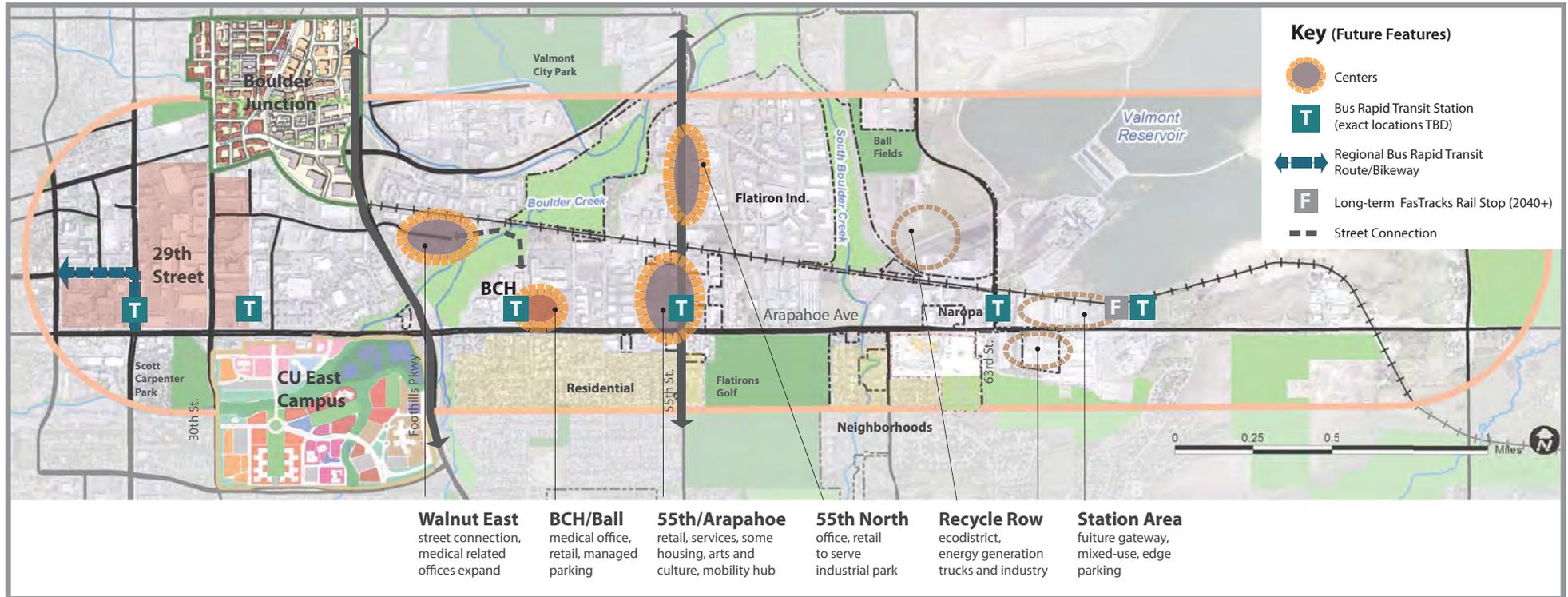
What is the natural environment like?

- Existing open space connects people in business areas with nature.
- Explore additional pocket parks – places to sit, eat, and relax for employees.
- Flatirons Golf Course could be reconfigured to reduce golf space but and create a higher-quality golf experience, especially for nearby businesses (e.g., 9-hole executive course) with natural and park land space and with flood mitigation.
- Possible local energy generation in form of local turbine(s), solar, and high-performing energy building overlay.

How do people get to and from the area?

The area would have more options for people to travel to/from and within, with transit and other improvements mainly designed to support the businesses and employees. Streetscape, landscape, and amenities are part of BRT station areas.

- BRT stations generally every ½ mile and mobility hub (with bike and car share) at 55th Street.
- Local bus stops (JUMP) every 2 blocks. Improved access and bus stops.
- In the long-term, a FasTracks station could be built between 63rd Street and the eastern city limits.
- A new street from 48th Street near BCH to Walnut is being explored. A new street north from CU East Campus, across Boulder Creek to Boulder Junction (33rd Street) is in CU East Plan and the TMP.
- The details of bicycle and pedestrian connections will be addressed in a future connections plan. Improvements at intersections, built towards a low-stress bike network and improved bikeway is suggested on Arapahoe Avenue.
- Satellite and managed parking at mobility hubs (TBD). EcoPass for businesses.



10/15/14

B. Districts

Becomes a place where existing organizations, industry, and business thrive, arts and entertainment are a destination, and neighborhood residents can access their daily needs. Has high level of street improvements at Arapahoe Ave. Intersections and possible new road connections and net zero energy districts.

Shifting trends to allow and advance:

1. Health district around Boulder Community Health – medical-related office spaces
2. Arts and entertainment near 55th/Arapahoe – Dinner theater
3. Mixed retail, dining, office at 55th/ Arapahoe and along 55th Street
4. Improvements to sidewalks and intersections so people can walk safely and conveniently
5. Public spaces for people to recreate and relax (pocket parks, plazas, interior streets)
6. East/west connecting street (Walnut /48th St.)
7. Affordable service industrial along Arapahoe at the east end
8. More activity on the street as it is easier to travel by foot, bike, transit
9. Recycle Row more of a destination, location forenergy generation, net zero (earth and sun power energy replaces fossil fuels)
10. Improved eastern gateway

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Scenario C: Housing Choices

Who will live and work there over the next 20 years?

As with the first two scenarios, many of the existing business, organizations, and people who currently work and live in the area will likely stay.

- People are able to live and work in the same area and easily walk to transit, an enhanced bicycle and pedestrian network, and shops.
- The area includes some new housing for the workforce – mainly adults rather than families with children because of the industrial environment and lack of schools north of Arapahoe Avenue.
- Walkable neighborhoods would be in designated places near services, transit, and bicycle and pedestrian network.
- Housing could enable residents to live close to work and house artists and innovators (e.g., live-work). Some net zero energy housing.
- Affordable housing is aimed to increase income diversity.
- Retail, including a possible small grocery store may be included where people can shop for daily needs.
- Interior streets away from Arapahoe Ave. would be conducive to people who walk and bicycle in the area safely and conveniently.
- The area could include additional arts venues such as that would likely have more appeal for weekend or evening visitors and residents.
- Includes designated community garden/local food production areas, community-scale grocery store, library, pocket parks, and public space.
- It includes public spaces for people that are free or low-cost, accessible, and designed for all people.

What changes? Where?

- **55th/Arapahoe:** There would be some new housing in select locations along Arapahoe Avenue. The Dinner Theater and other businesses are presumed to stay and become part of an art center. A mobility hub would be part of the site as well as shops and restaurants.
- **55th Street North:** Additional live-work housing mixed with some offices. Additional housing where appropriate along the road or near greenspace (e.g., Dry Creek ditch west of Flatiron Park).
- **South Boulder Creek Site:** Mixed housing project (some attached apartment housing, townhomes).
- **Future FasTracks:** This site could accommodate a long term mix of uses and satellite parking.
- **Other areas:** Continue with current trends until further planning completed.

How might it look? (Note: see visualizations)

- Some new housing near 55th and Arapahoe and along 55th Street, with up to three to four stories near the street and with townhomes tucked behind.
- Areas in between centers would be lower intensity, buildings set back.
- Additional tree-lined boulevards to buffer noise and make the area more attractive to residents to walk, use transit, and bike.

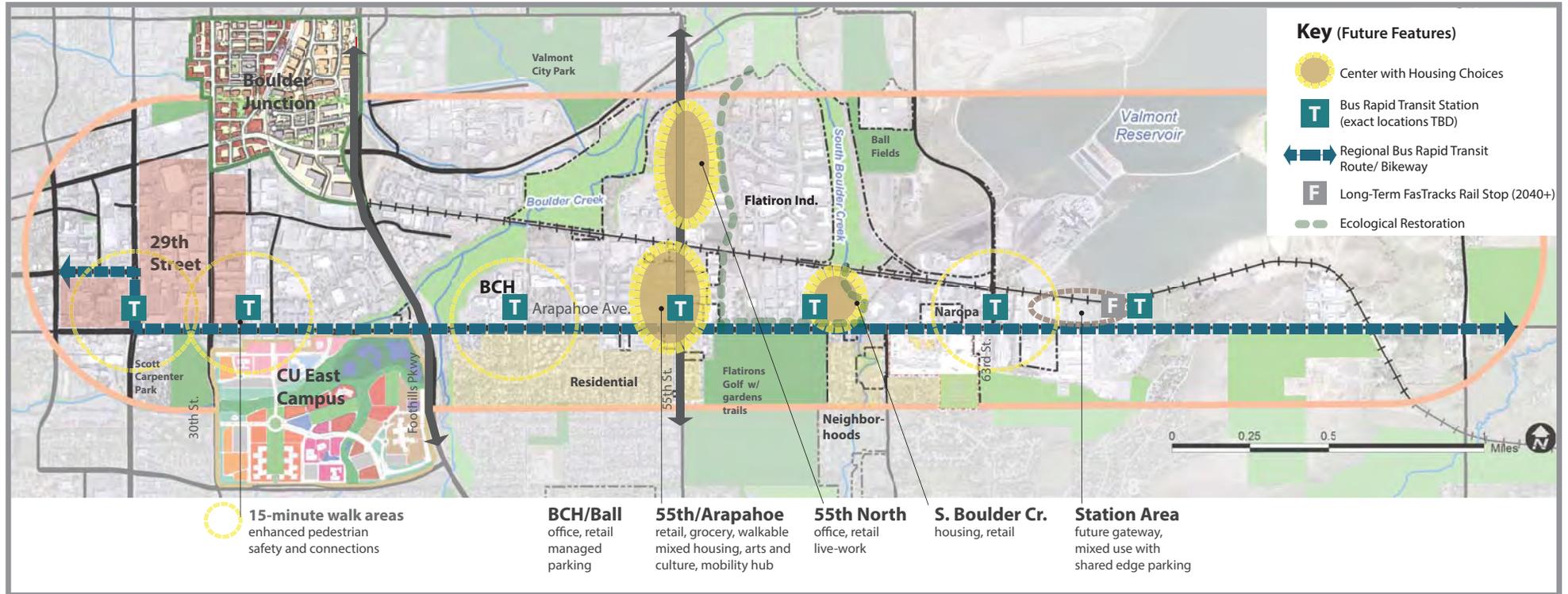
What is the natural environment like?

- Maintain existing open space and ecological areas. Additional restoration to intertwine natural areas through new neighborhoods so people can access nearby nature (e.g., Dry Creek ditch area and near South Boulder Creek).
- Site planning provides visual and physical access to nature and open space and uses rain and snow melt runoff to irrigate trees and landscaping.
- The golf course continues for golf but could become more multi-purpose, including a multi-use path, gardens. Becomes more attractive from the street and is designed for flood mitigation.
- More attention to nighttime lighting and security.
- Local energy generation (sun and earth powered energy).
- Emphasize view protection, noise mitigation, landscaping.

How do people get to and from the area?

The area would have more options for people to travel to/from and within, with transit, bicycling and walking and other improvements designed primarily to support existing neighborhoods and future 15-minute districts and employees. Streetscape, landscape, and amenities are an important at BRT station areas.

- BRT stations generally every ½ mile and a mobility hub (with bike and car share and parking). Stops every ¼ mile west of Foothills Parkway. Local bus stops (JUMP) every 2 blocks and improved access and bus stops and crossings.
- In the long-term, a FasTracks station could be built near 63rd Street/city limits.
- CU East Plan and TMP suggest a new street, north from CU East Campus, across Boulder Creek to Boulder Junction (33rd Street).
- More emphasis on crosswalks to the south side of Arapahoe Avenue.
- Improvements at intersections, built towards a low-stress bike network and improved bikeway is suggested on Arapahoe Avenue.
- Implement managed parking at mobility hubs (TBD) and other key areas. EcoPass for neighborhoods.



10/15/14

C. Housing Choices

Becomes a place with new workforce and affordable housing in centers north of Arapahoe Ave., plus dining, shopping, arts and entertainment are within easy walking distance. Includes highest level of street improvements, beautification, and ecological restoration and connections to open space.

Shifting trends to allow and advance:

1. Housing within a short (15-minute or less) walking distance from shops, dining, everyday needs and work (e.g., mixed districts with retail, dining, housing, and some offices)
2. Affordable and workforce housing at 55th and Arapahoe and near South Boulder Creek
3. Housing intertwined with natural systems, with rain and snow melt feeding trees, landscapes, gardens, and ecological restoration
4. Golf course adds trails and community gardens
5. More public spaces for residents, inclusive for all

6. Boulevard with street trees, noise buffering, slower speeds (safe and friendly)
7. Many ways to get around easily
8. "Gateway" beautification east end of city
9. Net zero energy neighborhoods (renewable energy replaces fossil fuels)
10. City services in neighborhoods (e.g., parks access to nature)

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Envision East Arapahoe – Indicators Dashboard 10/15/16- DRAFT ¹

Sustainability Category	Goal/Indicator	Future Scenarios Performance		
		A	B	C
Safe 	Maintain Emergency Response Times Maintain urban fire protection, emergency medical care, and urban police response times consistent with city goals.			
	Reduce Bicycle and Pedestrian Conflict Points Establish progress towards “Vision Zero” serious and fatal bicycle and pedestrian accidents.			
Healthy & Socially Thriving 	Improve Neighborhood Accessibility Score Improve score towards establishing 15 minute neighborhoods.			
	Increase Access to Nature Increase the percentage of properties close to publicly accessible open space.			
	Provide Access to Health Care Facilities Ensure access to medical and health care related facilities.			
Livable 	Better Balance Jobs and Housing Better link the area’s housing options with what people working in the area can afford.			
	Improve Housing Choices Improve mix of housing unit types and prices.			
	Provide Housing in 15-minute Neighborhoods Increase the share of residents in walkable 15 minute neighborhoods towards the TMP goal of 80%.			
Accessible & Connected 	Increase Street Connectivity Improve the connectivity of the street system to enhance travel options.			
	Enhance Travel Options Increase the proportion of non single occupancy vehicle commuters.			
	Manage Traffic Congestion Reduce vehicle miles traveled consistent with TMP goals.			
	TDM and Managed Parking Achieve the optimal supply and demand balance of parking relative to costs.			
Environmentally Sustainable 	Reduce Greenhouse Gas Emissions Reduce building and transportation related greenhouse gas emissions consistent with the city’s Climate Commitment goals.			
	Reduce Building Energy Use Reduce per capita building energy use.			
	Protect Ecological Diversity and Open Space Protect and enhance natural ecosystems and open space.			
	Avoid Floodplain and Wetland Areas Avoid physical improvements in floodplain hazardous areas and wetlands.			
Economically Vital 	Maintain Employment Diversity Foster the area’s status as a diversified employment center.			
	Minimize Fiscal Impacts Achieve an optimal city return on investment between revenues and infrastructure and service costs.			
	Maintain Commercial and Industrial Affordability Keep commercial and industrial rents and purchase prices at or below current trends.			

Key to Performance:

Away from Goals:



Neutral/No Change:



Toward Goals:



¹ Note: This list will continue to be refined. Most indicators are those that can be measured based on a map based data and information. Some indicators may not have Boulder-specific data and will use regional or national assumptions and methodologies. Additionally, some will reflect qualitative and quantitative analysis. The final report will contain a summary of methodology and sources.



Envision East Arapahoe COMMUNITY ENGAGEMENT PROCESS AND SUMMARY

Engagement Process

The project encompasses a large and varied area of the City of Boulder. Communication and engagement is critical to the success of a plan, therefore engagement will be broad-based, inclusive, transparent, and accessible for all. Parts of the outreach may revolve around day-time events and online/social media techniques building from networks of specific businesses, institutions, employees, and residents in the area. Engagement includes:

- **Idea Inspiration.** For instance, the presentation on streetscapes in March by Victor Dover helped inspire thought and ideas for the future.
- **Workshops and Open Houses.** An ideas, scenario building, and transportation workshops, and an open house have been planned.
- **Interviews.** Staff has been interviewing businesses, institutions, local and regional agency partners, and neighborhood representatives.
- **Boards and Commissions.** Guidance at periodic advisory board meetings (i.e., Planning Board, Transportation Advisory Board, and Design Advisory Board, and others depending on issues). Planning Board provides plan approval.
- **City Council.** Staffs seek periodic direction and ultimately plan approval from council.
- **Inspire Boulder and web-based** engagement occurs at major milestones when workshops occur.
- **Storefront / Dine-in.** Collect ideas and input along the corridor (e.g., Ozo coffee)
- **Bicycle or Walk Tours.** Planned for employees and the public.
- **Student Studios and Youth** - Work with students at the CU College of Environmental Design and younger Growing Up Boulder students and youth as appropriate.
- **Technical Committee** – Given Arapahoe is a state highway, staff is working with agencies to get additional input as needed (e.g., CDOT, RTD, Boulder County, CU, BVSD, etc.).
- **Employer-Based Meetings with Employees.** Some of the larger employers have shared information, hosted meetings.

Summary of Input from Boards and Commissions

Summaries from Previous Board meetings are on the project website.

July 21, 2014 Workshop Summary

Date: Monday, July 21 at Avalon Events Center, 5 -7 p.m.

Attendance: 47 people

Meeting Objectives:

1. Raise awareness about the project and area told through text, maps, and graphics
2. Learn about and provide comments regarding existing conditions and issues
3. Generate ideas for what should remain and what the area could become
4. Get feedback on how the city should measure future scenarios using indicators
5. Provide information on upcoming events and ways for the public to engage

Open House Stations:

1. **What to Expect: Project Overview**
Informational posters about the project, study area, existing conditions maps, summary of issues – overview of project goals, schedule, and ways to get and stay involved.
2. **Past to Present and Future Potential**
Story about the history of the area and opportunity to add “headlines” about the future.
3. **What are your Big Ideas?**
A large map where participants can add ideas about new and improved opportunities and connections and what the area could become, shown through images. Participants will also be able to add to the “Draft Vision”.
4. **What Should be Measured?**
What should be assessed? What indicators are useful?

Comment Response Summary

Meeting participants were given the opportunity to provide comments on a map of East Arapahoe, as well as a comment box and other feedback opportunities at each station. Several themes emerged from the comments.

Transportation

- Many voiced support for enhanced and protected bicycle lane infrastructure, especially along Arapahoe Ave. as well as bicycle parking.
- Many comments regarded improving bus stations and associated shelters. Safety features, such as striped, designated crosswalks and adequate lighting at bus stops, are also desired.
- “Four travel lanes on Arapahoe” appeared in several places – either to reduce or widen the street, depending on the location. (i.e., increase capacity to 4 lanes on the east end vs. “road diet” reducing Arapahoe from 6 to 4 travel lanes on the west end).
- People provided positive comments regarding the idea of Bus Rapid Transit (BRT). Some responses specifically endorsed the idea of a dedicated or protected bus lane.

- People expressed support for additional connections of all kinds, including many suggestions for specific links on both multi-use connections and streets. Direct bicycle connections between destinations that don't require meandering are desirable.
- However, several landowners voiced concerns about specific street connections adversely affecting their properties.

Land Use

- People provided mixed comments about urban form and density. Comments were both in favor and opposed to mixed-use and residential in the area.
- The golf course and Xcel energy plant were the subject of multiple comments and big ideas.
- 55th and Arapahoe received a high concentration of land-use comments. There is desire for additional restaurant and lunch options for the high concentration of professionals..
- People voice interest in additional restaurant and bar options along the entire corridor. Locals expressed desire for more local services like a small Lucky's sized market.
- Affordable Housing and workforce housing is important to the community.
- Support for the arts is also important.
- Specific stakeholders such as Eco-Cycle, ReSource and Naropa left comments encouraging general support for their institutions in all planning decisions.

Sewer and Floodplain Issues

- Several people expressed concerns and comments about sewer backups and capacity near 55th and Arapahoe in the wake of the September 2013 floods.
- People expressed concerns about development being allowed in at-risk flood zones, and a lack of certainty pertaining to the flood zone.
- Floodplain mitigation may affect the flood potential of nearby properties.

Meeting Written Comments

Meeting participants provided the following written comments:

General Comments

- Need to make small parcels buildable to improve affordability
- Charge for all parking land, other TDM.
- Arapahoe's 3rd lane converted to separated multi-use path with plenty of green to make it welcoming.
- "Dutch-style" separate bike, pedestrian paths. GOOD intersection design!

Ideas Map Comments The following comments are documented based on where they were placed on the map; comments are not necessarily location specific unless clearly stated.

West of 30th Street

Transportation

- Covered bus stops as much as possible; real time bus info.
- Striped pedestrian crossings at all bus stops.
- EcoPasses for everyone.
- BRT in middle of Arapahoe; higher pilot density above 55' limit.

Land Use

- Allow module business (i.e., food court).

30th Street to Foothills Parkway

Transportation

- Light-rail loop up and down Arapahoe.
- Bus then bike shelter at Boulder Junction.
- Require existing businesses to improve bike parking.
- Signal engineering – Shorter cycles – pedestrian/bike lead intervals – crossing distance.
- Road Diet!!! Arapahoe: 4 Lanes Maximum.
- Increase stop spacing on Jump.
- BRT along 157 [Foothills Parkway].
- Skip frequencies for Jump.
- Tolling to cross 30th Street.
- Create art walk – i.e. design bike/pedestrian lane or path with pavement in-lays, creative surfacing.

Connections

- Connect 33rd St. north of Walnut to Boulder Junction.
- Put the crossing at 33rd St.. Too difficult to turn left onto Colorado on bike.
- Clarify connections in Boulder Junction area.
- Need more N-S Connectivity [30th and Walnut area].
- Underpass of railroad in this area [RR and 35th St.].
- Cross parcel access – walls, grade differential is a problem for pedestrian connections.

Land Use

- This area potential mixed-use flex zoning [North of Arapahoe, Between 30th and Foothills].
- Central Park [note placed on CU East Campus].
- Housing incentives for those who work nearby.

East of Foothills Parkway, north of Boulder Creek

- Light the Boulder Creek Path.
- Amend height restrictions in East Boulder.

55th and Arapahoe Ave.

Transportation

- Bike path on BNSF.
- Fix hostile pedestrian and bike environment between 30th and 55th St.

Land Use

- Provide more restaurant options for thousands of workers in area.
- Holiday neighborhood east on corner of 55th and Arapahoe [NE Corner].
- Mixed use here [55th and Arapahoe]. Form-based code? Beauty.
- Services (restaurants, grocery etc.).
- Encourage people to cook meals at home.
- Provide retail services to residential south of Arapahoe.
- Somewhere need grocery stores/"Lucky's"; bigger than 7-11 smaller than King Soopers ("++++ agree").
- More commercial eateries?
- Walkable center at 55th and Arapahoe with grocery store
- Require pedestrian Access to businesses ("I 2nd").

Sewer Issues

- Are you aware of the sewage chokepoint that is rated Tier 1 by the utility dept. at 55th and Arapahoe? It is called "Goose Creek 5" and has a HIGH risk of sanitary sewer overflow. Yuck!
- The city has a study in 2007-09 time that scored Arapahoe and 55th sewer line too small. It backed up in 9/13 as predicted. Replacement keeps getting delayed. It needs to be accelerated, not delayed. What about growth in this area? Will the new pipes be placed with that in mind?

East of Foothills Parkways, between Arapahoe Avenue and Boulder Creek

Transportation

- Bus: perceived safety especially at night after dances. Transients around. ("Agreed" X3).
- Would like to see usual improvements.
- Better bus stop and shelter.
- Bike/pedestrian improvements.

- Paid parking.
- The curb cuts are really bumpy and need to be smoothed out. On a bike or with a stroller it is really a bummer. Also, drivers do not understand/expect cyclists in this area and many times I've almost gotten hit [55th and Valmont area].
- Dedicated lane for BRT; Make area more pedestrian and bicycle friendly... it's impossible to bike on Arapahoe, especially going east.
- Reduce car lanes – dedicated bike and pedestrian paths (separate from cars).

Connections

- Schacht Spindle co. and Mirrycle Corp. want to keep character of gardens proposed at the company's site.
- Significant concern about proposed connection street E-W At 6101 Ben Pl. Move connection south off of this property.
- Continue bike/pedestrian path East along Arapahoe. Path ends and pedestrians are forced to walk in bike path with on-coming traffic. Especially dangerous in winter with snow.
- Evaluate left hand turn arrow into Boulder Community Hospital (BCH)/Ball.
- 48th St. connection to Walnut – Rear entrance to BCH.
- Need E-W connectivity for bike facility on north side [of Arapahoe near Golf Course].
- Link path to 63rd St. especially with new development [near S. Boulder Creek, RR tracks, Western Disposal, B. County Recycling].
- Minimize driveway crossings of paths. Combine driveways into 1 street or crossing. Revised map crossings [Range-Conestoga Streets area].

Land Use

- Allow Naropa greater density and support cultural venue and arts.
- Allow for higher density and height along corridor.
- Late night restaurant or bar at NE Arapahoe and 63rd.
- Support Naropa.
- Form based code and more allowable uses (flex).
- Keep service industrial.
- What is status of this site? Waterview?
- [Across Arapahoe from Old Tale Road] Absolutely NOT a place for high density housing – residential or apartments.
- Tighter industrial zoning=smaller lot size. Allow retail, housing.
- Density is a GOOD thing! I think people are often afraid of “high density,” but even townhomes/brownstones would be huge. Single family houses should not be built here.
- Grocery store in area.
- No to high density residential. And no to big block apartments.
- Consider mixed-use zoning by hospital and in corridor.

- Add high density residential.
- More high-density affordable housing and workforce housing; all mixed use.

Flood Related Land Use

- Floodplain development issues
- Much of this area is in the flood plain. It ought not to be developed.
- (Old Tale Road) When you remove some places from the flood plain, you put the rest of us solidly in the water.
- Need more certainty on what will happen with floodplain.

South of Arapahoe Avenue, between Foothills Parkways and 63rd Street

Transportation

- 2 traffic lanes, protected bike lane and sidewalks along all of Arapahoe would be great!
- I had to run across Arapahoe St. after getting off the bus at 62nd No crosswalk.
- Changes to Cherryvale seem to be working ok – traffic calming.
- Dedicated bike and pedestrian path [on Arapahoe].

Connections

- Need to fix paths along Arapahoe – it ends right before Cherryvale (needed east).
- No bike path through Old Tale Road backyards.
- Connect path across foothills (“I 2nd”).
- Improve Foothills bike overpass.

Land Use

- Keep very low density residential.
- Urban agriculture, promote history of agriculture in the area; not at expense of increased housing, employment.
- Consider housing and mixed use on golf course.
- More high-density affordable housing and workforce housing; all mixed use [repeated comment].
- Less high density!!!! Preserve the rural feel of this special area.
- Community gardens?
- Make affordable housing.
- Do not put residential in the flood plain, and think about how it will adversely affect current homes (*flood related*).
- Remove occupancy restrictions (“I 2nd”).
- Remove golf course, replace with lake or reservoir with high-density mixed-use housing.

East of 63rd Street

Transportation

- Don't like what they did at 75th. [note left at intersection with Arapahoe].
- Keep the noise and light impact at the forefront. Change bus-only lane to allow right turn into Eco-Cycle and ReSource. Very challenging for our customers.
- Bike path on BNSF corridor ("I 2nd").

Connections

- Need path from recycling to Valmont Butte.
- Continuous corridor of protected cycle-tracks ("Yes Please!") or "Greenways."
- Better bike access into town from Folsom – at least sharrows on Arapahoe and better wayfinding through Goss-Grove.
- Connections and signage between multi-use paths, sidewalks, bus stops. Connections for multi-use by walkers/bikers.

Land Use

- Bury overhead power lines and reduce scale of street lighting.
- Make historic service station a visitor center.
- Could this be accessible open space [East of Valmont Res. Adjacent 75th St.].
- Raise height limits at key intersections – 30th, 33rd, Foothills, 55th? 63rd.
- Bolster Eco-Cycle and soup-up ReSource.
- Add more restaurants along corridor ("Yes!").
- Limit number of restaurants, retail – too much impact on neighborhoods.
- More breweries and destination land uses.
- Police annex – more civic uses (library, city offices, farmers market) – Organized green space/trail system – Biophillic buildings and public space – redevelop strip malls along Arapahoe – Some pedestrian-only streets, close to old town in Fort Collins – Children activities, outreach with youth, child-friendly development.

Xcel Energy Plant/Cooling Reservoirs Use Ideas

- Condemn power plant/lakes. Keep gas turbines. Fill lakes for development/open spaces. Housing okay. Shopping food here.
- What happens to this site? [Xcel plant]
- Recreational access to reservoirs?
- Keep this lake [Hillcrest] for recreation (fill others in to save water).

Comments on Indicators: What Should We Measure?

Safe Community

- Emergency room/urgent care access

- Safety for transit stops @ night

Healthy and Socially Thriving Community

- Impacts on sewer
- Adequate infrastructure for growth. For example: the sewer infrastructure is not adequate to present needs. Is this area to grow?
- Don't forget the underground sewage pipes are small and were installed decades ago before growth!

Livable Community

- Beautiful community – Architecture – Scenic views – Landscape – Sound levels -form-based code?
- Pavement % vs. Greenspace %
- Noise and “lightnoise” in existing neighborhoods along the corridors paths. Please consider the “rural feel” of East Arapahoe – that is why we live there.
- Overall satisfaction with area is a place-based “happiness” score. Start with a baseline year and see how people’s perception of the area is over the ages and connecting to area (resident, employee, etc.)
- Is there such a thing as GENERAL FEEL INDEX? Is there a way to measure the “general feel” of various land uses? Eg. Bike path along Boulder Creek=9, Power plant=1, Car dealership=3, Used car lot=1, Arts center=7, Beautiful park=7-8

Accessible and Connected Community

- Reliability of service
- Crossing/stripe/auto light for bus; Crossing/crosswalks
- Better bike paths
- Crosswalks for bus stop locations
- Navigating and wayfinding
- Bus stops with shelter at all stops; paths from bus to businesses; crosswalks
- Walkability score
- Connections between multi-use paths and sidewalks and bus stops; signage/wayfinding to help show distance
- Jump to have skip-like frequency! More restaurants to serve additional housing; better bike access to downtown – including from county into city limits
- Measure percentage of employees along corridor who choose to walk, bike, bus to work. Or do the same for lunch.
- How welcoming are walk/bike paths?
- Walk/bike access to Boulder Creek Trail
- We have no nearby place for groceries. Essential for a 15 min neighborhood.

- Impact on existing residential property owners, especially access
- In-commuters to corridor for employment

Environmentally Sustainable Community

- Transit frequencies; reduced auto traffic entering city via E. Arapahoe; bicycle counts/volumes; VMT from Folsom to 75th; Transit mode share; # of driveways on Arapahoe

Economically Vital Community

- Local services for residents – small restaurants – cleaners
- Estimated transportation costs per household – would help assess success of transit/bike/ped strategies to help reduce costs

Other

- Measure using current metrics – When the “Plan” needs to be used, perhaps in 20 years, the “Plan” needs to be considered in the then current context. What works today may or may not be appropriate in 5, 10, or 20 years. The “Plan” is a guideline, NOT a rule.

Additional Comments

Land Use Considerations

- More high density residential, but not if it looks like the Peloton.
- Avoid cookie-cutter development (Peloton, 29th St.). Form-based code. Diverse architecture. Landscape elements/encourage diversity.
- Allow lots of flexibility of development to property owners. Especially w/r multiple uses on single parcel.
- Consider the arts and have flexibility in zoning for arts and non profits.
- Infrastructure for growth – it’s underground where you can’t see it. The sewers, for example, are not adequate for present needs. Is this area to grow?

Local Services

- Is this area zoned for the needs of a medium-sized grocery store? Bigger than 7-11? We have no place selling food at present.
- More restaurants, coffee shops, grocery stores – Fate is great, Ozo is great!... “I 2nd this.”

Connections

- On-street bike lanes along as much of Arapahoe as possible – creek path is lovely but not fast. Could be downtown in like 10 min from 55th Street with bike lane on street.... “I 2nd this.”
- Bike paths: Don’t build them squiggly, build straight. Much more safe.

- Eliminate 3 new speed bumps on Cherryvale between Arapahoe and Baseline. Already 30 mph limit. Bumps impede free flow of traffic.
- Local bus service that serves the Avalon Ballroom late enough at night so that dancers can go home after the events. I.e. 10:30 pm, 11:30 pm etc.

Other

- Bury the power lines
- Consider posters at existing bus stops, businesses, intersections, elsewhere that ask people what they'd like to see happen there – could have QR code and other info linking to InspireBoulder.
- The plan should be a guideline, not a *rule*.
- Above all else, please build into the plan some clear ability to, in the future, allow for current (at the time) events and conditions to be incorporated and considered. What is appropriate today may not be appropriate in 20 years.

History Poster Comments (What Should the Future be?)

- BRT!
- Mixed-use development
- Walkable, bikeable mixed-use districts
- This area is in the flood plain. This issue must be addressed before you consider development.

Comment Form Comments

*What do you think are the **top issues** for the Envision East Arapahoe project to address?*

- Walkability; making the area more attractive – less industrial. Address how traffic times – rush hour – challenge to turn left out of Eco-cycle, ReSource.
- Connectivity. Increase mix use (housing). Floodplain. To decrease distance driven
- Transit connectivity (regional) and frequency. Density. Thank you for caring about E. Arapahoe! It needs our help!
- Poor streetscape, industrial land uses along Arapahoe lack of identity and character.

*The **Draft Vision Elements** handout identifies directions for the project. Ideas are based on input from stakeholders, staff, boards and commissions, and City Council. Do you have comments to help craft a final vision?*

- Support statements.
- Need to address heavy car traffic going east during PM rush hour.

*How can the city best **engage you and others** and keep you informed about the project and upcoming events?*

- Open houses, emails, on-line surveys.
- Email, web updates/City of Boulder Facebook updates.
- Send notices out earlier – just received last Thursday. Email/send flyer and I will post @ Peloton.
- Do something fun. Go to the citizens instead of them coming to you.

*Do you recommend other ideas to make the **proposed planning process** lead to successful outcomes?*

- Interviews/question/intercepts with walkers/bus riders on corridor to get perspective directly from users.
- Continued stakeholder meetings w/ large employers, HOAs.
- High-density, mixed-use housing, job and offices. Most of all a place that has character. NO big box stores/car dealerships. Special district that allows more than 3 stories.

*What **walk or bicycle tours** (locations, times of day, etc.) would most interest you?*

- Area around 63rd and Arapahoe (Eco-Cycle + ReSource); Weekdays, lunch time (11am-1pm).
- Greenways – connections and wayfinding; Area around 55th and Arapahoe; Other (Folsom to 33rd); Weekdays, afternoon/evening (4-7) depends on week.
- Greenways – connections and wayfinding; Area around BCH, 48th St.; Area around 55th and Arapahoe; Sundays; Weekdays, afternoon/evening.
- Greenways – connections and wayfinding; Saturdays; Sundays.

How did you hear about the July 21 event?

- Email announcement (x2)
- Website



Envision East Arapahoe Walk Audit Findings

September 23 and October 11th, 2014

Separation between modes of transportation could be increased. Commuting bicyclists and casual pedestrians may not always mix well. While separation between modes could be increased, it is equally important to ensure visibility between bicyclists, pedestrians, and cars in order to avoid collisions. Maintaining vegetation and planting away from intersections are ways to ensure visibility. Increased pedestrian-scaled lighting could enhance accessibility and create a safer nighttime walking environment.

Arapahoe Avenue itself has features that do not promote Walkability. The street is very wide and could be narrowed or repurposed. High vehicle speeds are a major concern to pedestrians for both noise level and safety reasons. A lower speed limit could create a quieter, safer, and more comfortable walking environment.

The sidewalk on the south side of Arapahoe is inadequate for walking and doesn't support bicyclists. It is too narrow for two people to walk side by side. The vegetation buffer is inconsistent in quality and width, and often non-existent. All participants preferred a larger buffer with trees in order to feel more safe and comfortable. Most bus stops are in need of bike parking and benches or shelters.

Better signage could express speed limits to bikes and alert cars that people may come from both directions on a multi-use path. Better wayfinding solutions could be implemented between bus stops, multi-use paths, sidewalks, and common destinations.

Current crossing treatments on Arapahoe are not adequate for many people, and result in less people walking. Jaywalking across the wide, busy street is prevalent. This could be mitigated by more mid-block crossings, pedestrian refuge islands, and faster-responding pedestrian crossing signals that last a longer duration. Signal timing could be changed to favor the pedestrian over the vehicle, along with increased enforcement for vehicles speeding or running red lights through intersections.



The area around Conestoga and Arapahoe is not pedestrian-friendly. The southeast corner needs a curb ramp and the pedestrian crossing button needs to be moved closer to the sidewalk in order to be accessible for all. Pedestrian facilities into the commercial area on the south side of the intersection are needed.

Installing shelter, shade, and benches at transit stops will likely increase the number of people walking to the bus.

The commercial area northwest of 55th St. and Arapahoe is in dire need of pedestrian facilities. A sidewalk crosses though part of the large parking lot and needs to be continued through to 55th Street, where there are no pedestrian facilities.



Envision East Arapahoe

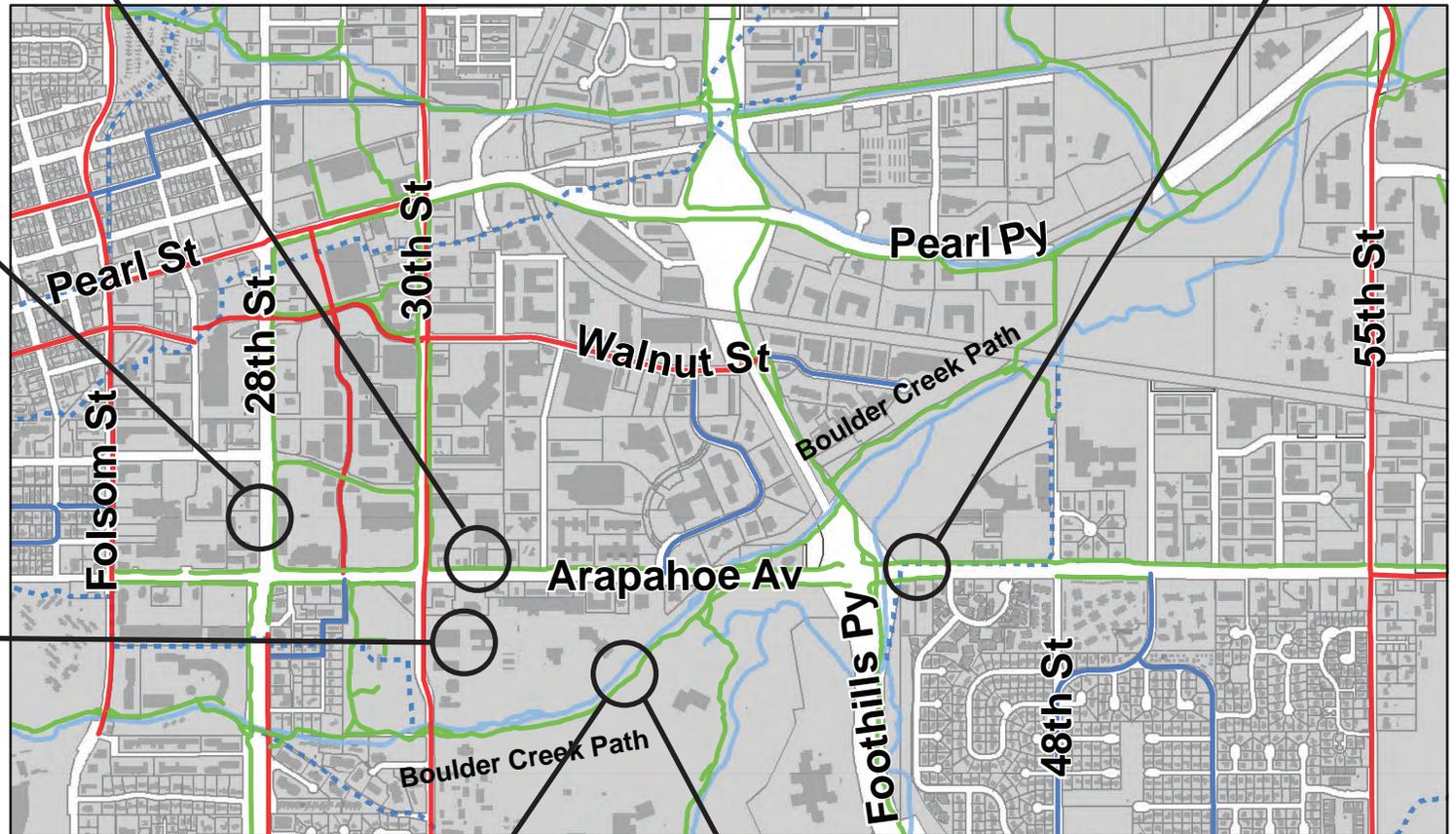
Bike Audit Findings

Arapahoe at 33rd Street. There are a large number of driveways around this intersection. This creates many stressful points for bicycles and locations for potential conflicts with vehicles. The south side of Arapahoe needs a sidewalk and/or bike facilities. Car parking will need to be removed in order to add these amenities.

Safety was identified as a major concern for both bicyclists and pedestrians seeking to cross Arapahoe Avenue as well as travel along the corridor. Preferred ways suggested to achieve a safer biking environment included off-street multi-use paths and buffered/protected bike lanes between bikes and cars on streets with higher speed and volume motor vehicle traffic.

The wider landscaped buffer on 28th makes biking on the multi-use path (east sidewalk) more comfortable.

The CU-Boulder East Campus research buildings located at Marine and 30th Street were called out as a specific place that is hard to get to by foot and bike from the Arapahoe corridor, the Boulder Creek Path, and the rest of the CU East Campus.



An interest in better wayfinding and signage was expressed by multiple people. Being off-street is great for safety. Attendees expressed concern for getting lost along the greenway corridors as these paths follow the natural contours of the creek rather than a typical street grid. Branding or color-coding paths and bike routes based on accessibility/comfort was an idea that many people liked. Additionally, adding pavement markings can provide landmarks, guidance, and safety.

Attendees of the bike audit expressed a strong preference for riding on multi-use paths that are off-street. Reasons for this included that the off-street paths are quieter and safer than riding on-street. The creation of more off-street multi-use paths could lead to increased bikeability in the area.