

**Boulder City Council
STUDY SESSION**

Televised

**Tuesday
February 24, 2015**

**5-6 PM
Council Briefing - Housing Update**

**6-7:30 PM
TMP Implementation Six-Month Update**

**7:30-8:15 PM
Envision East Arapahoe
Project Update and Transportation Planning for the Corridor**

**8:15-9 PM
Planning Work Plan Update
(materials available at the meeting)**

**Council Chambers
Municipal Building
1777 Broadway**

Submit Comments to City Council
Email: council@bouldercolorado.gov

or

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

MEMORANDUM

TO: Members of City Council

FROM: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
Michael Gardner-Sweeney, Acting Director of Public Works for Transportation
Kathleen Bracke, GO Boulder Manager
Molly Winter, Director, Downtown and University Hill Management Division/
Parking Services
Bill Cowern, Transportation Operations Engineer
Chris Hagelin, Senior Transportation Planner
Dave (DK) Kemp, Senior Transportation Planner
Marni Ratzel, Senior Transportation Planner
Randall Rutsch, Senior Transportation Planner
Natalie Stiffler, Transportation Planner II

DATE: February 24, 2015

SUBJECT: Study Session on the 2014 TMP Implementation Six-month Update

I. EXECUTIVE SUMMARY

The 2014 Transportation Master Plan (TMP) updated all areas of the plan, with an emphasis on:

- Implementation of the Living Lab to improve the multimodal transportation system;
- Extensive work on transit planning;
- Development of a low-stress bike network tool;
- Creation of a 15-minute neighborhood access tool;
- Developing a GHG emissions inventory for the transportation sector;
- Addition and modification of measurable objectives to track progress in safety and vehicle miles travelled per capita for residents and non-resident employees.

The 2014 TMP also includes an extensive [Action Plan](#) identifying priority work items. This study session will review the implementation of the 2014 TMP in the six months since it was accepted by council in August 2014. The TMP implementation is consistent with the council's priorities and city's efforts to promote long-term sustainability and resiliency.

Highlights of the past six months of implementation include:

- Continuation of the Living Lab bicycle innovations, including piloting corridor-based complete street repurposing (rightsizing projects);
- Working with local and regional agency partners to push for real-time travel information, continued work on the communitywide Eco Pass program, and improving the service plan for the US 36 Bus Rapid Transit system;
- Refinement of Transportation Demand Management (TDM) strategies in coordination with the city's Access Management and Parking Strategy (AMPS), including enhancing the city's TDM Toolkit for new development;

- Securing \$11.5 million of funding for local transportation improvement projects and regional BRT projects through the Denver Regional Council of Governments (DRCOG) competitive funding process;
- Ongoing collaboration with integrated land use and transportation projects, including Envision East Arapahoe, Civic Area, AMPS, Housing Boulder, Climate Commitment, and the 2015 Boulder Valley Comprehensive Plan Update;
- Completion of the 2014 Boulder Valley Employee survey, along with other transportation-related evaluation measures to gauge ongoing progress; and
- Preparing for the next Transportation Report on Progress document and Web-based dashboard, scheduled for completion by end of 2015.

The “Analysis” section contains more information about these and other implementation actions.

II. QUESTIONS FOR COUNCIL

1. Does council have feedback on the proposed approach, including the public engagement process, for the Living Lab corridor projects planned for 2015?
2. Does council have input on the transit-related items, including US 36 Bus Rapid Transit (BRT) and the potential TIGER grant application with the University of Colorado (CU)?
3. Does council have any additional questions or comments regarding the Transportation Demand Management (TDM)-related items, including:
 - The proposed TDM Toolkit enhancements for new development, based on the summarized feedback from boards and council;
 - The revised staff considerations provided in **Attachment E**; and,
 - The communitywide Eco Pass analysis with Boulder County?
4. Does council have questions or feedback on the proposed metrics and evaluation process planned for 2015, which will guide the development of the next Transportation Report on Progress document and Web-based dashboard?

III. BACKGROUND

Transportation Master Plan (TMP)

The 2014 Transportation Master Plan (TMP) represents the continued refinement of the city’s transportation and sustainability goals. The 2014 TMP is built on more than 20 years of consistent policy direction in transportation and provides a refined focus on sustainability, including greenhouse gas (GHG) reductions and broad integration of sustainability planning across city departments.

The TMP is set within the broader context of the Boulder Valley Comprehensive Plan (BVCP), with transportation supporting the sustainability and quality of life goals set by the community. Development of the 2014 TMP included extensive community engagement; technical work in transit system planning; developing a living laboratory approach to enhance Boulder’s complete streets system; creation of a Bike 2.0 system accommodating all levels of riders; and developing a detailed inventory of the GHG impacts of the transportation sector. While the previous TMP had the key objective of maintaining vehicle traffic at 1994 levels, the 2014 TMP calls for reducing vehicle miles traveled (VMT) by 20 percent and increasing mode share for walking,

biking, and transit to support the community's GHG reduction goals. In addition, the 2014 TMP includes measurable objectives for safety and 15-minute neighborhood access.

Implementation of the TMP is guided by the [TMP Action Plan](#), reflecting anticipated work items for the immediate- (2014-2016), mid- (2017-2020) and long-term (2020). The TMP is intended to be a living document and will be monitored and updated to reflect ongoing actions by City Council and the transportation needs of the Boulder community. Visit www.BoulderTMP.net for a full copy of the 2014 Transportation Master Plan.

IV. ANALYSIS: TMP FOCUS AREA IMPLEMENTATION AND PROGRESS

This section provides highlights of the implementation work of the TMP, as directed by the TMP Action Plan and council priorities. The material below is not intended to be comprehensive and focuses on work areas with the potential for significant community impacts and contributions to the goals of the TMP. For a full list of the TMP Action items, see the [TMP Action Plan](#).

Complete Streets

The Complete Streets Focus Area strives to accommodate people walking, biking, riding buses, and driving as facilities are planned, designed, constructed, and maintained. This area develops the balanced and complete multimodal transportation system needed to enhance safety and accommodate an increase in trips while shifting trips away from single-occupant vehicles.

Bicycle and Pedestrian Innovations

Bicycle Innovations - "Living Lab" Projects

The Living Lab bicycle pilot projects included new bicycle facility treatments and programs intended to enhance the existing system for cyclists of all ages and riding abilities. The Living Lab program is being deployed in phases of pilot projects, with qualitative and quantitative analysis, to evaluate the potential for long-term application in Boulder.

Phase I

Phase I of the Living Lab program provided an excellent forum for testing new, innovative facilities and contemporary treatments to improve Boulder's existing bicycle infrastructure. Projects installed in Phase I include:

- Buffered bike lanes
 - Spruce Street (15th to Folsom streets)
 - University Avenue (9th Street to Broadway)
- Back-in angle parking
 - University Avenue (Broadway to 17th Street)
- Barrier-protected bike lanes (cycle track)
 - Baseline Road (30th to 35th streets)
- Electric-assisted bicycle use on off-street, multi-use paths, not including paths on lands managed by Open Space and Mountain Parks (OSMP)
- Parking-protected bike lanes
 - University Avenue (9th Street to Broadway)

- Dashed (advisory) bike lanes
 - Harvard Lane (Dartmouth Avenue to the Broadway path at Table Mesa Drive)

Phase I projects have been opportunistic, with a focused public engagement process prior to installations. Staff hosted an initial public meeting to garner community feedback regarding the types of proposed facilities to test and then notified affected property owners and stakeholders within the Phase I project installation areas. The first wave of projects was installed in September 2013. A robust evaluation process was conducted, including community feedback, technical evaluation, and field “before and after” behavior observations. A summary of this evaluation was presented to the Transportation Advisory Board (TAB) at its [Sept. 8, 2014 meeting](#).

The second wave of Phase I projects was installed in October 2014 and is currently being evaluated. This wave included the installation of protected bike lanes on University Avenue and advisory (dashed) bike lanes along Harvard Avenue. Technical and observational data will be collected in April 2015 to coincide with the start of the peak cycling season and to ensure University of Colorado (CU) Boulder community travel patterns are reflected. The qualitative analysis focuses on public input and informs an iterative review and response process to address community comments and concerns. An example of an identified concern is the need for increased winter maintenance along the University Avenue cycle track. Staff also proposes the installation of flexible bollards to delineate the parking lane from the buffered bike lane and to help guide motorists into parking stalls during snowy conditions. An evaluation report for the Phase I projects will be completed in May 2015 to help inform the design and installation of the proposed Phase II corridor projects.

A third wave of Phase I projects is scheduled for installation during spring/summer 2015. This wave will include the installation of a bike box at the intersection of Canyon Boulevard and Folsom Street and the designation of the 13th Street Bicycle Boulevard.

Phase II - Bicycle Innovations: Rightsizing Corridors

Responding to input from the community, boards, and City Council during the 2014 Transportation Master Plan update, staff is developing the Phase II Living Lab projects for 2015. These will test options for repurposing or “rightsizing” certain multilane arterial roadways to enhance access and safety for all modes of travel.

Staff has developed an initial list of potential “Complete Street” corridors, including portions of Iris Avenue, Folsom Street, 55th Street, and 63rd Street. These streets were identified through an initial analysis of multimodal transportation operational criteria, including the level of bicycle stress and volume, motor vehicle volume, travel time, speed (posted and actual), land use context, and connectivity to primary destinations.

Data collection and analysis on these multilane corridors is underway. Preliminary analyses indicate that repurposing one general purpose travel lane in each direction is feasible to test treatments and evaluate their effects on the safety and comfort of all roadway users along these corridors. Some intersections could experience significant delays, and staff is designing creative solutions to maintain acceptable travel times.

The potential tradeoffs of the Phase II projects could be controversial; therefore, staff is recommending a more robust public engagement process prior to implementing these pilot project installations. This includes an interactive, ongoing community engagement process throughout the duration of the Phase II projects. A proposed project timeline for the complete 2015 Living Lab program is provided in **Attachment A**.

The public engagement process for Phase II will be guided by a [communication plan](#) that employs a proactive approach to educate the community about the complete streets philosophy and national experience with improving access and safety for all roadway users. The public process will review and seek input on corridor design options; clarify possible “unknowns;” help the community understand the experimental nature of the Living Lab program; and provide a real-time sense of project benefits and operations.

Staff recommends that the TAB host a public open house for the Phase II projects in spring 2015, along with ongoing, focused stakeholder meetings with neighborhoods and community organizations prior to the pilot installations during summer 2015. Community input received at the public meetings would help guide the design and installation of the Phase II projects, including whether to implement the projects in waves, allowing for an iterative review process where an earlier wave could inform the refinement of future waves. Public hearings will be held before the TAB and council, with TAB providing a recommendation on the scope and schedule of the proposed Phase II projects to City Council. Following the installation, staff will conduct ongoing community engagement activities through walk/bike audits, social media, and public meetings to receive input on the new street designs throughout the duration of the pilot program. These pilots of modified street designs are expected to remain in place for 12 to 18 months.

In proposing this process, staff is responding to TAB and council direction to expedite the implementation of the TMP strategies and action items, while recognizing the need to ensure that community members and affected stakeholders are proactively informed about these projects prior to installation. The permanence of the modified street design will be based on the results of the quantitative and qualitative analysis and the feedback from the community, boards and council during the Living Lab pilot program. With this approach, the frontend planning/design phase of the project is shortened and the community engagement process is more ongoing throughout the installation and evaluation process.

An alternative community engagement option would be to undergo the more extensive, upfront, public engagement process used for capital improvement projects. This would be similar to the Community Environmental Assessment Process (CEAP) and would include design options, along with numerous public meetings during a six-to-nine-month period prior to installation. Recognizing that Phase II projects could pose some significant tradeoffs, staff is seeking feedback from council regarding the appropriate level of community engagement for the Phase II corridor projects.

Contingent upon the feedback received from TAB and City Council regarding the community engagement process, Phase II projects would be installed in summer 2015. If the preference is for the more extensive, upfront public process, the installation would be moved to fall/winter 2015 or early 2016.

Other Bike and Walk Innovations

Boulder Walks Program

Throughout fall 2014, the city hosted walk and bike audits supporting the public engagement process for the Envision East Arapahoe project. These audits gathered stakeholder input on the pedestrian and bicycling environment and identified potential new connections and site-specific improvements for consideration in developing scenario options. Staff continues to promote Walkabouts with neighborhoods and additional Walkabouts will take place this spring.

Bicycle Parking

As part of the Access Management and Parking Strategy (AMPS) process, council approved ordinances in fall 2014 to revise bike parking requirements for new developments. These revisions base bike parking requirements on land use type, require both short- and long-term bike parking, and amend bicycle parking design standards to require inverted U-racks for all bike parking requirements. In response to board and council feedback, staff is exploring initiatives to encourage distinctive and artistic bicycle parking solutions for both long- and short-term parking that meet the functional criteria of U-racks. Staff is also raising awareness of the demand for bike parking that accommodates trailers, cargo bikes and electric-assisted bikes. The AMPS work is establishing a bike corral program with design criteria and guidance for converting on-street parking spaces to bike parking corrals, while considering the balance of other curbside facilities, such as vehicle parking, Boulder B-Cycle stations, and loading zones.

Bike 2.0 Network

The low-stress connectivity analysis methodology continues to be refined and is being utilized as a network screening tool. Staff hopes to establish a multimodal level of service methodology to help guide policy and development to create a highly connected network of low-stress routes for bicyclists of all ages and abilities. This effort pairs with the Living Lab to test innovative strategies encouraging more bicycling by “interested yet concerned” residents and encourage a variety of trip purposes by all types of riders.

Renewed Vision for Transit - Local and Regional

A major emphasis of the 2014 TMP was developing the Renewed Vision for Transit. This vision includes renewed efforts in the areas of service, capital, and programs.

Service - Transit Service for US 36 BRT and Boulder Junction

The TMP identifies high-quality bus rapid transit (BRT) service on US 36 as a high priority and pivotal opportunity for improving regional transit service to Boulder. In November 2014, RTD released a proposed service plan for US 36 BRT and the associated local service plan modifications scheduled to go into effect in January 2016. City of Boulder staff coordinated review of the proposed service plans with RTD staff and staff from Boulder County, CU and the US 36 corridor communities.

In response to agency comments, RTD released a revised proposed service plan for US 36 BRT. City of Boulder staff is coordinating a second review with partner agencies. Based on the initial review of RTD’s materials, staff has identified primary areas of concern and made specific recommendations for modification to the RTD-proposed service plans for the US 36 BRT.

Attachment B contains details on the US 36 BRT service plan comments.

The major areas of concern are:

- The proposed service plan does not significantly increase bus service along the US 36 corridor and does not provide service or investment equitable to the other FasTracks corridors;
- Some areas of existing bus service would face reductions from current service levels;
- The Depot Square transit facility at Boulder Junction would only be served at peak periods and is only directly connected to the Civic Center station in Denver; and
- The proposed service does not proactively address growing areas of the community where change is known and coming.

Service – SH 119 and SH 7 BRT Studies

The city supported and funded three BRT-related studies as part of the DRCOG Transportation Improvement Program (TIP) funding process. These include a RTD-led study to build on the Northwest Area Mobility Study (NAMS) recommendations by developing a detailed BRT environmental study of SH 119 (the Diagonal Highway) between Boulder and Longmont. This study is funded in the TIP for \$1 million. A proposal by Boulder County and local communities along SH 7 (Arapahoe Road) to take the next step in studying BRT between Boulder and Brighton was funded for \$200,000. A regional BRT feasibility study by RTD is funded for \$1.2 million. The city will be working on each of these regional BRT corridor projects serving the Boulder community.

Service - FLEX

City of Boulder staff is working with Boulder County, Longmont, RTD, CU, Colorado State University (CSU), Loveland, and Fort Collins/Transfort to extend one-seat-ride interregional transit service to/from Boulder on the FLEX route along US 287 and SH 119. About \$1.15 million in funding was approved by DRCOG and service is planned to begin in fall 2015.

Capital - Boulder Junction

The vision of Boulder Junction as a pedestrian-oriented development is coming to fruition through a series of public and private projects. Completed projects include:

- The completed bike lanes on 30th Street;
- Construction of the 30th Street underpass at the Boulder Slough;
- The connection from 30th Street to the Goose Creek multi-use path; and
- Construction of the south side of the multiway boulevard on Pearl Parkway in 2012.

Construction on the north side multi-use path and multiway boulevard began in 2013 with extensive waterline, sanitary sewer, and major drainageway improvements, and continues in coordination with the Depot Square development at 3151 Pearl Parkway. This section of Pearl Parkway will be completed in 2015, in coordination with the adjacent private development. The Junction Place bridge at Goose Creek began construction in late 2013 and is substantially complete. Final landscaping is scheduled for completion in spring 2015. Additional public improvements in the area include the public park along Goose Creek. The bike connection through the park to the Goose Creek multi-use path is under construction and will be completed this spring. The new transit station, “Boulder Junction at Depot Square,” is scheduled for an

initial opening in the third quarter of 2015, with a grand opening celebration planned to coincide with the launch of the US 36 “Flatiron Flyer” BRT service in January 2016.

The Boulder Junction TDM Access District program and services are up and running, with residents of 3100 Pearl Parkway receiving Eco Passes, discounted bike-share memberships, and free car-share registration. The master Eco Pass contract for Boulder Junction employees will be initiated in 2015. The TDM programs for residents and employees will continue to expand as new developments open.

Capital - North Boulder Mobility Hub

The north Boulder mobility hub is an outcome of the integrated planning process for the TMP update, Access Management and Parking Strategy (AMPS) and the north Boulder Subcommunity Plan Update. The TMP “mobility hub” concept envisions providing a combined set of services on one site, including transit stations, Boulder B-cycle bike share, and car share services. The north Boulder mobility hub also includes transit vehicle turnaround that is being considered for the Colorado Department of Transportation (CDOT) property on the north end of Broadway at US 36. The site could also be enhanced through potential public-private partnerships to consider shared park-and-ride or “edge” parking as part of adjacent mixed-use development sites located south or west of the CDOT property. **Attachment C** includes conceptual sketches of alternatives for the north Boulder mobility hub site on the CDOT property. Staff continues working with CDOT, RTD, and Boulder County to further explore and refine options for this site, as well as with CDOT to relocate its sand/material storage to another site within the larger area.

Capital - HOP Vehicle Replacement

An important priority in the TMP is to replace older HOP buses and obtain federal or state funding to help pay for the vehicle replacement. The city collaborated on grants with Via and RTD to replace three HOP diesel buses with hybrid electric vehicles. A Federal Transit Administration (FTA) grant was submitted in April 2014, but awards have not yet been announced. Via also submitted an application for statewide FASTER funding for the fiscal year 2016 to fund 75 percent of three clean diesel buses. Via was awarded the full amount requested, as well as funding to rehab two additional buses. If the FTA grant application is successful, Via will acquire three hybrid-electric HOP vehicles and coordinate with CDOT on options with the FASTER grant. This is an exciting and significant step toward the city of Boulder’s TMP and sustainability goals of pursuing more sustainable vehicle technologies for the transit fleet to reduce transit GHG emissions.

Program – Real-time Information

Implementing real-time passenger information is one of the top priorities in the Renewed Vision for Transit. There are three components to the real-time information program. The city and CU, in coordination with Via and RTD, have each pursued real-time information, as described below.

RTD plans to implement real-time passenger information on all bus, BRT, and light/commuter rail vehicles by the end of 2015. Phase one of the project includes completing real-time information boards at RTD transit centers and a RTD real-time website in the first half of 2015. The second project phase will make the open-source data available to third-party developers for

creating mobile apps in late 2015 or early 2016. The RTD fleet now has the hardware installed to drive the real-time system and the remaining work is on backend software and servers. Due to hardware issues, this implementation plan does not include the HOP buses. ETA Transit's data is open source, and there is the potential that the real-time HOP information can be incorporated with RTD's system-wide real-time initiative. Staff continues to work with agency partners to pursue real-time information for passengers using all transit routes serving the Boulder community.

Several years ago, Via contracted with NextBus to implement real-time passenger information for the HOP buses. The system has not been functioning well and equipment updates would be needed to make it operational. Early in 2015, CU contracted with ETA Transit and implemented real-time passenger information for the HOP and Buff Bus. At this time, ETA Transit offers a [traditional website](#) and [mobile site](#) for customers to obtain real-time route information. ETA Transit will release a smartphone application for Android and Apple operating systems in the first quarter of 2015. Since the HOP buses now have real-time information, it is not necessary to update the existing NextBus equipment.

Transportation Demand Management (TDM)

Communitywide Eco Pass

With the completion of the Communitywide Eco Pass Feasibility Study in 2014, the second phase is exploring the issues identified in the Feasibility Study. Boulder County and city staff have initiated the second phase by forming two committees, a policy advisory committee (PAC) and a technical advisory committee (TAC), which will meet regularly during the next year and a half.

Boulder City Council members Mary Young and Suzanne Jones are serving on the PAC. The role of the PAC is to evaluate which scenario to advance in terms of:

- The eligibility of residents, employees, students;
- Which finance mechanism(s) would be most viable for raising the necessary funds; and
- The timeline to implement the program.

The role of the TAC is to assist the PAC with evaluating transit impacts, quantifying costs and benefits, solving administrative issues, and coordinating with RTD staff. The PAC and the TAC have each met once, with additional meetings scheduled. Based on direction from the PAC, the TAC is divided into three subcommittees to tackle the initial PAC-identified priorities of quantifying benefits, coordinating with RTD, and understanding the impacts on existing programs with a focus on the CU student pass program.

Vanpool Recruitment and Retention Program

In partnership with Boulder Transportation Connections (BTC), city staff is developing a new marketing campaign to promote GO Boulder's vanpool incentive program. In 2014, GO Boulder began providing a \$20 per rider per month rebate to recruit and retain vanpoolers. The rebate is available to any participant in a vanpool that is coming to or leaving Boulder and applies to both the North Front Range Metropolitan Planning Organization's VanGO program and DRCOG's

Way To GO vanpools. GO Boulder and BTC will also be developing a multimedia campaign to promote the program and connect with local employers.

GO Boulder/BTC/Boulder Chamber Partnership

In 2015, the Boulder Chamber of Commerce, BTC and GO Boulder are partnering to provide enhanced transportation assistance to chamber members. The goals are to raise awareness of BTC, position BTC as the chamber's transportation sponsor and provide BTC with an ongoing, formal presence at chamber events.

Boulder Junction TDM Program

TDM efforts at Boulder Junction are ramping up with the opening of the Hyatt hotel. With approximately 60 employees starting in the first quarter of 2015, the TDM District is initiating the master Eco Pass contract for employees with RTD on Feb. 1, 2015. BTC will be working with the Hyatt to administer the Eco Pass program to their employees and providing welcome kits that also provide instructions on taking advantage of the bike- and car-sharing benefits.

Access Management and Parking Strategy (AMPS) Update

The Access Management and Parking Strategy (AMPS) is a multi-departmental effort to define policies, priorities and programs addressing citywide access and parking management in a manner consistent with the community's social, economic and environmental sustainability principles. The project's goal is to develop tools and strategies to evolve Boulder's access and parking management to a state-of-the-art system that reflects the city's sustainability goals. The AMPS project is moving forward in seven work areas: Districts, On- and Off-street Parking, TDM, Code Requirements, Parking Pricing, Enforcement, and Technology. The 2015 priorities for each of these work areas is contained in **Attachment D**, and more detailed information regarding AMPS will be presented to the boards and council in April/May 2015.

TDM Plans and Toolkit for New Developments

An area of overlap with the TMP and AMPS is continued progress on the TDM toolkit for new development.

Phase I

The TDM Working Group started working on the first phase of AMPS in 2014, and work continues in 2015. The priority of Phase I is the development of a set of policies and a possible ordinance to guide the development, implementation, evaluation, and enforcement of TDM Plans for new commercial and residential developments. Questions to help determine the key elements of a new TDM program were discussed by the TAB, Planning Board and City Council in fall 2014. A summary of board and council feedback is provided in **Attachment E**. Based on this input and guidance, staff is now preparing to discuss these key elements and understand the perspective of local developers and transportation consultants who frequently submit TDM Plans. After receiving their feedback, staff will return to the boards and council in spring 2015 with a revised draft plan and recommendations for their consideration.

Phase II Priorities for 2015

Phase II of the TDM Working Group will focus on several priorities. Staff will begin work on revitalizing TDM program outreach to existing businesses, with a new employee trip reduction

toolkit and promotion of BTC as the organization to assist employers and employees with travel demand programs.

The TDM Working Group will also work with Boulder B-Cycle and eGo Carshare on a new first and final mile program that will offer bundled corporate memberships to these organizations for employers, especially employers already participating in RTD’s Eco Pass program. These bundled and discounted programs will provide employees with a variety of options for first and final mile travel, and for work and non-work trips during the day.

The final priority of the TDM Working Group is to work with the downtown Business Improvement District (BID) and Central Area General Improvement District (CAGID) employers to design and pilot a parking cash-out program. This program will provide a financial incentive to employees that do not use an employer-provided parking space. Workshops will be conducted to show pilot participants how to design and implement the program, and GO Boulder and BTC staff will be available to provide travel demand assistance and evaluate the program impacts.

Funding

The TMP funding section identifies the need to incorporate the additional transportation sales tax revenue that Boulder voters approved in 2013 into the budget, consistent with the ballot language and TMP investment principles. These investment principles support leveraging opportunities with agency partners and continuing to pursue regional, state, and federal grant funding sources. The [TMP Action Plan](#) also identified the need to continue to explore fee-based transportation funding mechanisms. For 2015, the focus will be on a review of the city’s transportation excise taxes and impact fees.

DRCOG Transportation Improvement Program (TIP)

Every four years, DRCOG conducts a process to allocate federal funds to transportation projects in the Denver metro region. This is largely a competitive process based on scoring criteria for 10 different project types. After council approved the city’s project proposals on Sept. 2, 2014, staff submitted nine bike/pedestrian projects and one complete streets reconstruction project. At their Jan. 21, 2015 meeting, the DRCOG Board approved a TIP that includes funding for the following projects:

Broadway Reconstruction from Violet Avenue to US 36	\$ 6.225 Million
Boulder Slough Path: 30 th Street to 3100 Pearl Parkway	\$ 0.480 Million
30 th Street/Colorado Avenue Bike/Pedestrian Underpass	<u>\$ 4.750 Million</u>
<i>Total:</i>	<i>\$11.455 Million</i>

The city also actively supported the three BRT studies described in the previous “Renewed Vision for Transit – Local and Regional” section of this memo. Additional funding was received from CU Boulder for a bike/pedestrian bridge and trail on the East Campus, and Boulder County received funding for bike/pedestrian projects and two transit service enhancements.

TIGER Grant

The TIGER discretionary grant program, administered by the U.S. Department of Transportation, is intended to fund a variety of surface transportation infrastructure. \$500 million is available in the program and projects are encouraged in the \$20 to \$200 million range, with a minimum 20 percent local match. TIGER grant applications are due in April 2015 and city staff has begun working with agency partners to explore a grant application for the east side circulator identified in the TMP's Renewed Vision for Transit. This service would connect Williams Village, the CU East Campus, and Boulder Junction, and could potentially include transit vehicles, complete streets improvements, mobility hubs, and clean vehicle technologies.

Transportation Excise Tax

As part of the city's review of development-related impact fees and excise taxes, staff and consultants will consider potential changes for transportation-related fees, including analysis of the Adequate Public Facilities approach and consideration of whether to convert the current excise tax to an impact fee, as recently discussed with the City Council on Feb. 10, 2015. This process began in early February 2015 with updates to City Council, and a community meeting. The feedback received will assist with scoping the technical analysis, review of peer communities/best practices, and next steps to develop options for consideration. This segment of transportation funding is intended to ensure that new growth pays its proportionate share of the capital facilities needed to serve it. The analysis will need to consider Boulder's infill/redevelopment land use context, as well as the full picture of capital costs, to support all modes of travel in service of the community's overall TMP and sustainability goals.

To assist with this analysis, the 2014 TMP includes recently updated costs for multimodal corridor improvements and summarizes this information in investment categories based on existing funding, fiscally constrained, and vision plan levels. This information will serve as the foundation to begin analyzing potential transportation-related development fees and financing options, along with additional technical analysis and policy considerations, in coordination with other TMP action items and the AMPS.

More detailed information will be provided through future updates to City Council as part of the broader impact fee discussion, as well as future TMP progress updates and AMPS check-ins in 2015.

Integration with Other Sustainability Initiatives

Under the Sustainability Framework, the city has established the expectation that all planning efforts will be coordinated across the city organization and contribute to the city's goals of long-term sustainability and GHG reduction. The TMP established an organizational structure that includes biweekly interdepartmental staff team meetings and monthly executive team meetings to coordinate sustainability planning efforts. These meetings feature a rotating focus on different projects, and Transportation Division staff is actively involved in the Envision East Arapahoe project, Boulder Civic Area, Housing Boulder, AMPS, Climate Commitment, and 2015 Boulder Valley Comprehensive Plan Update. The 2014 TMP and the GHG inventory work conducted through the TMP are informing each of these coordinated planning efforts.

The Envision East Arapahoe project is the topic of the second half of this study session, and is transitioning to a focus on corridor and bus rapid transit planning. Consequently, the Transportation Division is taking a leading role in the remaining phase of this project.

Measurement and Evaluation

The 2014 TMP continues and expands the Transportation Metrics program of reporting the results of city efforts to the community. As part of this program, a number of ongoing data collection efforts were completed in 2014. These include the:

- Signalized intersection level of service study;
- Downtown bike parking study; and
- Vehicle counts for arterial roads within the city and for major roadways entering the city.

The periodic Travel Time Survey and employee surveys were also performed. As part of the employee surveys, the Boulder Valley Employee Survey and Downtown Employee Survey were conducted in fall 2014. CU employees and staff were also surveyed in a cooperative effort with University of Colorado Boulder (CU) and for the first time, the staff of the Boulder Valley School District (BVSD) was surveyed. The reports for these surveys are being reviewed by staff and will be released in February 2015.

In October 2014, staff was awarded a federal grant administered by the CDOT Office of Transportation Safety to support continuing the citywide *Heads Up Boulder* crosswalk safety campaign to help reduce the number of serious injuries in traffic collisions. The program employs a collaborative approach among the city Transportation Division and Police Department, CU Transportation and Police departments, and the local cycling community. It includes a three-pronged approach of education, enforcement, and evaluation to reduce bicycle and pedestrian injuries and fatalities. An outreach campaign continues to raise community awareness about crosswalk-related ordinances; law enforcement will conduct targeted enforcement at top accident locations; and a before/after review of crash data will evaluate the success of these efforts. The project will augment current messaging and safety education developed by the city, in collaboration with the BVSD, as part of Safe Routes to School funding previously awarded to the city.

Both the [*Safe Streets Boulder Report*](#) and [*Transportation Report on Progress*](#) are scheduled to be updated in 2015. Transportation staff is currently reviewing and enhancing the Transportation accident database to include all type of accidents in Boulder. These reports will include updated data from the city studies and surveys; and will provide a comprehensive report about the progress made in these areas. Both reports will be developed in a document format, as well as for a Web-based dashboard.

The 2014 TMP modified the plan's existing measurable objectives and expanded the number from six to nine. The three new objectives relate to increasing safety; increasing the share of residents living in complete "15-minute" walkable neighborhoods; and reducing resident and non-resident per capita vehicle miles traveled (VMT). Staff is working on developing and

refining the TMP objective measures by conducting best practices research and communicating with other communities.

City staff recently attended the National Association of City Transportation Officials (NACTO) conference in San Francisco and participated in sessions on multimodal level of service efforts. These revised measures will be reflected in the updated *Safe Streets Boulder Report* and *Transportation Report on Progress* documents that will be released in late 2015.

Transportation staff is also working on revising the TMP website to make the plan and its supporting documents more accessible to the community. The new website will include a focus on all the TMP objectives to increase community awareness of the progress toward meeting these objectives. This work will support the citywide effort to develop a community “dashboard” that reflects the transportation measures as part of the city’s broader sustainability efforts. Key transportation measures proposed for the city dashboard include VMT, mode share, safety and neighborhood access.

15-Minute Neighborhoods

The 15-minute neighborhood access tool, developed as part of the TMP process, is being used as an ongoing evaluation measure and an example to be applied to the scenarios developed as part of the Envision East Arapahoe project. The access to a variety of daily needs provided by each scenario is one of the evaluation criteria that could be used in this effort.

V. COMMENTS FROM BOARDS

The TAB guided the development of this TMP Update during numerous regular board meetings during the last two years, and continues to be actively involved in its implementation. The board reviewed the study session material at its Feb. 9, 2015 meeting and provided the following general comments relative to the questions for council.

- There is strong agreement that the board wants the Living Lab approach to continue, to show progress, and for the community to view the process as successful. Two members supported the enhanced and focused public process approach, while two expressed a desire for the increased public engagement and data collection offered by the Community and Environmental Assessment Process-type approach. The other member suggested following the enhanced and focused public process approach to implement the first corridor as a way to generate public feedback; and to then follow the CEAP for the remaining corridors to help ensure their success.
- TAB members were generally comfortable with the feedback provided and were excited by the parking cash-out demonstration being considered in partnership with the downtown. One member noted that parking reductions are the most powerful TDM tool and could be more widely applied if bundled with management of the spill over effects. This would likely be an attractive option to developers, given the cost of structured parking. One member noted that the enforcement aspect of TDM plans is likely to be the most controversial, but felt strongly that this is needed to make the plans effective.
- Some TAB members noted that the city should be concerned with the level of commitment to the communitywide Eco Pass by RTD and strategic in what the city asks for across the

multiple areas. There seems to be a theme of limited resources from RTD, and the city does not want to lose important existing programs by asking for more in other areas.

VI. PUBLIC PROCESS

As was discussed earlier in this memo, TMP implementation efforts continue to involve agency partners and the community in a variety of ways. These include the ongoing public meetings, walk/bike audits, storefront workshops/coffee talks, transit planning coordination with agency partners, and active use of Inspire Boulder and other social media to publicize various TMP implementation efforts. More detailed information is available at: www.BoulderTMP.net and www.GOBoulder.net.

Community engagement strategies will continue this spring for the TMP-related work program items and in collaboration with the integrated planning projects. The goal is to provide combined events, when applicable, to help streamline the input process for community members. Examples of this include co-hosting events with city, Boulder County, CU, and RTD topics; joint board workshops; and open house events that include multiple city projects.

VII. NEXT STEPS

The TMP remains a dynamic, living plan document and implementation is guided by the [TMP Action Plan](#) and integrated with citywide planning initiatives. Staff will continue work in all of the TMP focus areas and incorporate feedback from TAB and council in these efforts. In particular, the last wave of the Phase I Living Lab projects will be installed in spring 2015. Ongoing evaluation of the Phase I projects will continue and staff will prepare a final report for board and council review. Public outreach activities for the Living Lab street rightsizing corridors will be initiated in spring 2015, following council discussion at the Feb. 24 study session.

Staff will continue with community engagement and provide future check-ins with boards and council at key milestones. Upcoming items include a City Council Study Session on AMPS in May 2015 and the next TMP six-month progress update in August 2015.

Please visit www.BoulderTMP.net for more information and updates about the 2014 Transportation Master Plan.

ATTACHMENTS

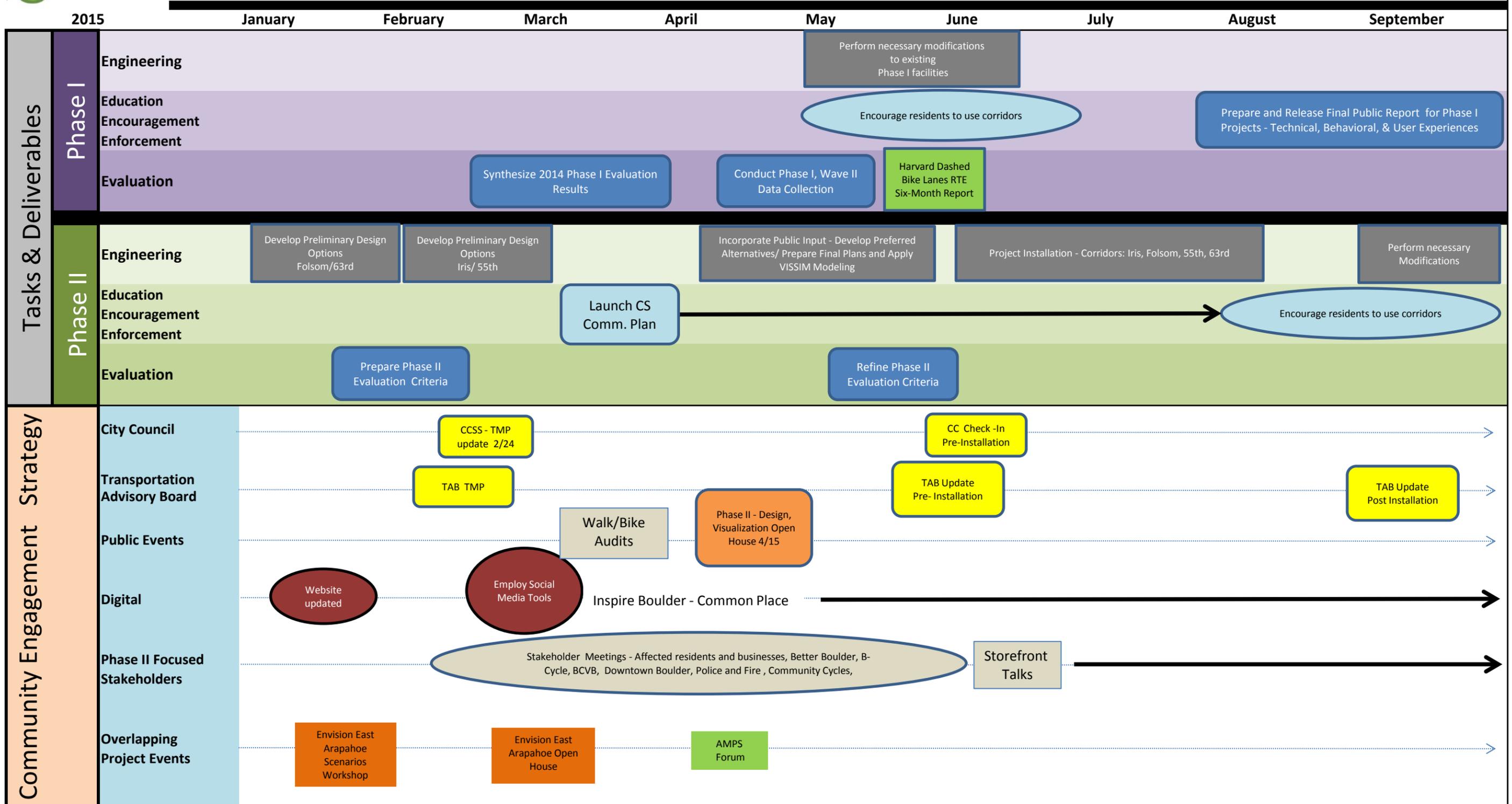
- **ATTACHMENT A** - Living Lab Project Timeline
- **ATTACHMENT B** - US 36 BRT Service Plan Comments
- **ATTACHMENT C** - North Boulder Mobility Hub Conceptual Sketches
- **ATTACHMENT D** - AMPS Work Priorities
- **ATTACHMENT E** - Summary of Board and Council Comments on TDM Toolkit



"To shape corridors so that all modes of transportation will be accommodated through planning, designing, and building facilities for pedestrians, bicyclists, transit riders and vehicle drivers while employing state of the art designs and technologies that achieve the goals of efficiency and attaining both real and perceived safety for everyday users."

GENERAL TIMELINE (2015 - 2016)

Phase I & II - Complete Streets - Planning, Design, and Implementation

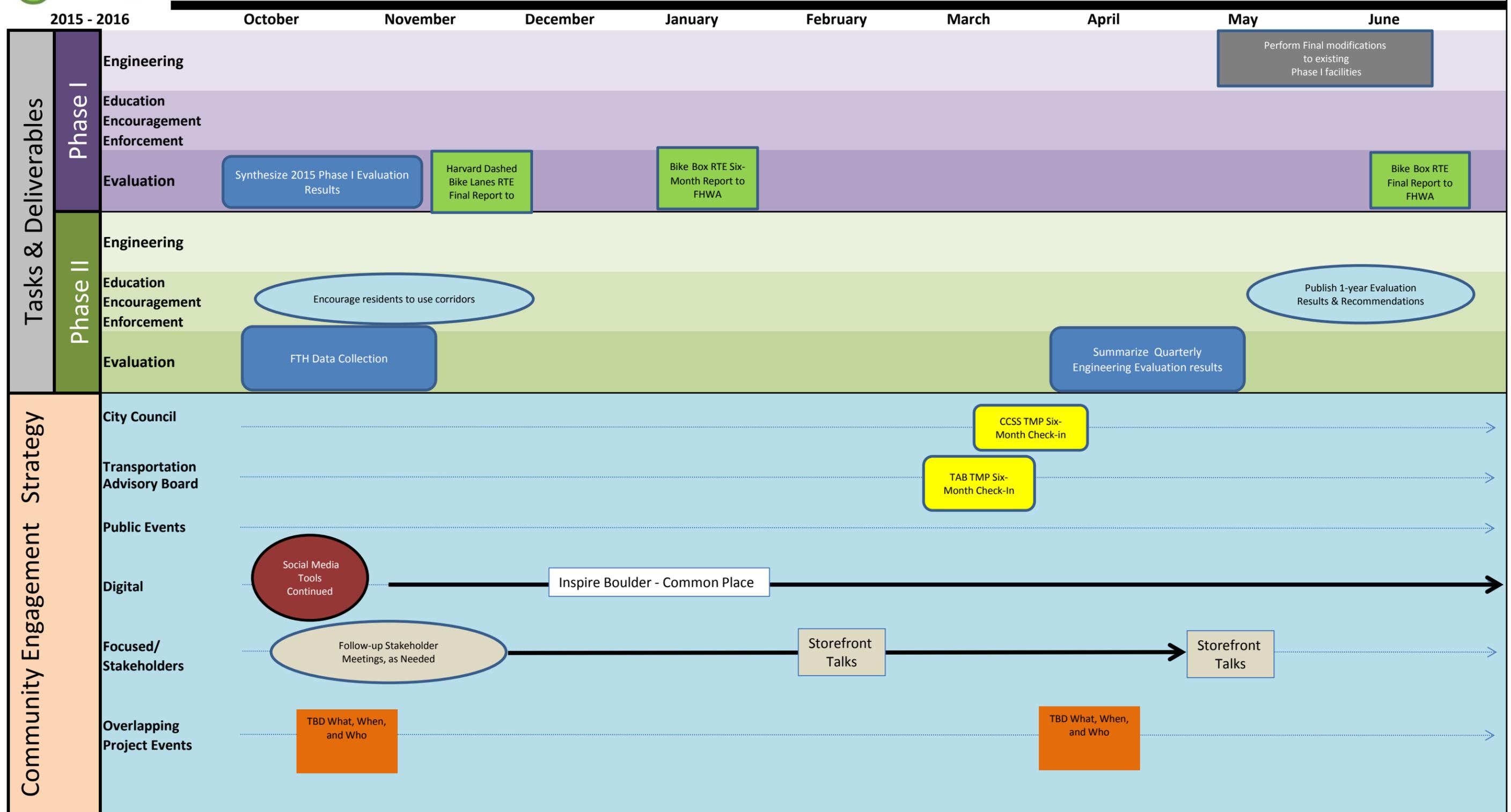




"To shape corridors so that all modes of transportation will be accommodated through planning, designing, and building facilities for pedestrians, bicyclists, transit riders and vehicle drivers while employing state of the designs and technologies that achieve the goals of efficiency and attaining both real and perceived safety for everyday users."

GENERAL TIMELINE (2015 - 2016)

Phase I & II - Complete Streets - Planning, Design, and Implementation



Proposed changes that address 1st round comments:

- Overall, the proposed service plan has many positive attributes including service simplification and some modest increases in service.
- The service plan also broadly references a public process intended to allow adequate public discussion of the service plan. It also includes an offer to coordinate local meetings with interested citizens or agencies to “to make presentations to groups as a forum for detailed discussions.”
- The BRT terminal in East Boulder is now referred to as “Boulder Junction at Depot Square” and each of the stops are now referred to as “stations”
- The level of peak hour service for Route Ltd has been improved from 15-minute to 10-minute headways, bi-directionally.
- There is recognition of the land use changes taking place in East Boulder, and a commitment to carefully monitor services to East Boulder with the potential to increase service based on demonstrated demand. However, the plan still takes a very ‘wait and see’ perspective about developing transit demand in East Boulder, most specifically within CU East Campus, East Arapahoe, Flatirons Business Park, and Boulder Junction.

1st round comments that remain to be addressed regarding BRT:

- The revised proposed service plan still does not provide the US 36 BRT corridor with service equitable to other FasTracks corridors. This is true both in the capital investment in the corridor, as well as in the level of operating funds to support enhanced BRT service as well as enhance the local routes serving access to/from the US 36 corridor.
- No areas that are currently served should face service level reductions to increase service along the US 36 corridor. The FasTracks Program is intended to be a service enhancement program and any degradation of existing services is unacceptable.
- Overall, the plan proposes a 10.7% increase in overall service hours and a 16% increase in the number of daily trips on weekdays. Service improvements are gained through the consolidation and improved effectiveness of existing services more so than adding new capacity to the corridor. It is very difficult to tell if there has been any accounting for the potential improvement in overall corridor transit running times within these numbers.
- Boulder Junction at Depot Square is only served during peak periods, albeit 15-minute headways. There is no midday, night, or weekend service. The TMP specifically outlines the minimum level of service to Boulder Junction at Depot Square as 15-minute peak and 30-minute midday. Further, Route S, is proposed for elimination with no available or proposed alternatives. As noted above, in-commute service to East Boulder will become more frequent, but less convenient as the proposal does not include one seat rides for the majority of this market.
- Boulder Junction at Depot Square is only directly connected to Civic Center. If a passenger wants to begin or end a trip at Denver Union Station, a transfer will be required to reach Boulder Junction at Depot Square or Union Station. While there are multiple options for where this transfer could occur, only when the BRT schedules are published

will it be clear what time penalty is imposed. But the peak levels of service indicate the penalty will be at least 10 to 15% in excess of direct travel time.

- The proposed service plan does not address the distribution of trips into CU East Campus, East Arapahoe, and Flatirons Business Park. Current Route S riders who travel into Boulder in the AM peak, will have to find a way to get from Table Mesa Station, or stops along 28th, or Boulder Junction at Depot Square, to reach their final destination in East Boulder. Regardless, this will mean an increase in overall travel time for current Route S riders traveling that direction.
- RTD's service plan is very conservative in claiming that travel times in the US 36 corridor will improve, only that it will be more reliable, selling short the substantial investment in the freeway operating conditions with the new managed lanes. Some attempt at forecasting travel time reductions would be more helpful to riders who will be commenting on the various aspects of the proposed plan.
-

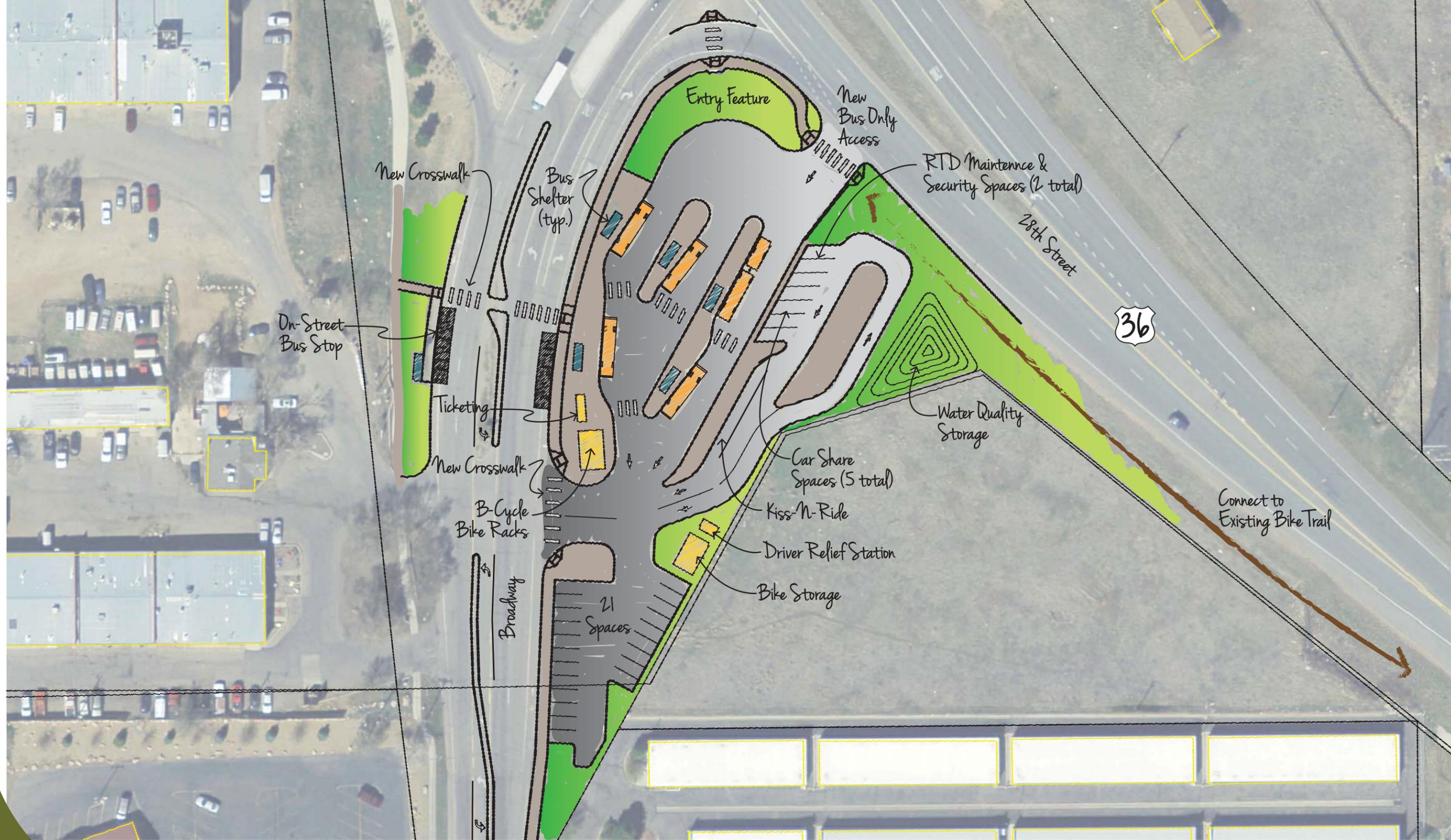
1st round comments that remain to be addressed regarding local service:

- Route 206 will be truncated at Boulder Junction at Depot Square, no longer continuing to the Downtown Station, but service will be improved between Boulder Junction and Flatirons Business Park. While this may help facilitate connectivity with the US 36 BRT for riders headed into East Boulder, it will still impose a transfer and still leaves open the question of connectivity to Arapahoe employers as well as CU East Campus. The memo does note this action is consistent with the TMP, which is a factual statement. However, conversations about how to best reinvest resources by shortening Route 206 appear to have been reduced to a singular proposal which has not been discussed with Boulder staff or citizens. The reinvestment of resources needs further discussion.
- Route 209 continues to be proposed for truncation at Baseline Road leaving the entire Thunderbird area including Fraser Meadows without transit service of any kind. The resources are proposed to operate a peak hour only service to connect Table Mesa Station with CU East Campus via an express route. While offering the potential to capture riders from very high frequency service (14 trips per hour, or every 4 minutes) at Table Mesa Station, access continues to depend on a transfer to a less frequent service introducing a transfer reliability issue as well as a time issue.

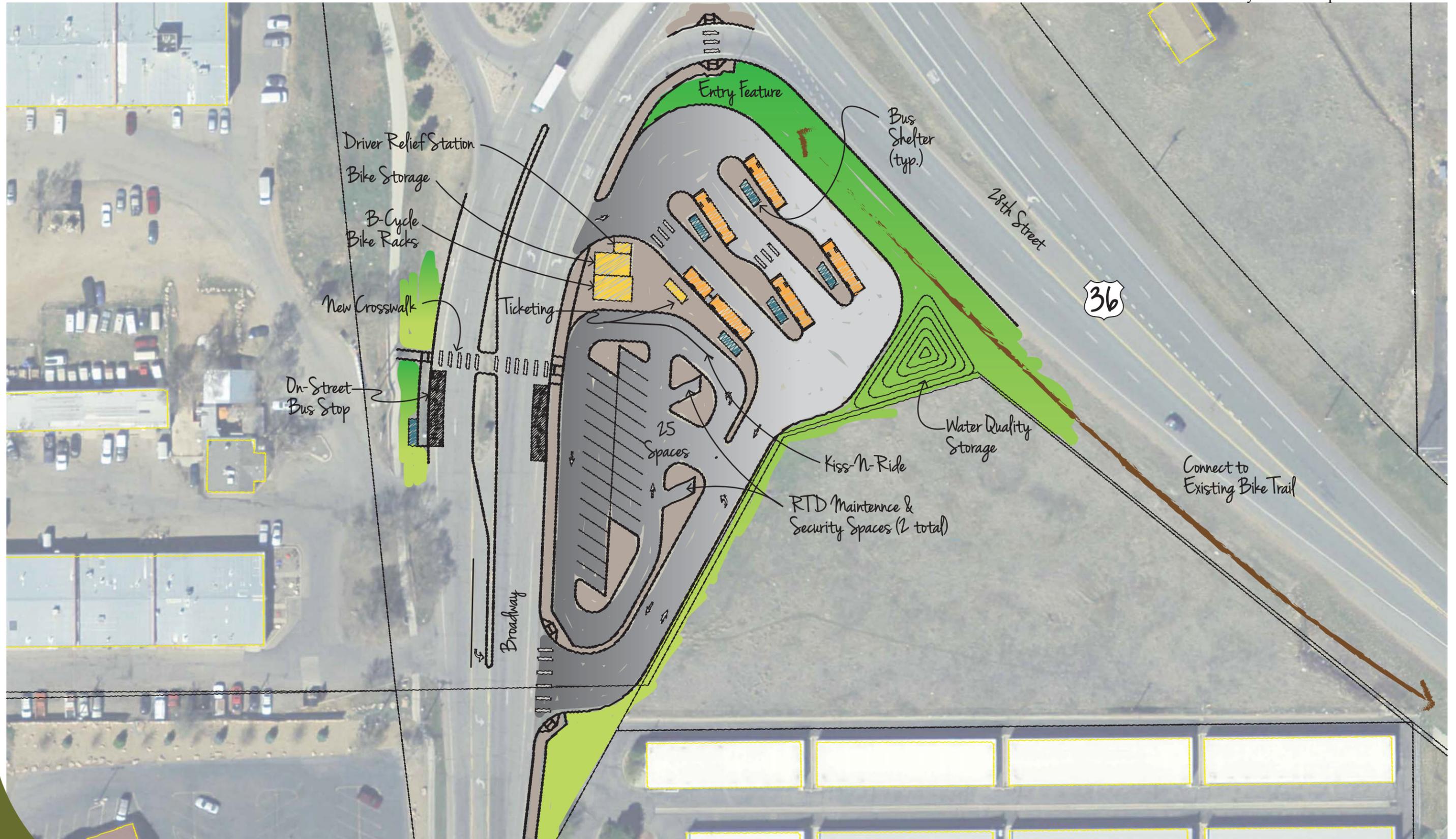
This proposed change leaves the largest concentration of senior residential facilities in Boulder without any form of public transit service. The lack of offering some level of service to Fraser Meadows is a serious threat to mobility for a large number of senior residents of Boulder. Therefore, a solution to this proposed change needs further discussion.

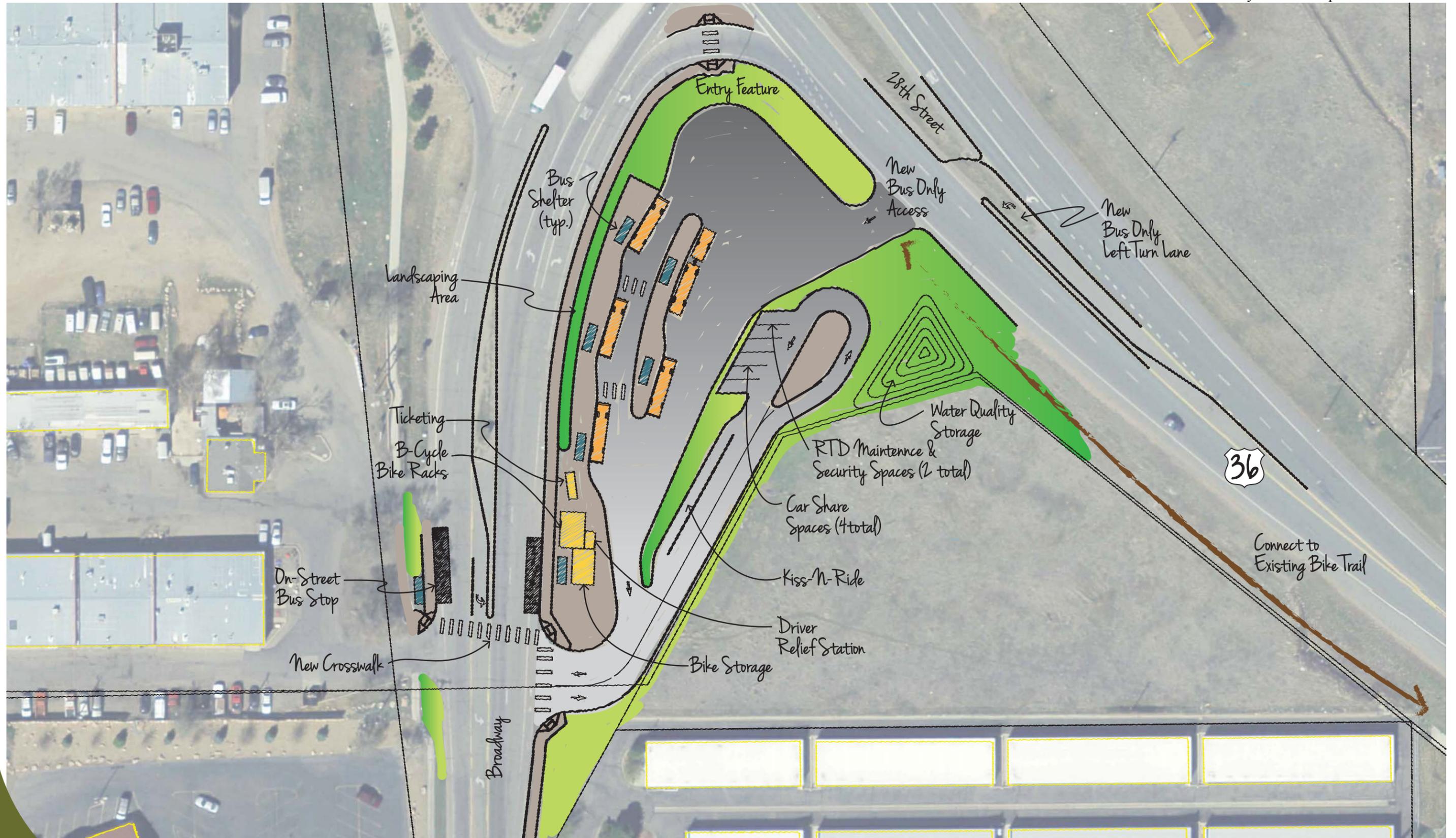
City of Boulder staff requests that RTD provide a quantitative analysis and comparison of travel times for the proposed routes along the US 36 corridor. It would also be helpful to see ridership projections for the proposed routes along the US 36 corridors - including opening day, and future years. We request that RTD propose additional scenarios for service to Boulder Junction and East Boulder. The 'wait and see' approach proposed by RTD for level of service to Boulder Junction and East Boulder is not compatible with the recent TMP update, nor is it compatible

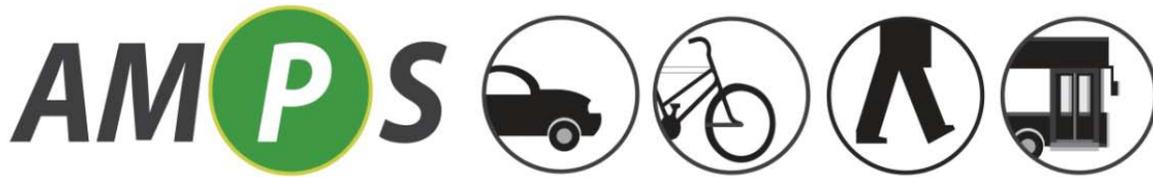
with Phil Washington's comment to "oversubscribe the service on opening day for US 36 BRT". Staff also requests that RTD coordinate with the City when planning public outreach events. City staff would like to assist with the outreach in Boulder.



Alternative 1







Access Management and Parking Strategy

AMPS WORK PLAN ITEMS BY FOCUS AREA

2015 Phase II Priorities in RED

List of Topics by Focus Area (overlap of topics and discussion is expected)

- 1) District Management
- 2) On and Off Street Parking
- 3) Transportation Demand Management
- 4) Technology and Innovation
- 5) Code Requirements
- 6) Enforcement
- 7) Parking Pricing

1) DISTRICT MANAGEMENT

a. Phase II Priorities

- Analysis of “edge” parking options in coordination with other mobility options
- Exploration of shared parking options with public private partnerships
- Development of criteria to pilot new multi-modal districts in the East Arapaho and North Boulder areas
- Development of Civic Area Plan Access and Parking Strategy

b. On-going

- Integration between districts
- Parking certifications: International Parking Institute and Green Parking Council
- Future integration of access districts into other districts (eco-districts, arts, innovation)
- District development projections
- Boulder Junction parking garage management structure with multiple users
Parking/access demand planning software
- Strategies to support access districts: car share, carpool, EV charging stations, bike sharing, etc.

2) ON and OFF STREET PARKING

a. Phase II Priorities

- Reassess Boulder’s 72 hour on street parking limitation (Abandoned Vehicle)
- Development of a curbside space management plan – use of curbside space in parking districts, as well as the rest of the City
 - Loading zone management

- ADA parking designation and location
- Time zones and a management tool (*See pricing*)
- Edge parking – areas on the edge of town for commuter parking (*See District Management*)
- On-street car sharing
- Bike corrals
- Development of a downtown parklet plan

b. On-going

- Back in parking to facilitate bike traffic
- Move bike lanes between curb and parking lane
- **(Complete)** Replacement of gate access system (*See Technology and Innovation*)
- Development of a public art plan for the downtown garages
- Installation of additional electric vehicle charging stations
- North Boulder Recreation Center Parking
- Development of an alley master plan

3) **TRANSPORTATION DEMAND MANAGEMENT (TDM)**

a. Phase II Priorities:

- Explore trip reduction toolkit for existing commercial developments
- Investigate bundled first and final mile strategies
- Explore parking cash-out programs for CAGID Employers

b. On-going

- TDM Plans for New Developments- TDM Toolkit update Community-Wide EcoPass Study
- Implementation and Evaluation of Boulder Junction TDM Access District
- RTD Smart Card Impacts on Pricing and Fare Structure
- Mobility Hub Planning and Edge Parking Strategies
- Bundled Corporate Memberships for Carshare, Bikeshare and Transit Programs

4) **TECHNOLOGY and INNOVATION**

a. Phase II Priorities:

- Installation of new PARCS equipment in downtown garages
- Integration of PARCS software with existing technology systems
- Explore technology applications that enhance the parking and access experience using pilots where applicable

5) **CODE REQUIREMENTS**

a. Phase II Priorities

- Evaluate and update current parking requirements (e.g. parking minimum and maximums)
- Explore automatic parking reductions for projects that meet desired city policy outcomes

- Evaluate the expansion shared, unbundled, managed, and paid (SUMP) parking policies in new districts or as potential overlays

b. On-going

- Off-street parking standards- parking quantities and design:
 - Parking requirements by use rather than zone
 - Parking minimums and maximums and shared parking standards
 - Design considerations re: compact and tandem parking standards and aisle widths. Area specific parking standards
 - Special parking requirements along transit corridors
 - Address oversupply of parking on sites while also avoiding spillover parking from insufficient parking supply
 - Unbundling parking, on-street permit or metering

6) **ENFORCEMENT**

a. Phase II Priorities

- (Noted under 'Pricing')

b. On-going

- Responsibility of enforcement within city
- License plate recognition system expansion

7) **PARKING PRICING**

a. Phase II Priorities

- Evaluation Neighborhood Permit Program pricing structure: commuter, residents and businesses
- Evaluation of parking rates including variable and performance based pricing options
- Recommendation regarding overtime at meter parking fine amount
- Consider graduated fine structure

b. On-going

- Evaluate the full range of options for existing district parking permits: daily, monthly, punch cards, nightly permits, etc.
- Analysis and evaluation of options for citywide parking pricing: parking tax, additional areas for paid parking
- Review existing parking policies regarding charging for parking on the weekends, charging on street later in the evening, back-loaded fees in the garages

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN POLICY OPTIONS FOR PRIVATE NEW DEVELOPMENT FEEDBACK SUMMARY

Step 1: Identifying measurable objective to determine TDM Plan compliance

Based on local experience and reviews of TDM ordinances in other part of the county, the options presented to TAB, Planning Board and Council for TDM Plan measurable objectives included:

1. Vehicle trips,
2. Single-occupant vehicle trips, more specifically, and
3. Average vehicle ridership (AVR)

Feedback back focused on using either vehicle trips or SOV mode share or both. The advantage of using vehicle trips is that they can be accurately measured by counters and do not rely on using a survey as SOV mode share does. However, it was recognized that the city already uses mode share as the measure in the Trip Generation Allowance used in Boulder Junction. The consensus seemed to lean towards measuring both, but using vehicle trips as the primary measure if an ordinance is put in place to evaluate TDM Plan compliance based on accuracy and ease of measurement.

Staff Consideration: Use vehicle trips as the primary objective measure for a possible TDM Plan ordinance for new developments, but also measure SOV mode share through a survey. UrbanTrans, our consultant on the AMPS TDM focus group also recommended that the city use vehicle trips as the primary measurement for an ordinance. If during an annual evaluation, the property is found to be in non-compliance, then a survey could be conducted to measure SOV mode share and to identify barriers in meeting the vehicle trip target and opportunities for improving the TDM Plan.

Step 2: Determine what triggers and thresholds for requiring TDM Plans

The city's current 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 general consensus on thresholds and triggers was to possibly lower the commercial threshold to increase the number of commercial developments that would be required to comply with a possible TDM Plan ordinance. Board members also mentioned that parking, either a significant reduction or a proposal asking for too much parking would also trigger the need for a TDM Plan.

Staff Consideration: Reduce threshold for commercial properties and determine the role of parking in triggering TDM Plans and coordinate the development review staff on the new vehicle trip threshold to make sure that any impactful development is required to submit a TDM Plan. Depending on how far the commercial threshold is lowered, the issue of parking supply or reductions requests could become moot.

Step 3: Identify TDM Plan elements and any requirements

There are a wide variety of TDM programs and services that can be implemented to mitigate the impacts of a new development on our transportation system. The key question is what if any of these elements should be required in TDM Plans submitted by developers. Feedback from the Boards and Council reaffirmed staff considerations that plans remain as flexible as possible so that they can be customized for specific projects. However, there are a few elements that were identified as elements that should be required in certain contexts. The two elements that were the most viewed as potential requirements were Eco Passes and the unbundling of parking.

Staff Consideration: Maintain flexibility and customization but identify specific commercial and residential contexts in which Eco Passes and/or unbundled parking would be required elements.

Any commercial properties outside of existing districts that provide Eco Passes already, could be required to provide employee Eco Passes regardless of size. Participation in the Neighborhood Eco Pass program could be required for any residential development that is either adjacent to an existing neighborhood program or meets RTD's minimum size requirement for stand alone neighborhoods; 10 units. Unbundling parking can be required for any commercial property with multiple tenants or any attached multi-family residential development.

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

Based on feedback from the Boards and Council, there is strong support for TDM Plans and compliance to target levels of the selected measurable objective be permanent and tied to the property. There was also general support for the concept that properties have three years to be compliant with a possible ordinance and that the TDM Plans are evaluated annually for the first three years of implementation. After three years if the property is found to be meeting its goal annual evaluations end, but the property could be randomly selected for additional evaluations in future years to check for continued compliance or could be evaluated if problems arise. If after three years the property is non-compliant, then enforcement options are implemented.

Staff Consideration: Design a TDM ordinance in which compliance to target levels, for example the number of peak hour vehicle trips, are permanent, tied to the property and based on land use. Properties are evaluated annually and have three years to comply. If compliant after three years, properties may be selected periodically to check for continued compliance, but annual evaluations cease. If in non-compliance after three years, enforcement process is implemented.

Step 5: TDM Plan Enforcement Process

The area of enforcement had perhaps the least amount of consensus among Board and Council members. While some members advocated for meaningful fines or penalties, the opposite side of the spectrum was also advocated in which “a good faith effort” was sufficient for compliance. One clear position from Council was that requiring developers to set aside funds in escrow accounts to implement additional TDM programs if in non-compliance was not desirable. If fines and penalties are not viewed as appropriate for Boulder, an alternative could be a requirement to provide new or additional financial incentives and/or disincentives to their TDM Plan. For example, a business could be required to add parking cash-out benefit or begin charging for parking. Another option would be that a business could choose to pay to become a member of Boulder Transportation Connections (BTC). Through that membership, BTC, in

conjunction with GO Boulder, would provide on-going technical assistance to revise TDM Plans and work with the tenants to reach compliance. The key is that whatever the financial incentive or disincentive is it needs to be meaningful enough to produce travel behavior change and make progress towards compliance.

Staff Consideration: Properties that are non-compliant after three years are required to revise the TDM Plan and provide some kind of additional financial incentive or disincentive or join BTC to receive on-going TDM program support. More feedback is requested in terms of what happens to properties that continue to be non-compliant after enforcement process. Our AMPS consultant also suggested that a fee is applied to the annual reporting requirement to fund the evaluation process.



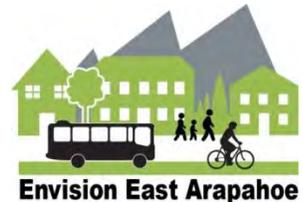
Study Session MEMORANDUM

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
Mike Sweeney, Acting 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
Randall Rutsch, Senior Transportation Planner, Public Works Transportation
Jeff Hirt, Planner II, CP&S

Date: February 24, 2015

Subject: **Study Session for Envision East Arapahoe – Project Update
and Transportation Planning for the Corridor**



PURPOSE

The purpose of this packet and agenda item is to provide a briefing to City Council on the status of the Envision East Arapahoe project, update council on the vision plan and analysis which has been put on hold, update council on transportation planning, provide a summary of community feedback since the last City Council discussion (Oct. 28, 2014), and obtain council's feedback. Next steps in the project include addressing medical office zoning changes and continuing transportation and access planning. At the annual retreat on Jan. 23 and 24, 2015, City Council discussed the citywide 2015 work plan and indicated that, in light of the number of high priority planning projects proposed for 2015, it is appropriate to pause the vision and land use planning aspects of the Envision East Arapahoe project.

Questions

Questions for City Council include the following:

1. Does City Council have feedback regarding the transportation analysis and planning or next steps? (See **Attachment D**)
2. Does City Council have feedback regarding medical office zoning or next steps? (See page 8 and **Attachment E**).

BACKGROUND

Study Area and Previous Discussions

In 2014, the City of Boulder launched the Envision East Arapahoe project with the community to develop an integrated land use and transportation plan for the corridor. The project was intended to respond to anticipated changes on the corridor, including the relocation of Boulder Community Health and associated medical uses and the proposal for Bus Rapid Transit (BRT) on the corridor from the RTD Northwest Area Mobility Study (NAMS).

City Council has discussed the project several times, including project goals, a draft vision, and scenario concepts on Oct. 28, 2014. The project has been intended to result in a community-driven vision plan informed by data to address land use, connections, and urban design. It is being coordinated with and testing ideas from other initiatives and community conversations, including the Transportation Master Plan and Economic Sustainability Strategy.

A study area map and detailed set of base resource maps and inventory can be found on the project webpage: www.EnvisionEastArapahoe.com under the maps and reports tabs. Memos from previous agenda items and the last City Council Study Session packet provide additional background:

- [Oct. 28, 2014 City Council Study Session packet](#)
- [May 27, 2014 City Council Study Session packet](#)

Project Progress and Timeline

Progress on the project since fall 2014 includes hosting several community events; refining and conducting analysis of scenarios with consideration of technical inputs, board feedback, community ideas, and City Council feedback during the Oct. 28 Study Session; and adding graphic representation of scenarios (both visualizations and 3D plans).

An updated project timeline is provided. (See **Attachment A**.) Direction for the project has shifted, given the wide range of feedback provided over the past several months, council's discussions about 2015 citywide planning priorities, and related projects such as Housing Boulder and the Boulder Valley Comprehensive Plan which will address citywide jobs and housing.

Even as the vision and land use planning is paused for the project, the city will move forward on near-term medical office zoning amendments and continue to assess opportunities to enhance local and regional multimodal transportation connections along and across the corridor, and continue to coordinate with the community and local and regional agency partners such as Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and Boulder County to address short term and long range transportation needs, including operations and safety issues as well as planning for future regional arterial bus rapid transit (BRT).

COMMUNITY ENGAGEMENT PROCESS AND FEEDBACK

The next few pages provide a summary of input. **Attachment B** provides additional detailed comments.

Community Open House Meeting – Feb. 4, 2015

The city hosted a Community Open House and Meeting at Naropa on Feb. 4 with the purpose being to focus on transportation planning and provide information about medical office. About 24 people participated in the open house and interactive work session during which the project team tested new street planning tools. The public provided input regarding possible alternatives for improvements to East Arapahoe Avenue. For the interactive workshop component of the meeting, members of the public were divided into three groups, and each group was tasked with putting together a graphical representation of the street cross-section that they would like to see implemented in the corridor. **Attachment B** summarizes the results of the workshop group exercises, as well as depicts the StreetMix-generated cross-section alternatives from each group with their paper counterparts.

Planning Board Feedback – Jan. 22, 2015

Planning Board provided the following general feedback at their meeting in January. Final minutes are still being prepared.

- It makes sense to postpone land use for now and continue with transportation
- The 3D tool is helpful and the best way to ask people about choices for the kind of place they would like to see, and would be a good tool for the comprehensive plan.
- From the visualizations, it's hard to see how BRT and pedestrian friendly goals will be achieved from the amount of land use shown and the challenge with wide streets.
- Great public feedback. Is it from local people in the area versus people from other places or parts of the community?
- It would be a good idea to explore the transect concept for the 3D analysis.
- A place for artists would be important as community benefit in these areas.
- Determine how much space is needed for repair shops, etc., and how to ensure these functions would stay (i.e., protect affordable space)
- Feedback related to medical office is noted within that section below.

BDAB Feedback – Jan. 14, 2015

Boulder Design Advisory Board (BDAB) discussed the urban design aspects of the project and the 3d model at their meeting on Jan. 14, 2015 and provided the following feedback.

Scenarios and 3D model:

- The land use programs for all the scenarios are timid (not visionary enough) and would not change the existing suburban character. Suggest further testing development potentials at extreme ends (i.e., very low to very high densities).
- Show the 3d SketchUp model and/or a plan view with softer edges and within the larger city context to convey how the area is connected to other parts of the city such as CU East and Boulder Junction. Show more street level views from the model and sidewalk view photo visualizations.
- Recycle Row and 63rd and Naropa should receive more attention.
- Existing conditions photos probably show too much street activity.
- Show more mixed uses.

- Slow traffic, including BRT speed. Does BRT have to have its own lane or can the lanes be multi-purpose (maybe during off hours)?

Process:

- All comments about urban design should not receive equal weight (e.g., value comments/suggestions by design/planning experts).
- Public comments are evenly divided, but it seems that the planning approach is responding more to those who do not want to see any change. Most comments seem to be from residents and not the broader community.
- Ask different questions in the public engagement process (some good examples include Lyons recovery project, successful transformations from other places with similar conditions, such as Colfax in Denver).
- Positive outcomes of the project could be a focus around hospital area and connections planning to improve the street grid (form based).

TAB Feedback – Jan. 12, 2015

The Transportation Advisory Board (TAB) discussed the transportation analysis on Jan. 12, 2015 and provided the following general feedback:

- Land use mix and projections as part of the scenarios are too timid; therefore the scenarios do not go far enough toward achieving TMP goals;
- Importance of creating more walkable areas with any/all of the future scenarios and to help existing residents and employees, particularly in targeted areas. Be careful that these details don't get "washed out" in the corridor level analysis and helps set the stage for the future more detailed BRT station area planning.
- Scenario C (ver. 2) projection would be most beneficial in creating a more walkable compact development pattern;
- Improve the transportation analysis graphics, charts, and numbers, including how Walnut Street is conveyed;
- Clearly describe and/or articulate the positive and negative impacts of current trend versus Scenario C in terms of transportation and other quality of place related issues;
- Further analyze future land use for the west end – the area between CU East Campus and Boulder Junction. It is an omission from current scenarios.
- Need to be concerned with creating walkable areas for both residents and employees regardless of the land use scenario as current trends will bring development to the corridor.
- Reporting results at the corridor level tends to "wash out" more local effects that can be very beneficial, such as creating walkable areas around transit stops.

Community Meeting – Oct. 27, 2014

Almost 90 people attended a community meeting at which the city presented background corridor conditions and findings, presented draft scenarios, provided information about possible transportation improvements, and sought feedback and ideas on all of the above. Community comments varied considerably – ranging from interest in seeking greater land use mix north of Arapahoe Avenue (with locally serving retail and services, medical office, and some housing) – to maintaining existing character and concern about urbanization of the corridor. A full summary of the feedback is provided in **Attachment B**.

Meeting participants were given the opportunity to provide comments at each open house station, on written comments forms, and an online survey version of the comment form, also provided in **Attachment B**. Several themes emerged from the comments, as participants provided a wide array of input and ideas and noted the following:

Scenarios/Land Use

- Some would like to foster additional housing and retail along the corridor, whereas other people do not want new development.
- Affordable light-industrial space for startups is important, as is some amount of service retail.
- Concern about potential scale and massing of new development.
- Pride in “Recycle Row” and its function.
- Support for promoting the arts.
- Live/work is desirable.
- Concerns and questions about the floodplain and relationship to development.

Transportation

- Arapahoe is too wide and speeds are too fast, inhibiting feelings of safety and comfort.
- Traffic congestion is a concern, and intersections don’t function as well as people would like. Concerns about increasing traffic on Arapahoe as well as side streets such as Cherryvale.
- Support for enhanced and more frequent bus service.
- Make bike infrastructure on Arapahoe Avenue safer, more connected, and continuous.
- Expand the bike network and B-cycle system.
- General support for the concept of Bus Rapid Transit (BRT), but need to see more details about how it will function, look and feel, and affect traffic patterns.
- Recently added bus lanes east of 63rd are confusing – don’t repeat that approach.
- Interest in expanding Ecopasses for homes and businesses in the area.

Listening Sessions – Nov. and Dec., 2014

Following the Community Meeting and Study Session in Oct. 2014 and letters and concerns about the project, the city held two neighborhood listening sessions to answer questions and to record ideas, input, and concerns from neighbors and other interested parties. As with the public event on Oct. 27, staff heard a variety of input. Summaries from the two listening sessions are provided in **Attachment B**.

City Council Study Session – Oct. 28, 2014

Staff presented the project and heard feedback from City Council on Oct. 28, 2014. City Council commented generally and provided input on the scenarios, community engagement, housing, land use design and amenities, and transportation, saying that overall the project is heading in the right direction and that further analysis would help. Council also stated the need to address timely topics such as medical office uses near Boulder Community Health (BCH) as well as transportation safety issues. The detailed summary is provided in **Attachment B**.

SCENARIOS AND ANALYSIS

Scenario Description

Scenario planning allows the community to envision and evaluate different mixes of land use, civic features, open space, and transportation options for 20 to 30 years into future. The scenarios are intended to create hypothetical futures to support decision making around community goals such as improved connections, aesthetics, and infrastructure; reducing emissions and addressing energy goals; and adding neighborhood and civic amenities. The scenarios are designed to be dis- and re-assembled into a preferred plan.

The East Arapahoe scenarios evaluated include:

- **Scenario A: Current Trends**
- **Scenario B: Districts**
- **Scenario C: Housing Choices**
- **Transportation Options and Bus Rapid Transit (BRT)**

Attachment C includes updated scenarios and new diagrams and graphics to assist with discussing choices and preliminary analysis.

Initial Analysis

Through the fall, staff and consultants updated the scenarios, graphics and description, and prepared initial analysis intended to reflect community goals and qualitatively and quantitatively measure how well scenarios perform relative to goals.

Scenario A represents existing zoning and a future based on current trends, and B and C entail modest rather than bold changes to land uses in specific locations, intensity, and overall design. Initial analysis suggests that none of the scenarios create significant benefits or impacts, and each gives a reasonable range within which to further discuss and refine choices, consider whether to test additional land use mixes (either within the parameters of current scenarios or less/more). The 3d models provide a more realistic view of what is possible within different focused areas, showing potential intensity, pattern, and mix and should aid in community conversation about the future character of the area.

Consideration of Planning Tools

The city hired a consultant to support scenario development and analysis using GIS-based CommunityVIZ software. Using a GIS-based tool to create scenarios by the numbers has benefits but also limitations in conveying different futures, illustrating character, and in locating uses in a sensitive infill manner. However, the model does enable more rigorous quantitative analysis and ability to adjust scenarios. The model will allow for disassembling and reassembling the scenarios and should be useful as the city updates citywide analysis of projected population and jobs growth for the Boulder Valley Comprehensive Plan.

Additionally, the community has expressed interest in using 3d modeling tools that represent potential futures to assist with decisions about urban form. Staff worked with a consultant to take land use outputs from the GIS model and transfer them into a SketchUp model. The 3d illustrations represent sensitive infill and redevelopment. The community feedback about the 3d images can then be iterative and applied back to the GIS model to adjust scenarios and assumptions. Staff welcomes feedback from City Council about how to make the 3d model most effective potentially for use in future planning work.

Transportation Analysis

The transportation analysis is considered preliminary and in draft form. In summary, all of the future land use scenarios, noted above, are workable from a multimodal transportation perspective. Each of the scenarios can work with a variety of multimodal transportation options such as protected bike lanes, transit enhancements for bus rapid transit and local transit, as well as potential, future street and multi-use path connections, including consideration of extending Walnut Street across Boulder Creek to connect with 48th Court. See **Attachment D**.

Scenarios C1 and C2 have varying degrees of change particularly on the east end of the corridor, with C2 reflecting more intense infill and redevelopment. There is very little change on the west end of the corridor for any of the future land use scenarios. Based on the initial analysis, each scenario can work with a potential repurposing of lanes and roadway width to accommodate arterial BRT (side or median running).

The EEA scenarios are also being evaluated based on the underlying principles and measurable objectives of the Transportation Master Plan (TMP) such as vehicle miles traveled (VMT), mode share goals, person miles traveled, and opportunities to enhance 15 minute walkable neighborhoods. **Attachment D** provides a comprehensive list of transportation metrics that will be used for the multimodal transportation operations and safety analysis.

The preliminary transportation analysis shows that for all future scenarios, there is an increase in the number of people moving through the corridor and internal to the study area using all modes, particularly increasing use of transit, walking, and biking as there are more opportunities to live, work, shop, and enjoy entertainment/recreation opportunities within the corridor area. The scenarios provide comparable levels of mode share for autos, transit, bike and walk among them, with C2 providing a larger increase of bike, walk, and transit. **Attachment D** provides more details of the initial transportation analysis developed by the city's consultant team, including Nelson Nygaard and Fox Tuttle Hernandez.

Results are limited to the study area and do not yet represent the broader implications of different development patterns in the corridor. As an example, the greenhouse gas analysis performed as part of the 2014 TMP process showed that the average Boulder resident produces about 11 daily vehicle miles of travel (VMT) while the average non-resident employee produces over 28 daily VMT for just the commute trip. That same employee generally continues to use their vehicle for other trips during the day, particularly if they work in a large area of single type land use, adding to the Boulder Valley VMT. It is then likely that non-resident employees live closer to where they work in Boulder will reduce their daily VMT. Additional analysis would be necessary to gauge TMP and climate related goals.

Medical Uses near Boulder Community Health (BCH)

In 2014, BCH transitioned several facilities and services from the Broadway campus to the Foothills campus on East Arapahoe.¹ The transition has resulted in increasing demand for medical offices in close proximity to BCH. However, only a small area near the hospital is currently zoned to allow medical office. (See **Attachment E**.)

According to multiple health care providers, there is some urgency to finding available office space closer to the Foothills location to avoid multiple daily trips across the city. The Primary Employer Study noted this need, and both Planning Board and City Council provided feedback on this topic in October 2014.

Approach and Analysis

Staff has begun conducting analysis to inform potential changes to Title 9 (Land Use Regulation), including working with a professional who specializes in health care properties to determine supply and demand for space. The list below highlights key early findings. The Next Steps section also lists additional analysis needed.

Preliminary Options

Following council input and additional analysis, staff is proposing to move forward with targeted Title 9 changes to better accommodate short term medical office uses. Any Title 9 changes will consider several factors, including impacts on the existing non-medical businesses near BCH, particularly industrial. Based on council feedback, staff plans to present a more in depth analysis and Title 9 draft amendments to Planning Board and council at their March and April meetings, per the Next Steps section below.

Attachment E provides an overview of the three options presented to Planning Board. None has citywide implications; they would only affect defined areas near BCH. Staff recommends a two-phased approach, consistent with Planning Board's feedback at their Jan. 22, 2015 meeting, as follows.

- **Phase 1:** Implement Medical Office as Conditional Use in Industrial General (IG) District in Targeted Area near BCH, applicable for existing buildings only (by April/May 2015).
- **Phase 2:** Draft and implement a new hospital related zone district and a subsequent city-initiated rezoning to this district near BCH, possibly form based (within a year).²



Boulder Community Health Foothills Campus



Riverbend Office Park



Viewpoint Office Park

The Riverbend and Viewpoint Office Parks are among the only properties that are zoned to allow medical office "by right" within approximately ½ mile of BCH

¹ These transitioned facilities and services include the emergency room, surgery, imaging, laboratory services, and other inpatient services.

² The conditional use approach will result in fairly limited, targeted changes to Title 9 that will be relatively easy to modify in the future if the city creates a new zone district.

Next Steps for Medical Office

If council wishes to proceed with Option 1 (medical office as conditional use), the following steps would occur:

1. Additional analysis including:
 - Evaluate impacts of introducing medical office in area on existing businesses (with emphasis on service industrial)
 - Identification of all hospital related medical uses and how Title 9 addresses them
 - Assessment of travel times from BCH and parking and transportation infrastructure impacts to inform any boundaries for medical office allowances
 - Development potential under current zoning in study area
2. Planning Board Review of Analysis and Draft Title 9 Changes – March 19
3. City Council Adoption – May
4. Communications and Outreach to Medical Office Representatives/Commercial Brokers of Changes – April/May
5. Planning Board Review of Option 3 (zone district) Analysis and Options – June 2015

UPCOMING EVENTS

Mar	Planning Board review of analysis and draft Title 9 changes for medical offices
May	City Council adoption of Title 9 changes related to medical offices
Aug 2015	City Council Study Session – Focus on Transportation

ATTACHMENTS

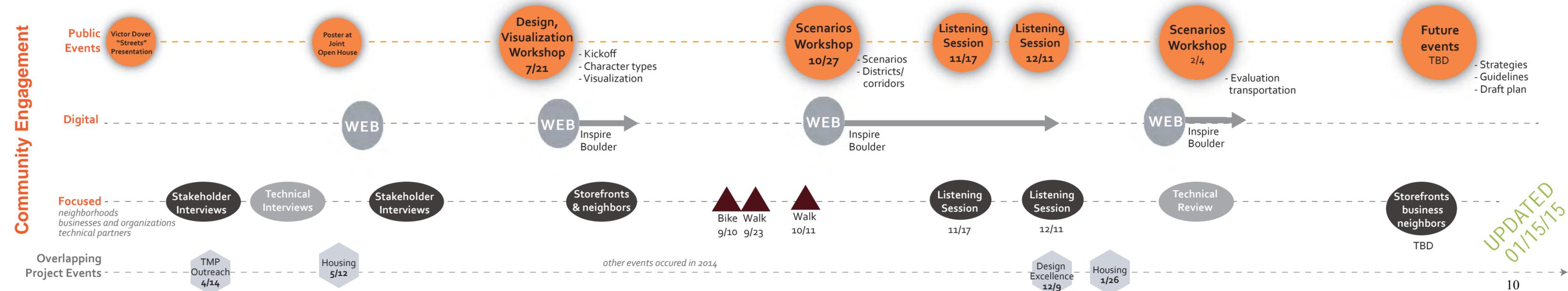
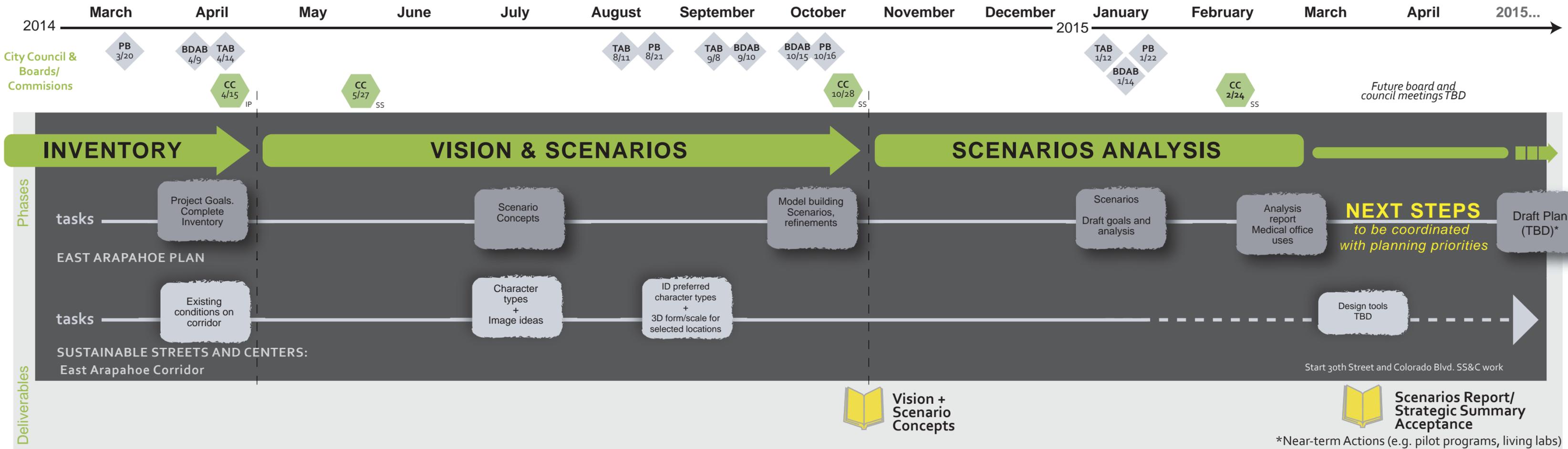
- A. Updated 2015 Timeline**
- B. Summary of Current Community Engagement – Oct. 2014 through Feb. 2015**
 - a. Feb. 4, 2015 Public Meeting
 - b. Oct. 27, 2014 Public Meeting Summary
 - c. Oct. 28, 2014 City Council Study Session Summary
 - d. Online survey response (Sept. through Dec. 2014) and Inspire Boulder
 - e. Nov. 17 and Dec. 11 Listening session summaries
- C. Scenarios and Analysis:** Scenarios overview, including 3d graphics and future “photomorph” visualizations and Community VIZ analysis
- D. Transportation Analysis**
- E. Medical Office Background Information**



Timeline

East Arapahoe Plan and Sustainable Streets and Centers

Envision East Arapahoe





February 4th, 2015 Workshop Summary

Date: Wed, February 4th at Naropa's Nalanda Campus, 5 -8 p.m.

Attendance: 24

Meeting Objectives:

Although the city has put many elements of Envision East Arapahoe on hold, the meeting purposes below address those elements of the project that will move forward:

1. Share/learn new information about the project
2. Continue transportation planning for East Arapahoe with interactive exercises to provide feedback
3. Present options for hospital and medical related uses near Boulder Community Health to provide feedback

Format/Agenda

5:00 – 6:00 Open House

6:00 – 6:20 City Staff Presentation

6:20 – 8:00 Small Group Exercise on Transportation Options

6:20 – 7:00 *Street Mix Tool Exercise*

7:00 – 7:15 *Small Group Presentations on Transportation Options Developed*

7:15 – 8:00 *Evaluate Transportation Options Developed, Open House*

Workshop Summary

On February 4th, 2015, from 5 to 8 pm, The City of Boulder hosted a community meeting for the Envision East Arapahoe Project. The meeting was hosted at the Nalanda Campus of Naropa University, located at 6287 Arapahoe Avenue in Boulder. The purpose of the meeting was to gather and compile input from the public regarding possible alternatives for improvements to East Arapahoe Avenue.

For the interactive workshop component of the meeting, members of the public were divided into three groups, and each group was tasked with putting together a graphical representation of the street cross-section that they would like to see implemented in the corridor. Group facilitators from Fox Tuttle Hernandez were on hand at each table to guide discussion and answer questions. The alternatives were assembled in plan view on tables using paper strips representing various cross-section elements, such as through lanes, medians, buffers, sidewalks, bus lanes, and bike lanes, and organized into two different alternatives per group through group consensus. Groups were required to operate within the existing right-of-way for the corridor for at least one of the two alternatives. The two alternatives were then replicated on a projected screen using a computer and StreetMix cross-section design software operated by Fox Tuttle Hernandez staff.

At the end of the group sessions, a member from each group was selected to present and explain the group's two alternatives, with the key features being summarized and written on the paper screen. Finally, attendees

Attachment B - Summary of Current Community Engagement - Oct. 2014 - Feb. 2015
were invited to vote on their favorite alternative using green paper dots and leave comments using Post-It notes applied to the screens.

This memo summarizes the results of the workshop group exercises, as well as depicts the StreetMix-generated cross-section alternatives from each group with their paper counterparts.

1. Alternative from Group 1*

Main Features

- Within ROW
- Bus/HOV lane
- Protected bike lane

Comments

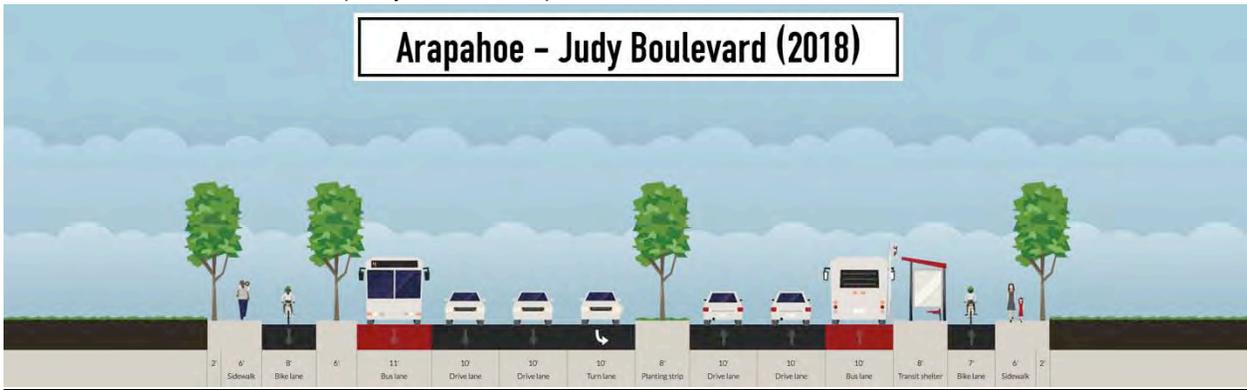
- “Love it!! Reducing auto lanes in favor of bus lanes puts the priorities where they should be.”
- “HOV should be at least 3 people per vehicle.”
- “I would like to introduce an idea of a pedestrian bridge, at Conestoga or 55th. It serves many purposes: peacemaking and safe circulation. Seasonal décor.”
- “Move people, not cars! Way to go!”



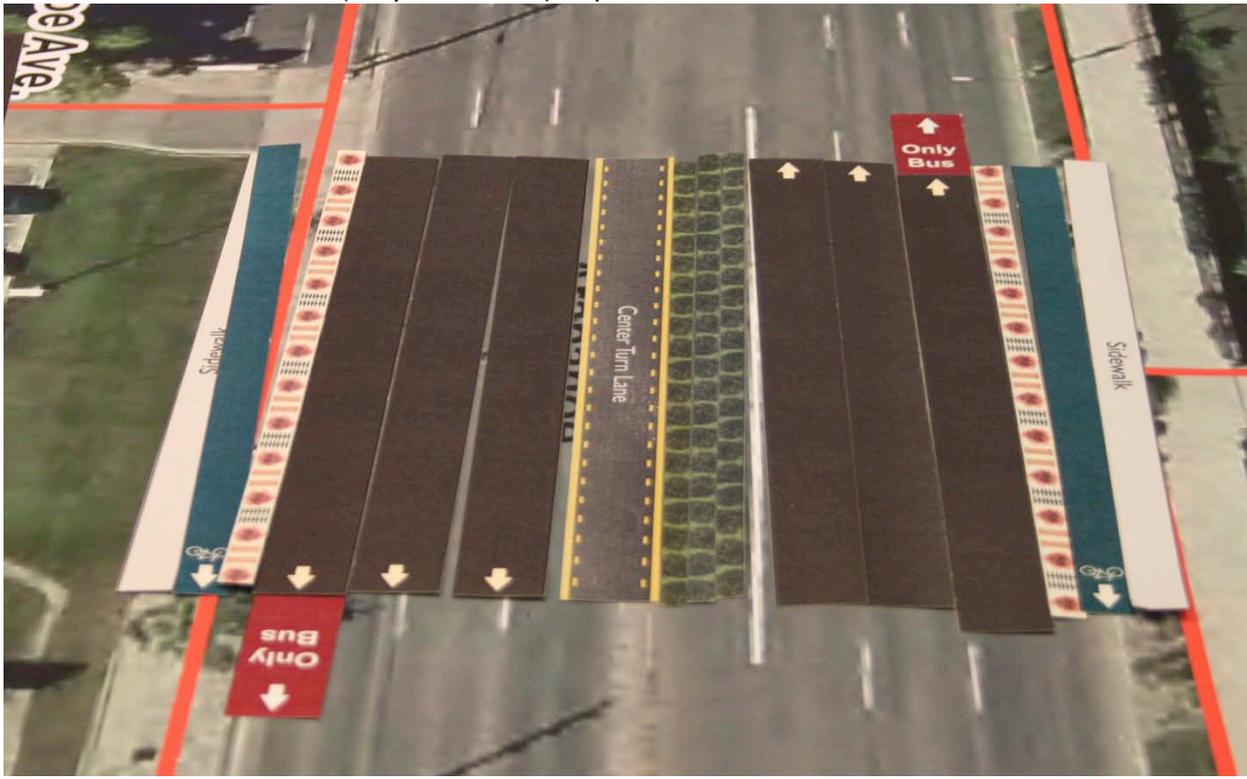
Votes: 14

** Group 1 only had one alternative*

Picture 1: Alternative One (Judy Boulevard) StreetMix



Picture 2: Alternative One (Judy Boulevard) Paper



2. Alternatives from Group 2

Main Features

Within ROW Option

- Within ROW
- Bus lane replaces auto lane
- Buffered bike lane

Outside Existing ROW Option

- Need more ROW
- Center running BRT
- Multi-use paths on both sides

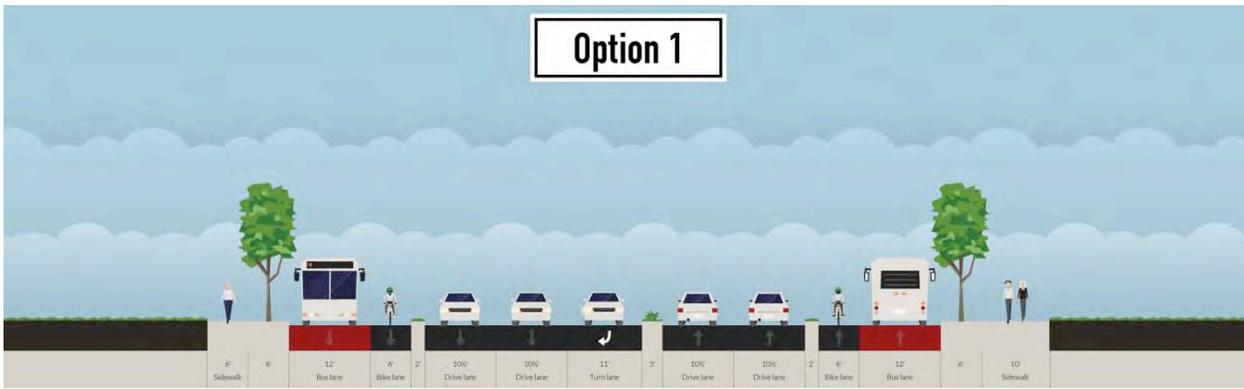
Comments

- “Centerline BRT excellent, but need more ped crossings on Arapahoe. Is that possible?”
- “Even very experienced cyclists would feel less than thrilled sharing this space with buses. I would do it, but not with my son.”
- “I would definitely be okay crossing to the center of the road for this [centerline BRT].”
- “Don't like limited to two lanes.”
- “Option 2 is my preference. But I think it would be too expensive needing +19' ROW.”
- “Great option, but keep multi use path width + protected bike lane.”

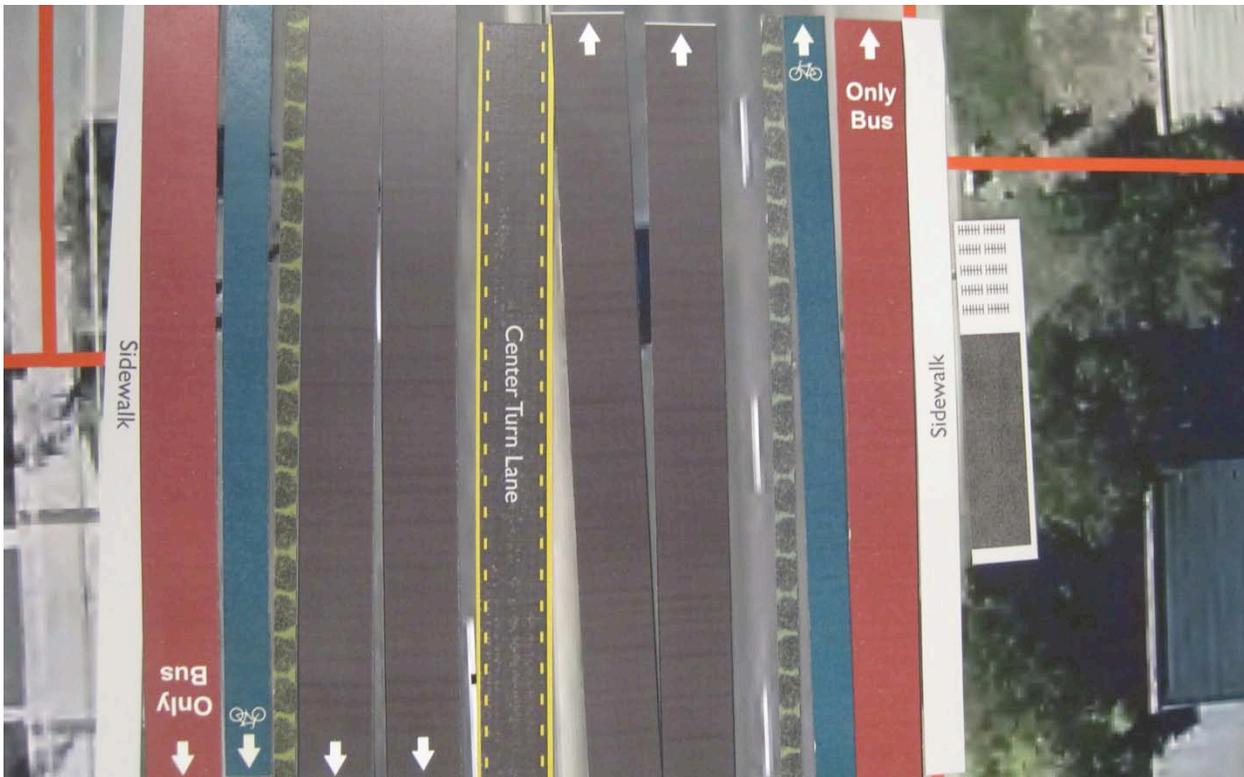


Votes: 4

Picture 3: Alternative One (StreetMix)



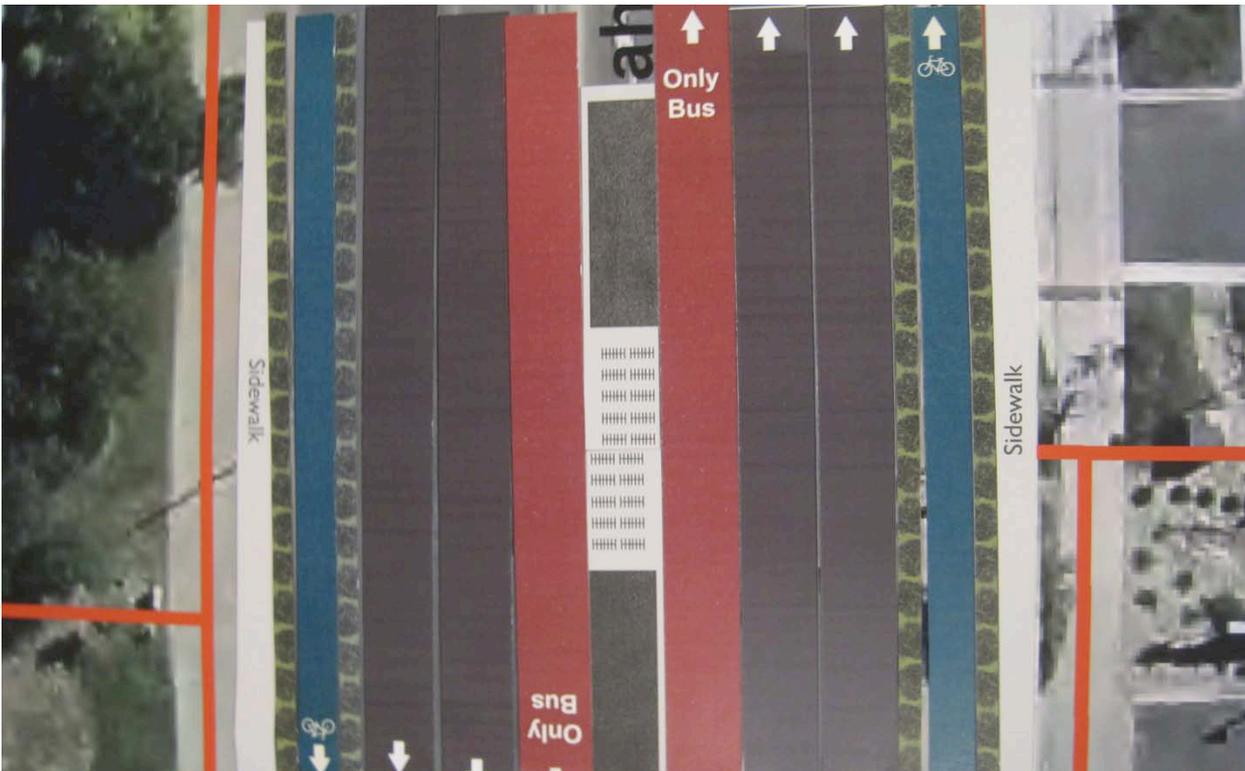
Picture 4: Alternative One (Paper)



Picture 5: Alternative Two (StreetMix)



Picture 6: Alternative Two (Paper)



3. Alternatives from Group 3

Main Features

Short-term Option

- Narrowed travel lanes
- Buffered bike lanes
- Widened for multi-use path on south side

Mid-term Option

- Repurposes vehicle lanes for bus lanes

Comments

- “Good short-term solution.”
- “Can be easily implemented in phases.”
- “Needs trees!”

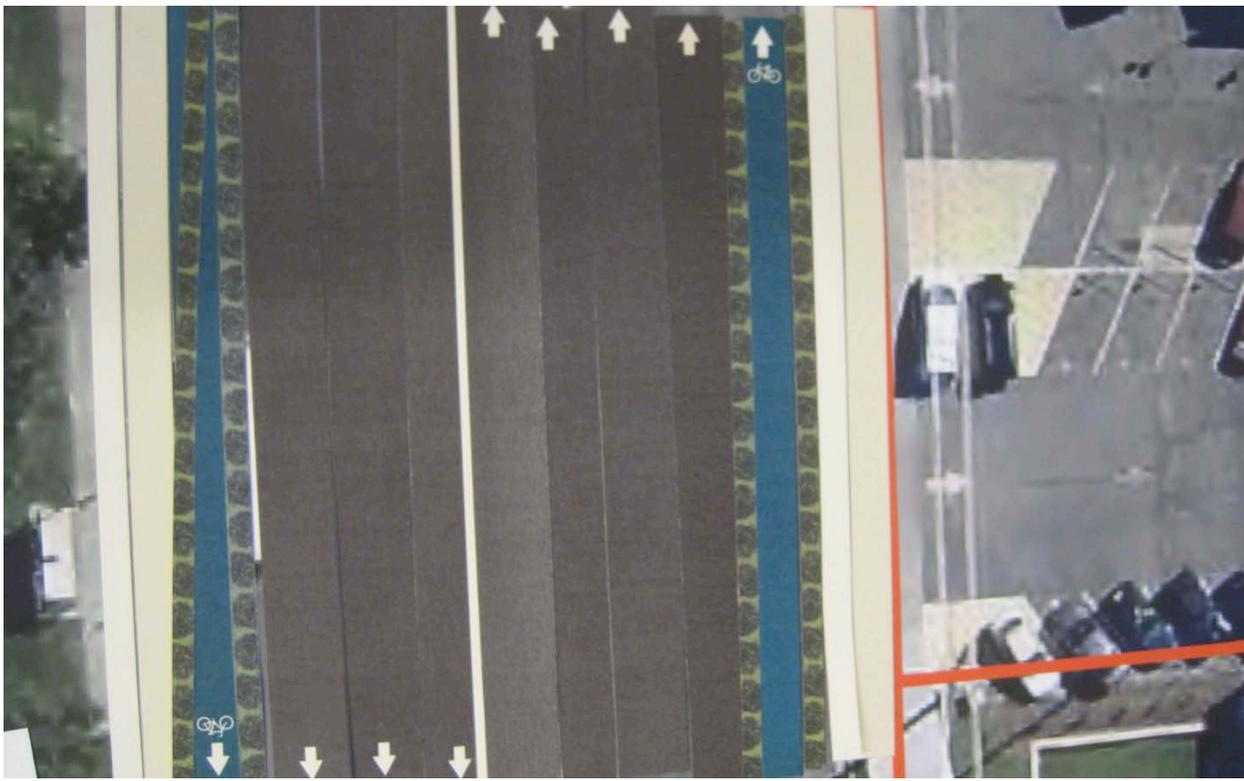


Votes: 7

Picture 7: Alternative One (Near-Term) (StreetMix)



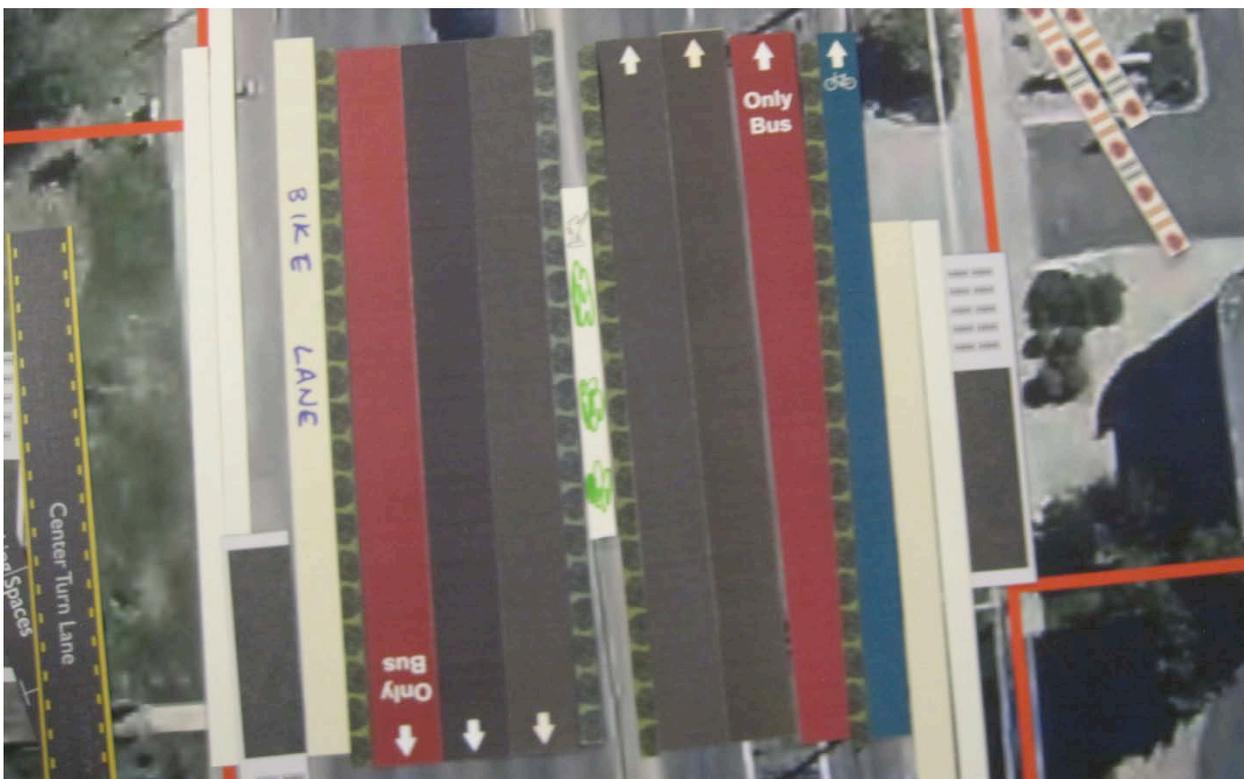
Picture 8: Alternative One (Near-Term) (Paper)



Picture 9: Alternative Two (Mid Term) (StreetMix)



Picture 10: Alternative Two (Mid-Term) (Paper)



Additional group photos:





October 27th, 2014 Workshop Summary

Date: Monday, October 27th at Naropa's Nalanda Campus, 5 -7 p.m.

Attendance: 87

Meeting Objectives:

1. Share/learn new information about the project
2. Review ideas previously generated by the community for choices for the future (e.g., future activities, character, transportation, and other infrastructure)
3. Give community opportunity for feedback regarding future choices

Format/Agenda

The meeting was designed to be collaborative with response and feedback from the community during at open house stations and on a comment form. A 25 minute informational presentation began at 5:30 p.m.

Open House Stations:

1. **Welcome and What to Expect**
Information about the project, existing conditions maps, project goals, timeline, ways to get and stay involved, and the draft vision
2. **Scenarios for the Future**
Scenarios, menu of choices, future character, and indicators
3. **Future Transportation Improvements**
Information about walk, bike, transit, street connections and possible improvements

Comment Response Summary

Meeting participants were given the opportunity to provide comments at each Open House Station as well as via a comment form drop box. Several themes emerged from the comments.

Scenarios/Land Use

- Meeting participants generally seemed to understand the scenarios and provided a wide array of input and ideas.
- Some people believe strongly in fostering additional housing and retail along the corridor, whereas other people do not want new development.
- Many participants noted that affordable light-industrial space for startups is important, as is some amount of service retail.
- People are concerned with the scale and massing of potential new development, including height, building footprints, and bulk.
- People noted pride in "Recycle Row" and it's function.
- Several noted support for promoting the arts in the area.
- Live/work was noted as desirable.

- People also noted ongoing concerns and questions about the floodplain and relationship to development.

Transportation

- Many people think that Arapahoe is too wide and that speeds are too fast. This inhibits safety and the ability of the corridor to feel safe and pleasant.
- At the same time, many people have expressed concern about traffic congestion. They think that either reducing capacity (removing lanes) or adding additional development will make traffic worse.
- Intersections don't function as well as people would like. They are either unsafe (safety issues pointed out involving all modes), in poor locations, or overly congested.
- Participants expressed support for enhanced and more frequent bus service.
- People would like to see bike infrastructure on Arapahoe made safer, more connected and continuous. The bike network and B-cycle system should be expanded.
- Generally people support the concept of Bus Rapid Transit (BRT), but many would like to see more details about how it will function or affect traffic patterns and get a clearer sense of how it would look or feel. Area residents and employees feel that the recently added bus lanes east of 63rd are confusing and don't want to see this approach repeated.
- Many would like to see expansion of Ecopasses for homes and businesses in the area.

Comment Compilation

Visualization/Map Comments

Arapahoe and Commerce

Current Trends

What do you like?

- No buildings over 35 feet

What don't you like?

- MacArthur needs a traffic light
- A 6 lane highway in the middle
- Too much parking
- Suburban Style Development
- Horrific pedestrian condition

Districts

What do you like?

- Arts and Culture, Boulder Digital Arts, Video Station, Record Store, - Let's add more!
- 3 story max – housing and commercial, no exceptions

What don't you like?

- Create dense office space with % of space for restaurants. 48th through 55th and Arapahoe.
- Reduce traffic lanes – 6 is insane
- Pedestrian access from Peloton to King Soopers center needs improvement.

Arapahoe and 55th

Current Trends

What do you like?

- Small office spaces are good for startups.
- Keep the Cherryvale neighborhood rural.
- Buffered bike lane

What don't you like?

- Speed limit of 45 is too high.
- Speed limit is fine ☺
- The “blighted” area just north of bank on 55th and Arapahoe.
- 6-8 lanes of mixed traffic.
- BCH intersections are terrible.
- No regular transport connection Arapahoe to Pearl on 55th. Need connection from Pearl to downtown.
- Gridlock already on Arapahoe. Adding more businesses will increase it.
- It's a lousy suburban eye-sore

Districts

What do you like?

- Put nice looking 2 story assisted living component
- BRT center on side
- Buffered bike lane

What don't you like?

- Why does every scenario have a buffer bike lane?
- Because bikes rock ☺
- Buffered bike lanes are ugly – like fingernails on chalk board for eyes. Temporary buffer bollards break and fall into street on Baseline – dangerous. Also get blackened and ugly. Recent study in Boulder by bicycle organization said they are hard to maneuver.
- Don't like 4-story proposals
- Don't put in so much parking, and put it in the back.
- Yes put parking in back
- Bring buildings to the sidewalk/bikeway edge.

Housing Choices

What do you like?

- Keep Cherryvale rural-residential. Designate agricultural district.
- Buffered bike lane
- Mixed-use with residential
- Enhanced crosswalks
- Give no height and setback exceptions
- You won't have people biking or walking as long as you keep building more suburbia!

What don't you like?

- No high-rise housing or commercial or retail.
- Don't like housing 4-5 stories.
- Nothing taller than 2-3 stories.
- 6 Lane highway

55th and Western

Current Trends

What do you like?

- That you asked us
- Current industrial looks nice in most places
- Boulder needs an industrial zone.

What don't you like?

- That you won't consider a new paradigm ie prosperity =<growth.
- Need quiet crossing at Railroad.
- "Yes!"

Districts

What do you like?

- Not good for housing
- Mixed use residential/business retail light industry
- Would love a market/grocer in this area
- I second that ^
- Hate the additional housing that will bring more congestion, more cars, more parking lots.
- I like 2 story housing.
- "I don't"
- "I second that"

What don't you like?

- Will need a stop light. Increase traffic time. Impossible to cross 55th on foot, bike, or a car.

- All scenarios make commuting in on Arapahoe from Erie, Lafayette, etc VERY difficult. It will not be eliminated by new housing.
- I live in The Meadows neighborhood (between 55th Cherryvale, Baseline and Arapahoe) and we have a real problem with traffic “cutting through” the residential area in order to avoid traffic lights, especially during rush hour. How will the City protect existing residential areas from being impacted by increased traffic?
- “food carts” vs. established restaurants

Housing Choices

What do you like?

- Hard to cross six lane road on foot
- All of it. Why not 3-story residential?
- More housing
- Yes please

What don't you like?

- Not a good place for housing.
- No housing

Other Comments/Stickers on Map

- When adding new underpasses keep overpass option for pedestrians and bikes for when it is dark, flood waters etc. More connections and options.
- Budget for safe crossings so train horns don't go off. I live 1 mile from trains. Been here 25 years now. Can't keep windows open at night – Instead have to have AC on – increases carbon footprint.
- If nothing else, area between East CU and TVAP/Boulder Junction has to be re-zoned to connect huge 2 areas, take advantage of transit, CU population.
- Move proposed transit super stop to 33rd (from 30th) and to 29th (from 28th) add stop at hospital.
- Pedestrian/Bike connection from 33rd to Boulder Junction.
- BRT stop at 33rd (E Campus entrance).
- This is a safe area (Residential Neighborhood SE of Foothills and Arapahoe). Please don't add more concrete here – also, we need a light at MacArthur and Arapahoe. We can't get out safely.
- Hospital grew bigger than we were told.
- Medical park (North of Ball).

- No housing here please. Clean up retail already there.
- More retail on north side of Arapahoe west of 55th.
- Better pedestrian crossing at 55th and Arapahoe = more accessibility for residents to south. Underpass?
- Grocery stores please
- Would like to see this looked at in the next Comprehensive Plan in 2015. Look at the whole town and South Boulder.
- Less pot!
- Parking/access at Wendy's at lunch is terrible... can parking lots be connected through to neighboring lots? (Enterprise Car Rental and AutoParts store).
- More retail and food choices near 55th and Arapahoe and to the north of 55th by office park.
- Events center at golf course.
- Walking paths! Nature at golf course. Open up south side.
- Mini Pearl St. Mall
- Don't change the golf course.
- Do not put residential next to a train crossing, do you know what a train sounds like?
- Try a central plaza.
- One of the things I love about East Boulder is the quality of life. More quiet, less people, less expensive. This would all change with new projects. Changing the tempo of this area code would be sad.
- Build a bike path along the rail line.
- Keep Flatirons 18-holes
- I live at **** Lodge Lane. I have attended the flood mitigation studies. I understand that open space will not participate in the most effective remedy to the flooding potential near 55th. Idea: Flatirons Golf Course is owned by the city – I believe this is true. Why not create a drainage basin at the Golf Course site which would mitigate so many problems (East Arapahoe development will only displace many acre feet of water). We need Flatiron Lake, not Flatiron Golf Course.
- Improve transit access between US 36 and East Arapahoe.
- Direct access for families to Douglas School from neighborhoods south of Arapahoe.
- Trail Connections
- Land available for arts campus. 6-8 usable acres located along transit route at Anderson Ranch/Snowmass at Valmont Butte.
- Studio Arts Campus near ballparks
- More frequent bus service to Flatiron Park!
- Connect the SBC bike path to the Eco Cycle complex on 63rd Street.
- Build low level independent living/assisted living near hospital. Some people won't drive but will use the van at the center. NO 55 ft. only 35 ft.

- B-Cycle down Arapahoe bike paths
- Keep a better entrance greenways.
- Missing bike/pedestrian path (East of Cherryvale).
- Keep industrial no to housing along creek.
- Park (Xcel Power Plant).
- Options for retail/commercial services restaurants at 63rd and Arapahoe.
- Commuters from Erie, Lafayette, etc? You are choking them and it is already bad.
- Visualize 63rd and Arapahoe.
- I like everything the way it currently is. My neighborhood is rural and I like that!
- Add more about arts
- Road diet!
- There is no way to make a pleasant place when you have a 6-lane highway running through it.
- Even with the MUP on the north side, if you are biking west to east there are so many driveways and everyone is pulling out looking the other way at traffic.
- Art district
- Call out Avalon Ballroom on maps, community resource and opportunity to expand for higher demand for dancing and restaurant adjacent to site.
- Arts and education district and link with dinner theater (Naropa and Avalon)
- Provide bike share at Avalon and at Dinner Theater
- Link dancing/arts with public health
- Participation! Exercise!
- Late night transit!
- 63rd and Arapahoe – clean up with landscaping and enforce setback requirements.
- 63rd and Arapahoe education and participatory arts (dance)
- Overall: reduce housing/jobs imbalance. Use zoning to move the area towards greater mobility, less subsidy, more energy sustainability etc. Growth pays its own way.

Scenarios Board Comments

About the Scenarios

- Think about regional connectivity to East County and Broomfield
- Recycle Row a model for State and Country
- Thousands of car commuters from the east – nothing will change this
- Not true – we can change for parking and for congestion-demand based tolls etc.

- Is the Community VIZ data and meta data available in a standard format? Or is it proprietary? That allows citizens and 3rd parties to do their own modeling and fit to their own models.

Scenario A

- Kudos to city for realizing the state of change and opportunities
- Terrible access currently to Walnut East
- Plus other medical uses. Good pairing. Jobs – where will they all live?
- Keep service retail and light industry in Boulder
- Don't count of this do improved bus operations/service leading up to BRT "BART" options are scary to suburban mentality
- "Low Level of Pedestrian and Bike activity" – This is incorrect; there are lots of folks walking and riding bikes
- We are happy, lots of places to relax
- The ball fields, bike park, golf course are not that far. Easy to bike to.
- Food trucks for current offices
- Lunch spots. Day care. Services like dry clean
- Keep service retail
- Find a way to continue to allow light industrial

Scenario B

- Walnut to Arapahoe connection is great!
- Arts integrated with other activity
- Housing yes!
- No housing!
- Public spaces will be needed to support residential infill
- Medical offices ok
- Take advantage of current industrial parking lots to redo add pocket parks, quiet areas, food trucks
- No housing, this is a rural area
- Keep 4 story limit
- Transit, easy connections from South without going through downtown
- Mobility hubs – yes! Shelter at bus stops. Crossings at bus stops
- Have pedestrian crossings as frequently as driveway cutouts.
- Continue to support "recycle row"
- Fix bus priority lane signage so SOVs don't get tickets

Scenario C

- 55th/Western/Cherryvale all need investment
- (BCH) Key employer with employees who will walk and ride the bus – need restaurants so they don't have to drive to meals
- Medical Office Example is Ugly
- Find a way to keep small businesses
- Potential “design” district where you can buy tile, carpet etc. No place to do this in Boulder! Losing tax \$\$
- I think without housing there will be an even more significant traffic problem
- More housing will bring more traffic if you keep on the trends of too much parking, not making any places people can walk and bike and change the character!
- Speed limit too high. Lower from 45.
- No more giant parking lots!
- Bury parking for new housing
- Connect pathways and mixed use to sidewalks and bus stops
- Net energy neighborhoods that are 15-minute neighborhoods.
- Lots of opportunity to walk/connect to local streets along 55th. Arapahoe needs multi-modal/pedestrian investment
- Partner with private development and require in new developments
- Medical office example is “ugly” (X2)
- Monolithic look is not good, not Boulder
- Totally logical place for this call n ride instead of fixed-route on 55th? Connections at Boulder Health/Foothills
- North/South connections needed between Boulder Junction and south and across RR tracks north of BCH
- Need protected bike-lanes on 55th
- New housing is an economic/income opportunity
- This land will become much more valuable – keep BTH in corridors and create other cultural opportunities
- Apartments, mix of size
- Preserve views of Flatirons
- Buys area for open space instead of housing
- 35' is okay
- More bike parking
- Design guidelines
- Like the idea of live/work

Transportation Comments

Community Feedback Poster

- Slow vehicle speeds on Arapahoe
- Encourage BRT, biking and walking
- Simply plowing the multi-use paths beyond 55th would be a big help for bike access year-round!
- Install buffered bike lanes/bike improvements on the south side of Arapahoe
- East Arapahoe is a perfect place to place serious bikeways, bus only lanes etc. It is way too wide for cars through much of the study area, and goes from **too** narrow to **too** wide.
- Move people not cars
- Slower travel speeds will help
- 3 mile limit for most riders. Turning cars are the major danger
- Intersection@ MacArthur and Arapahoe traffic signal requested.
- More Ecopass! Should be neighborhood based
- Multi-use paths along creek and behind golf course are good ways to access Boulder
- Continuity in Arapahoe for bikes
- More bike connected in area
- For sure! South side of Arapahoe nobody looks right to turn right going “wrong way“ down Arapahoe is dangerous.
- More B-cycle along/bicycle connections - Folsom to 65th and father east
- Consider building 15min neighborhoods
- Plow bike path east of Cherryvale! Implement Ecopass. Area Ecopass would be a backup for cyclists who can't use bike lanes in the winter
- Existing neighborhoods enhance. Peloton for example – 15-20 min neighborhood
- Hard to get to 63rd and Arapahoe from Longmont via bus right now
- Vegetation blocking sight distance on Arapahoe. Careful!
- Needs big reduction in surface parking. It's a major impediment to pedestrians and bikes
- Concerned about accidents @ Conestoga and Arapahoe.

New Options Poster

- Yes! As long as it slows SOV access on Arapahoe
- BRT is key to connections to East Boulder, Broomfield and N I-25 rail transfer
- Great addition – more transit, better; more transportation is better
- Bikes need to be part of BRT
- AB (to DIA) @Boulder Junction

Transportation Connections Poster

- Add bike station at 38th and Arapahoe
- Add B-cycle station in Flatirons Industrial Park by OZO and Upslope
- Modify existing infrastructure to connect current businesses/homes/transit
- 33rd connection upgrades to access need to consider neighborhoods
- Get rid of left turns that don't have green arrows. Too dangerous
- Add more bike parking @ RTD stops
- Love the idea of being able to walk to businesses and restaurants with 15-minute from everywhere in the study area
- Confusing lane arrangement with bus-only, bike, turn lanes from Cherryvale to Westview. Simplify!
- BVSD is a good bus station for this community (63rd/Westview)
- Add housing neighborhood

Transportation Analysis Poster

- Modify and designate for pedestrians and bikers
- More density and connectivity between existing businesses and homes
- More Ecopass access would be great
- Better signage for multi-use paths (X2)
- Ecopass for all! City of Boulder
- Stripe all driveway cut outs to alert drivers to bike/walk crossing

MindMixer Feedback Through 11/17/14

Topic Name: What's your vision for east Arapahoe?

Idea Title: I strongly prefer that any new buildings be limited to 3 stories

Idea Detail: I believe that the views of the foothills should remain as unobstructed as possible. Also that any new buildings should be set back fairly far from the sidewalk for aesthetic purposes.

Idea Author: David M C

Number of Seconds 0

Number of Points 28

Number of Comments 3

Comment 1: This is one of the ugliest streets in Boulder I don't think there is a single aspect of it that should be preserved. Deep setbacks with parking lots are the ugliest pattern of development I can imagine. | By Jim M

Comment 2: I just returned from hiking the Teller Lake trail and the view as you top the hill heading west around 70th or so is spectacular. However, as you get closer in around Cherryvale to the west there really isn't that great of a view and it is easy to see because Arapahoe is so wide. Boulders 55 foot height limit came about because that is roughly the size of mature trees and the trees are what limit the view. There is nothing wrong with nodes of

four story buildings, but O agree the cookie cutter architectural is pretty bad. | By David B
Comment 3: I agree with the set back suggestion, and would like to limit the height to 2 stories for the new vibrant East Arapahoe. The much applauded Boulder Junction with its canyons of apartments and pavement does not look like progress to me. Please do not allow this sort of compromise dictate the future appearance of our lovely town. And please do not replicate these architectural mishaps on East Arapahoe. | By Susan B

Idea Title: East Arapahoe does not need any more Storage Units

Idea Detail: It's my understanding that developers have been trying to add more housing along Arapahoe for the past 6years or so , for what ever reason it isn't happening.

It has come to my attention that the property across the street from the golf course will now be more "Storage units" because of difficulties for housing approvals.

Is this the cities idea of Envision East Arapahoe, is this what we want across the our golf course? It seems we would want people across the street, being able to use this facility that
1

seems to me under utilized.

Don't let these last large parcels of land slip away on Arapahoe to more of this type of use, they will be gone for decades.

Idea Author: craig F

Number of Seconds 0

Number of Points 24

Number of Comments 0

Idea Title: Make Arapahoe safer for bicyclists--protected bike lanes

Idea Detail: The multi-use path along Arapahoe east of Foothills often has poor visibility from the road and/or side streets. It does not feel safe traveling at bicycle speeds near intersections. Protected bike lanes similar to those on Baseline near Williams Village would make the road safer and more accessible to bicyclists.

Idea Author: Bob P

Number of Seconds 0

Number of Points 15

Number of Comments 0

Idea Title: Better connected shopping areas with fewer strip malls

Idea Detail: There are several strip malls along this corridor that are not well connected for bikes or cars and feel outdated. I think there must be another format that would serve our community better.

Idea Author: Lieschen G

Number of Seconds 0

Number of Points 14

Number of Comments 1

2

Comment 1: Strip malls were made to be torn down, rezone East Arapahoe to 5 stories and the strip malls will change "format".

| By Jim M

Idea Title: Bus service up 55th for residents who live south of golf course.

Idea Detail: Bus service is hard to use when it's more than 1/2 mile to the nearest bus line.

Idea Author: Laine G

Number of Seconds 0

Number of Points 14

Number of Comments 0

Idea Title: Make East Arapahoe a boulevard from 55th to 75th street

Idea Detail: Not that Boulder is Paris, but boulevards distinguish a city's arteries. Even more so with trees

Idea Author: Stanley G

Number of Seconds 0

Number of Points 11

Number of Comments 0

Idea Title: Lets not repeat the mistakes of Boulder Junction

Idea Detail: I do not want to see endless 4 story apartments buildings, turning Arapahoe into another "Pearl Canyon". I think the south side of Arapahoe should be left much as it is from 38th St. west to 75th. The north side from Conestoga to S. Bldr. Creek is ready for some redevelopment into mixed use, especially east of 55th St. The idea of buses running down the middle of Arapahoe similar to Denver's 16th St. seems totally unrealistic, given that there will still be auto traffic on Arapahoe. Busses crossing the auto lanes to the curb will further congest the traffic flow. Do not install useless 8 ft. wide sidewalks as was done between Folsom & 28th St., and east of 63rd St. Integrate the bike lanes into the sides of the auto lanes. Bicyclist using sidewalks do not pay attention to turning autos. In any case, I rarely see

3

pedestrians or bicyclists any where along Arapahoe.

Idea Author: Archie S

Number of Seconds 0

Number of Points 11

Number of Comments 1

Comment 1: The southeast corner of 55th and Arapahoe is the perfect spot for low impact dense multi use redevelopment. It is surrounded by the golf course, has fire station and there is already a large apartment complex. The existing uses are generally old single family homes that have been converted to businesses.

Bus rapid transit on an arterial street is not at all like the 16th St. Mall shuttles. BRT isn't slow and doesn't stop every block. The BRT busses wouldn't cross to the curb, they would stop at stations in the median and the passengers would cross the street as pedestrians. Staff has obviously not done an acceptable job of explaining this concept to the general public. | By David B

Idea Title: Build car-free housing for Boulder residents without cars.

Idea Detail: Thousands of people in Boulder do not own cars yet they are forced to pay for parking when they purchase or rent housing. Mixed use housing should be built in East Arapahoe offering the option of units without bundled parking, allowing car owners to pay for the parking they use, and allowing people without cars to avoid paying for parking they don't use.

Idea Author: Tom V

Number of Seconds 0

Number of Points 10

Number of Comments 0

Idea Title: Add cheap artists/makers warehouse rentals to Resource 2000 yard

Idea Detail: Marijuana grow operations are driving up the costs for warehouse spaces. Artists, inventors, and makers are being forced to rent workshop spaces in far away places like Denver and Golden. I think it would be nice to add a large warehouse to that empty field at the Resource 2000 yard. It could be subdivided into many smaller studio spaces to be rented out.

4

It could have a separate access so it could be used outside of Resource 2000 hours. During Resource 2000 open hours, the artists and makers could grab cheap materials! There could be a special display/purchase area in Resource 2000 highlighting the best creations. We need more spaces to create!

Idea Author: W E

Number of Seconds 0

Number of Points 9

Number of Comments 2

Comment 1: Especially for students. | By Felicia F

Comment 2: Great idea. Keep artists in Boulder. | By Felicia F

Idea Title: Build car-free housing, to Boulder residents who don't own cars.

Idea Detail: Thousands of Boulder residents do not own cars, yet they are forced to pay for mandated parking in the buildings they purchase or rent. How regressive to force everybody to pay for parking whether or not they use it. In East Arapahoe new mixed used development should have covered bike parking and any automobile parking paid for only by those who use it.

Idea Author: Tom V

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: What's wrong with the way things are?

Idea Detail: If I wanted to live in town, I would. More development means more air pollution, more noise pollution, more light pollution, more traffic, more people - all things I wish to avoid living east of 55th St. Who asked the city council to make changes in the first place? These changes, not enhancements, will directly and adversely affect my life. Will it do that for any of the city council members promoting this?

5

Idea Author: Andrew J

Number of Seconds 0

Number of Points 7

Number of Comments 2

Comment 1: Ah yes. I have mine so please roll up the streets behind me and hermetically seal my sanctuary. I've lived here for 35 years back when Boulder was still building single family sprawl housing like Meadow Glen, Country Meadows, Shanahan Ridge, etc. In that time the Denver metro area has doubled in population and so has Boulder. The only constant in life is change. We need to decide how to best manage that change. | By David B

Comment 2: It need better streetscaping to welcome people to Boulder. | By Felicia F

Idea Title: East Arapahoe..A place to restore and replenish

Idea Detail: Perhaps there is also the opportunity to create a small native botanic garden as part of the Golf Course Flood water mitigation project, a sculpture garden or public art venue.. Or a walkable Labarynth? An educational Water garden that stresses the importance of conservation of our resources. Create affordable artist studio space on east Arapahoe.

Perhaps Naropa could advise on a public meditation center...

The recent "calming" of traffic along Cherryvale should be kept in mind while developing ideas for this area. Clearly the residents of this residential neighborhood would like to retain the quiet peaceful nature of this once semi-rural area of Boulder County!

Idea Author: Susan B

Number of Seconds 0

Number of Points 7

Number of Comments 0

Idea Title: Add middle income housing that appeals to families

Idea Detail: But design and implement in such a way to not drive out light industry. Land uses should be integrated and diverse.

6

Idea Author: Deryn W

Number of Seconds 0

Number of Points 6

Number of Comments 0

Idea Title: Wildflowers and nature

Idea Detail: I moved to the east side because it was calm and I could view wildlife. Now I have a huge hospital across the street from me and I can't get out on Arapahoe without risking my life due to all the traffic. Please, no more traffic, no more cheap, squeezed together, compact housing. Give us dog parks, walking paths and other opportunities to connect with nature. No more cement and congestion. There are plenty of restaurants and stores in Boulder. We can go there when we need to shop or want to eat out. There's lots of new housing in town. Let's not turn into Los Angeles.

Idea Author: Kathy S

Number of Seconds 0

Number of Points 6

Number of Comments 1

Comment 1: There should be a category in the ratings for "I don't like it." I am not really neutral at all, I disagree. The hospital will continue to grow as more of us get older and have more health problems. Hospitals also are large employers of modest wage positions that could benefit greatly from affordable housing nearby, even if they chose to drive a mile or two rather than walk, bike or bus. | By David B

Idea Title: Road updates east of Cherryvale

Idea Detail: Now that the city has spent a huge amount of money re-doing the road east of Cherryvale, how about letting people use it in a more efficient fashion? Get rid of the bus lanes, it needs to be four lanes east of 63rd. The eastbound "turn only" at 63rd goes nowhere, while access to the ReSource Yard and the Ed Center is no easier than it was prior to reconstruction. MAKE THE ROAD FOUR LANES OUT TO 75TH . Choking it down to two lanes at 63rd is a ridiculous way to manage traffic.

7

Idea Author: Jeff P

Number of Seconds 0

Number of Points 5

Number of Comments 0

Idea Title: Arapahoe Ave. tunnel with paths, wildlife corridor, etc. above

Idea Detail: Put Arapahoe Ave. underground (through a tunnel) for at least a few hundred feet, preferably near 55th St., and put walkways, a bike path, a wildlife corridor, gathering places, greenery, art installations, etc. on top to serve as a connection between areas north and south of Arapahoe Ave. and to serve as an anchor for a destination spot for the area.

Idea Author: Don P

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: Bad idea. This would be a senseless waste of money | By David B

Idea Title: Build sustainable, complete, bike/walk friendly areas in Boulder

Idea Detail: Increased density is very effective at preserving natural resources globally. Dwellers of dense, urban environments use less energy and resources on average than those in less dense environments. See <http://tinyurl.com/lynnces> for evidence. In a democratic society, all citizens should be able to choose to live in Boulder, not just "those who arrived first". The best kind of density is "self-sufficient" density where dwellers can meet most of their needs for commerce, entertainment, food, etc within a walkable distance.

Therefore I suggest that East Arapahoe be developed with this in mind. Specifically, create mixed-use development that allows residential, office, retail/restaurant all within very close proximity. Increased density is a positive as long as new residents don't have to drive to other areas of Boulder to fulfill their needs/wants. Zone East Arapahoe appropriately and don't compromise this with developers just to foster development. Zone it and they will come.

Idea Author: tim N

8

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Better bike and pedestrian access along Arapahoe

Idea Detail: I hate biking along Arapahoe, and avoid it despite the number of great places that have popped up recently (Wild Woods, Bru, etc.).

- Bike paths are poorly labelled
- Sidewalks only exist in some places and can be quite narrow even when they do exist
- There are a LOT of driveways with cars entering and exiting

My few experiences as a pedestrian along Arapahoe aren't much better. Businesses are quite far apart, sidewalks come and go, and bus stops aren't aligned with businesses (try getting to Avery by bus).

* I'd love to see bike routes that are clearly marked and protected from traffic.

* Make sidewalks wider and make sure they're continuous along the length of the street.

* Add additional bus stops so pedestrians don't have to walk so far to reach restaurants and other businesses.

Idea Author: Jackson F

Number of Seconds 0

Number of Points 2

Number of Comments 0

Idea Title: Rezone the whole corridor to 5 stories

Idea Detail: There isn't really a nice building on the entirety of East Arapahoe and Boulder needs to grow somewhere...Arapahoe has good connectivity to major highways and services and big building won't block anybody's views of the hills.

Idea Author: Jim M

9

Number of Seconds 0

Number of Comments 0

Idea Title: Can we bring back the Pearl Trolley

Idea Detail: Given Boulder Junction on Pearl, can we run a trolley from this East Arapahoe into downtown for all the employees who travel by transit to Boulder everyday.

Idea Author: Ryan M

Number of Seconds 0

Number of Comments 0

Idea Title: No more Supersizing Boulder! No more height exemptions!

Idea Detail: We can't go back from the ugly 55ft cement soviet block housing of Boulder Junction. Do repeat that mistake along Arapahoe.

Traffic is already maxed out on this road. Adding thousands of more jobs and residents will just throw it into complete gridlock. This "New Urbanism" trend doesn't work for Boulder. Let Denver have it.

No more 55ft Exemptions. No more setback back exemptions. No more cement paths counting as green space. We don't want another wall of tall buildings.

Listen to the citizens of Boulder, not the outside Developers!

Idea Author: Stephen H

Number of Seconds 0

Number of Comments 0

Idea Title: Go slowly. What we have works pretty well.

Idea Detail: City staff's current view of what might be good in 5 or 10 years may be correct -- or may be entirely misplaced. I don't want to see the East Arapahoe corridor micromanaged now

for the next decades. If there are slight changes, that's fine, but go slowly.

Idea Author: Brad P

10

Number of Seconds 0

Number of Comments 0

Idea Title: More commercial enterprises, e.g. small grocery, restaurants...

Idea Detail: East Boulder would benefit from a small grocery market (think Ideal) located near 55th and Arapahoe. This would leverage the coffee shops, small restaurants, and other shops beginning to surface in the area. The recent expansion of the Boulder Community Hospital will provide the customers necessary to support such a community. The current East Boulder neighborhood is stale and would benefit from some revitalization.

Idea Author: Mark M

Number of Seconds 0

Number of Comments 0

11



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

BUILD RESIDENTIAL HOUSING

2—How would you improve the draft Vision Statement?

BUILD RESIDENTIAL HOUSING & INCREASE CAPACITY FOR VEHICLES / COMMUTERS

3—What ideas would you suggest for transportation enhancements and improving mobility?

WITH THE AMOUNT OF SERVICE JOBS IN BOULDER, VEHICLE COMMUTERS NEED BETTER ACCESS. MASS TRANSIT WILL NOT WORK FOR COMMUTING CARPOOLS.

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like ☹ = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☹ ☹	FISHER AUTO EXISTS
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☹ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☹ ☺ ☹	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☹ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	
<i>What other choices or ideas would you like to see?</i>		



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Service businesses, now that they have been kicked out of the 30th + Pearl area

What should change?

new development should be severely limited, & all new development should pay to maintain levels of service for all city services & facilities

2—How would you improve the draft Vision Statement?

add costs & who will pay, add numbers (jobs, pop) that could be built all along the whole corridor

3—What ideas would you suggest for transportation enhancements and improving mobility?

Free Eco Passes by parking fees or other user fees

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Keeps service businesses, minimal new impacts you could achieve this by down zoning, & not getting the 19,000 new jobs.

Dislike and would change or add

limit height

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

I don't like building to street in these areas, destroys view, makes everything constrained

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Most of the jobs are filled w/ OCT in-commuters, unless you want job growth, the traffic congestion will just get worse & worse.

Dislike and would change or add

without limiting overall jobs all this housing has no overall benefit; it's a bandaid on ~~the~~ a serious wound.

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

	<input type="radio"/> = like <input type="radio"/> = neutral <input type="radio"/> = dislike	Comments and Ideas:
For the future, I would like to see:		
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	Have you heard of "down zoning"?
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	<input type="radio"/> <input checked="" type="radio"/> <input type="radio"/>	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	<input type="radio"/> <input type="radio"/> <input type="radio"/>	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	<input type="radio"/> <input checked="" type="radio"/> <input type="radio"/>	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	<input type="radio"/> <input checked="" type="radio"/> <input type="radio"/>	we already have it
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	but totally unrelated to District & Housing
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>	That might be ok. IF you would <u>stop</u> job growth
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>	Just will create more traffic jams, <u>UNLESS</u> you limit job growth!
What other choices or ideas would you like to see?		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

most of what is there on W. Side of 55th and Flatiron Industrial Park, Service Industrial

2—How would you improve the draft Vision Statement?

don't try to make East Arapahoe more urban leave the area W. of Arapahoe industrial,

3—What ideas would you suggest for transportation enhancements and improving mobility?

better bike paths & safer crossings

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

pretty much of —

Dislike and would change or add

just clean up a few of the less attractive areas

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

continued use as business area
changes to add more possible medical offices around hospital

Dislike and would change or add

don't like buildings too close to sidewalks
don't like too much height
add more green spaces

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

nothing —

Dislike and would change or add

do not want housing —
save for business growth
50 years from now — housing will still not be affordable unless subsidized & either
--- Over way will not meet the need for the type of housing we need the most —

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		<i>don't want current golf course to be changed</i>
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

— fewer giant parking lots
 — more ped / bike connections
 — more housing; green space

2—How would you improve the draft Vision Statement?

need to review

3—What ideas would you suggest for transportation enhancements and improving mobility?

stripe all sidewalks at curbs/cutouts/driveways; spray marked paths

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

don't just leave as is

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

like

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

like

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☺ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☺ ☹	?
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☺ ☹	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☺ ☹	☺ ☺ H.V. imp.
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☺ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☺ ☹	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

This area is a business engine for Boulder. Reasonable rent for startups. Look how breweries + coffee have taken hold.

What should change?

Arapahoe is very intimidating with 6 lanes, 45 mph speed limit, long blocks. It is a major transportation corridor but NOT ped or bike friendly.

2—How would you improve the draft Vision Statement?

Don't understand the word "inclusive". Who is being excluded?
In many ways ~~is~~ the area is "cheaper" than the rest of Boulder from a cost perspective.

3—What ideas would you suggest for transportation enhancements and improving mobility?

Linking area via transit to Boulder Junction would be great. Look for way to connect Pearl to Arapahoe via bike/ped path between hospital + 55th with bridge/bike path.

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

It's vibrant and driven by free enterprise/business model.

Dislike and would change or add

Transportation concepts are straight out of ~~1950~~ 1970's. There is a lot of room to improve things for peds/bikes/bus riders

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Great concept. 15 minute walk is nice way to connect. What would a tech worker or hospital visitor, or BUSA employee need at lunch hour?

Dislike and would change or add

Adding housing might be interesting experiment but I don't want to live way out there. I would drive into down town.

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Too Radical. Don't like

Dislike and would change or add

Doesn't make sense

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue <i>(Current Trends scenario)</i>		
Affordable space for necessary services (e.g., car repair) <i>(Current Trends and Districts scenarios)</i>		
Boulder Community Health with nearby places for medical-related offices and small retail <i>(Districts scenario)</i>		
A new east/west connecting street (i.e., Walnut/48 th Street) <i>(Districts scenario)</i>		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. <i>(Districts scenario)</i>		Like a lot
Improvements to sidewalks and intersections <i>(Districts and Housing Choices scenarios)</i>		
Place for energy generation, recycling, eco-district <i>(Districts scenario)</i>		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods <i>(Housing Choices scenario)</i>		
More people walking and riding bicycles – make it safe and convenient <i>(Districts and Housing Choices scenarios)</i>		
Some new affordable, workforce housing north of Arapahoe Ave. <i>(Housing Choices scenario)</i>		
Flatiron Golf has new trails and community gardens, in addition to golf course <i>(Housing Choices scenario)</i>		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents <i>(Housing Choices scenario)</i>		
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

general mixed use
atmosphere

What should change?

more retail, food, grocery
and better flow to get
commuters out of town faster

2—How would you improve the draft Vision Statement?

More business centric focus

3—What ideas would you suggest for transportation enhancements and improving mobility?

more rapid connector routes for the business dense
areas such as Flatirons Park. More lanes of 7
to get out of town commuters out of the way

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

change is needed

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

business focus

Dislike and would change or add

Better transport + retail
closer to businesses, not just
on arapahoe,

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

Business need places to
grow, there is plenty of
housing already,

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends</i> scenario)	☹ ☹ ☹	more is needed
Affordable space for necessary services (e.g., car repair) (<i>Current Trends</i> and <i>Districts</i> scenarios)	☺ ☹ ☹	it would be nice but not a must have
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts</i> scenario)	☹ ☹ ☹	ease of access for people
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts</i> scenario)	☹ ☹ ☹	ease congestion on arapahoe
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts</i> scenario)	☹ ☹ ☹	very much needed, especially on 55 th
Improvements to sidewalks and intersections (<i>Districts</i> and <i>Housing Choices</i> scenarios)	☹ ☹ ☹	
Place for energy generation, recycling, eco-district (<i>Districts</i> scenario)	☺ ☹ ☹	not needed, already have elsewhere & close
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices</i> scenario)	☺ ☹ ☹	housing on 55 th is a bad idea, too industrial & the train
More people walking and riding bicycles – make it safe and convenient (<i>Districts</i> and <i>Housing Choices</i> scenarios)	☹ ☹ ☹	more & faster bus routes to where people work, not just up & down arapahoe
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices</i> scenario)	☺ ☹ ☹	Bad place for housing
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices</i> scenario)	☺ ☹ ☹	could go either way
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices</i> scenario)	☺ ☹ ☹	why just for residents?
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☹ ☹ ☹	as long as there is more lanes & better traffic flow
What other choices or ideas would you like to see?		more business focused



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Keep some industrial areas

What should change?

More Restaurants.

2—How would you improve the draft **Vision Statement**?

Don't include 55 ft, zero setback Buildings.

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

I bike alot, but don't live the mixed use path next to a 6 lane road. Too much cross traffic.

4—Do you have comments about the **future choices** (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Seems OK.

Dislike and would change or add

More Restaurants.

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

More Businesses = More Traffic.

Dislike and would change or add

Limit new office space.

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Can add some housing without making it as ugly as Boulder Junction. Needs some styling inline with Boulder, not all square, ugly Buildings.

Dislike and would change or add

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like ☹ = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☹ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☹ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☹ ☹ ☹	Small! Not another Boulder Junction
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☹ ☹ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☹ ☺ ☹	Small
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☹ ☹ ☹	Good Luck. With the traffic on Arap, it's really dangerous to bike.
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☹ ☹ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☹ ☹	Make the entire Golf course a park.
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☹ ☹ ☹	It's Always going to be a major traffic jam getting to /from Boulder
What other choices or ideas would you like to see?		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Avalon Ballrooms - growing!
Participatory dance!
Evening/late night transit

What should change?

2—How would you improve the draft Vision Statement?

Growth pay own way

3—What ideas would you suggest for transportation enhancements and improving mobility?

Congestion-based pricing for commuters & parking

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

needs more variety
B or C better

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Mixed use

Dislike and would change or add

Combine/
trade off
B and C

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Mixed use

Dislike and would change or add

Mixed use
reduce jobs/
housing
imbalance

--- Over ---

\$ make growth,
especially jobs
own way.

more mixed use

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☺ ☺	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☺ ☺	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☺ ☺	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☺ ☺	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☺ ☺	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☺ ☺	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☺ ☺	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☺ ☺	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☺ ☺	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☺ ☺	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☺ ☺	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☺ ☺	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☺ ☺ ☺	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

green space

What should change?

- more shops and restaurants
- bike lanes
- more parks

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

hub idea is a good one

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Does not beautify the area
services still limited

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		more in out of town
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		As long as it stays green why not give access to more people
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		huge!
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		Love!

What other choices or ideas would you like to see?

I think you should work on the BRT + some of the bike improvements now + come back to the land use when you are ready to zone/propose density that will support biking/walking/transit the TMP.



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Nothing

What should change?

The suburban style development + the 6 lane hwy

2—How would you improve the draft Vision Statement?

You are not being bold enough, If the time is not ready to do a bolder plan now, wait. Don't stick us with a lame suburban wasteland plan for the next 20yrs.

3—What ideas would you suggest for transportation enhancements and improving mobility?

Road diet

You can't make a liveable place with a 6 lane hwy down the middle

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Nothing

Dislike and would change or add

~~Not~~ Driveway, road, parking + 1 story bldgns.

What do you like or dislike about the ideas presented in Scenario B: Districts?

Dislike and would change or add

Not Bold enough

What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

Don't build more suburbia because you are afraid to bring up doing anything else, -- Over --

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

☺ = like
 😐 = neutral
 ☹ = dislike

For the future, I would like to see:

Comments and Ideas:

More light industry north of Arapahoe Avenue
 (*Current Trends scenario*)

☺ ☹ ☹

There does need to be some light industrial but with less parking

Affordable space for necessary services (e.g., car repair)
 (*Current Trends and Districts scenarios*)

☺ ☹ ☹

Don't let this be the storage space entry to Boulder

Boulder Community Health with nearby places for medical-related offices and small retail
 (*Districts scenario*)

☺ ☹ ☹

yes

A new east/west connecting street (i.e., Walnut/48th Street)
 (*Districts scenario*)

☺ ☹ ☹

yes- Road diet

Small shops, dining, offices and some apartments north of Arapahoe at 55th, along 55th St.
 (*Districts scenario*)

☺ ☹ ☹

Improvements to sidewalks and intersections
 (*Districts and Housing Choices scenarios*)

☺ ☹ ☹

complete trail connection on N. side Ar.

Place for energy generation, recycling, eco-district
 (*Districts scenario*)

☺ ☹ ☹

Small shops, dining, offices, and housing north of Arapahoe at 55th, along 55th St. in walk-friendly neighborhoods
 (*Housing Choices scenario*)

☺ ☹ ☹

It needs to be dense enough so people have place to walk to + interesting

More people walking and riding bicycles – make it safe and convenient
 (*Districts and Housing Choices scenarios*)

☺ ☹ ☹

yes - same as above! you don't get biking + walking w/o

Some new affordable, workforce housing north of Arapahoe Ave.
 (*Housing Choices scenario*)

☺ ☹ ☹

more housing people scaled places to walk + bike to

Flatiron Golf has new trails and community gardens, in addition to golf course
 (*Housing Choices scenario*)

☺ ☹ ☹

Golf courses are bad land use

Ecological restoration along ditches and near creeks; better access to nature for current and future residents
 (*Housing Choices scenario*)

☺ ☹ ☹

Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit

☺ ☹ ☹

What other choices or ideas would you like to see?

Everyone wants walking, biking + transit but unless you are willing to propose dense, close, interesting places to walk + bike to, you won't

How did you find out about this meeting? Notice from Staff

Contact info (optional) Name: _____

Address: _____

Email: _____

Phone: _____

Get that. Because you chose not to take a bold approach it is kind of worthless - you will never get there. Either get some political will or drop it + come back later



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

SENSE OF PLACE

2—How would you improve the draft Vision Statement?

DONT LIKE THE FUTURE GIVENS # 8
RETENTION WALL?

3—What ideas would you suggest for transportation enhancements and improving mobility?

BRT

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

6

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☐ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☐ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☐ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☐ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☐ ☹	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☐ ☹	BRT
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☐ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☐ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☐ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☐ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☐ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☐ ☹	2
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☐ ☹	

What other choices or ideas would you like to see?

BRT



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Affordable Retail - Thrift shops
Light industry

What should change?

Less big business
Remove smoke stacks from
Power plant

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

No restaurants, no retail
doesn't create a "district"

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

really like 55th & Arapahoe
district

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Same as B - like 55th & Arapahoe
district
Thoughtful mix of retail residential

Dislike and would change or add

Don't like residential North end
of 55th - too far from focus
of district - keep it on Arapahoe

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue <i>(Current Trends scenario)</i>	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) <i>(Current Trends and Districts scenarios)</i>	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail <i>(Districts scenario)</i>	☺ ☹ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) <i>(Districts scenario)</i>	☹ ☺ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. <i>(Districts scenario)</i>	☺ ☹ ☹	
Improvements to sidewalks and intersections <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Place for energy generation, recycling, eco-district <i>(Districts scenario)</i>	☹ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods <i>(Housing Choices scenario)</i>	☹ ☺ ☹	
More people walking and riding bicycles – make it safe and convenient <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. <i>(Housing Choices scenario)</i>	☹ ☹ ☺	
Flatiron Golf has new trails and community gardens, in addition to golf course <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

We need more RTD ROUTES
SO THERE IS LESS TRAFFIC HEADING
IN and OUT OF TOWN

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

WORK W/ RTD OR ROUTES COMING IN and OUT OF THE Boulder
JUNCTION

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

~~change B~~

Dislike and would change or add

DONT LIKE

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

I LIKE THIS BUT NEED
MORE ROUTES AROUND
PEARL EAST and FLATIRON
PARK

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

We need housing but we
need ROUTES so people
can live and work IN EAST
Boulder

Dislike and would change or add

~~use~~

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like ☹ = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☹ ☺ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☹ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☹ ☹	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☹ ☺ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☹ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☹ ☺ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☹ ☺ ☹	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue <i>(Current Trends scenario)</i>	☹ ☺ ☹	
Affordable space for necessary services (e.g., car repair) <i>(Current Trends and Districts scenarios)</i>	☹ ☺ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail <i>(Districts scenario)</i>	☹ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) <i>(Districts scenario)</i>	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. <i>(Districts scenario)</i>	☹ ☺ ☹	
Improvements to sidewalks and intersections <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Place for energy generation, recycling, eco-district <i>(Districts scenario)</i>	☹ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
More people walking and riding bicycles – make it safe and convenient <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. <i>(Housing Choices scenario)</i>	☺ ☺ ☹	No buildings over 2-3 stories !!!
Flatiron Golf has new trails and community gardens, in addition to golf course <i>(Housing Choices scenario)</i>	☺ ☹ ☹	The scenario playing out at Pearl is a nightmare!
Ecological restoration along ditches and near creeks; better access to nature for current and future residents <i>(Housing Choices scenario)</i>	☹ ☺ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☹ ☺ ☹	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe *Please provide your ideas.*

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

*increase sensible rapid transit & public transportation
increase bike friendly environment*

4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

*no additional housing if it
in any way resembles Pearl St
(east of 30th)*

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☹ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☹ ☹	THE HIGH DENSITY NEW CONSTRUCTION ALONG PEARL (EAST OF 30th) OPENED EYES. THIS TYPE OF DEVELOPMENT IS UNACCEPTABLE ALONG ARAP. ETC.
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☹ ☹	High Density PROBABLY THEREFORE UNACCEPTABLE
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	

What other choices or ideas would you like to see?

A COMPREHENSIVE QUESTION(S) TO RESIDENTS OF BOULDER, BOULDER COUNTY, LAFAYETTE, LOUISVILLE (AS SEPARATE ENTITIES) TO DETERMINE APPETITE FOR "GROWTH"



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

appreciate the proactive
Comprehensive Plan for
East Arapahoe development

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

specific plans/ details regarding
parking and mobility - cars

4—Do you have comments about the **future choices** (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

afraid that no plan for
area would result in
hodge-podge of buildings

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

like the concepts
presented - good variety -

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

How
dense will
the
55+
Arapahoe
housing be?

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

<i>For the future, I would like to see:</i>	<input type="radio"/> like <input type="radio"/> neutral <input type="radio"/> dislike	<i>Comments and Ideas:</i>
More light industry north of Arapahoe Avenue <i>(Current Trends scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Affordable space for necessary services (e.g., car repair) <i>(Current Trends and Districts scenarios)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Boulder Community Health with nearby places for medical-related offices and small retail <i>(Districts scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
A new east/west connecting street (i.e., Walnut/48 th Street) <i>(Districts scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	definite need!
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. <i>(Districts scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Improvements to sidewalks and intersections <i>(Districts and Housing Choices scenarios)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Place for energy generation, recycling, eco-district <i>(Districts scenario)</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods <i>(Housing Choices scenario)</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	housing needs to be less dense than what is at Boulder Junction
More people walking and riding bicycles – make it safe and convenient <i>(Districts and Housing Choices scenarios)</i>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	also need planned parking for older population
Some new affordable, workforce housing north of Arapahoe Ave. <i>(Housing Choices scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	not too dense
Flatiron Golf has new trails and community gardens, in addition to golf course <i>(Housing Choices scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents <i>(Housing Choices scenario)</i>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

Keep a height limit of 4 stories

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Mixed commercial with restaurants.

Dislike and would change or add

Don't force Eco-Pass on people that will not use it.

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

Dangerous housing next to train tracks.

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

☺ = like
 😐 = neutral
 ☹ = dislike

Comments and Ideas:

For the future, I would like to see:

More light industry north of Arapahoe Avenue
 (*Current Trends scenario*)

☺ ☹ ☹

Dense office space w/ parking

Affordable space for necessary services (e.g., car repair)
 (*Current Trends and Districts scenarios*)

☺ ☹ ☹

Boulder Community Health with nearby places for medical-related offices and small retail
 (*Districts scenario*)

☺ ☹ ☹

A new east/west connecting street (i.e., Walnut/48th Street)
 (*Districts scenario*)

☺ ☹ ☹

Small shops, dining, offices, and ~~some~~ apartments north of Arapahoe at 55th, along 55th St.
 (*Districts scenario*)

☺ ☹ ☹

Improvements to sidewalks and intersections
 (*Districts and Housing Choices scenarios*)

☺ ☹ ☹

Traffic light at MacArthur.
 Improved sidewalk MacArthur to 48th on Southside Arapahoe

Place for energy generation, recycling, eco-district
 (*Districts scenario*)

☺ ☹ ☹

Small shops, dining, offices, and ~~business~~ north of Arapahoe at 55th, along 55th St. in walk-friendly neighborhoods
 (*Housing Choices scenario*)

☺ ☹ ☹

More people walking and riding bicycles – make it safe and convenient
 (*Districts and Housing Choices scenarios*)

☺ ☹ ☹

Some new affordable, workforce housing north of Arapahoe Ave.
 (*Housing Choices scenario*)

☺ ☹ ☹

Flatiron Golf has new trails and community gardens, in addition to golf course
 (*Housing Choices scenario*)

☺ ☹ ☹

Ecological restoration along ditches and near creeks; better access to nature for current and future residents
 (*Housing Choices scenario*)

☺ ☹ ☹

Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit

☺ ☹ ☹

Current buses are fine, we don't need a BRT lane.

What other choices or ideas would you like to see?



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

FOCUS ON HIGH PAYING JOBS
SECTOR

What should change?

BETTER TRANSIT - ~~more~~ REGULAR
BUS SERVICE, SAFER BIKE/WALK
MORE SHOPS/SERVICES - FOOD,
DRY CLEANERS, DAY CARE
CLEAN UP LOOK OF LIGHT INDUSTRIAL

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

BRT GOOD, LOW NOISE LOW POLLUTING
SLOWER CAR SPEEDS, SAFER BIKING/WALKING

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

LOOKS GREAT W/ MORE TREES,
PEDESTRIAN FRIENDLY AREAS, PARKS

DON'T GO TOO FAR WITH
HEIGHT/DENSITY.

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	 = like  = neutral  = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	  	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	  	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	  	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	  	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	  	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	  	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	  	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	  	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	  	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	  	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	  	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	  	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	  	
<i>What other choices or ideas would you like to see?</i>		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

Glad to see the planning boards are looking at a comprehensive plan to handle growth well.

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

Consider all age populations and in addition to parking spots for bikes, etc. provide adequate parking for cars.

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

No, it needs planning.

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

Favor

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

Not sure

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and <u>some</u> apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		Take a picture of the apt built on 30 th Pearl and VW, never to replicate this on Arapahoe or any place else in Boulder.
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		Yes, but make sure you provide parking for cars.
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		
What other choices or ideas would you like to see?		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

The rural neighborhoods

What should change?

Nothing
All your changes bring increased congestion - IN THE FLOOD PLAIN

2—How would you improve the draft Vision Statement?

Let Boulder be rural along Arapahoe

3—What ideas would you suggest for transportation enhancements and improving mobility?

Your ideas bring lots of congestion —
leave us alone!

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

No new housing

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

Retail - don't need it!
Recycling center already exists!
No additional housing

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

HATE THIS OPTION!
This is a rural neighborhood!!!
This option's bring PEOPLE
--- Over ---
CARS + PARKING LOTS

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

😊 = like
 😐 = neutral
 ☹️ = dislike

For the future, I would like to see:

Comments and Ideas:

More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	😊 😐 ✗	Light industry is better than Housing.
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	😊 😐 ✗	We already have car repair
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	😊 ✗ ☹️	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	😊 😐 ✗	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	😊 ✗ ☹️	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	😊 😐 ☹️	IT IS FINE TO improve sidewalks, but NOT if it means OPTION C !! or B!
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	😊 😐 ✗	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	😊 😐 ✗	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	😊 😐 ☹️	We already have lots of people walking + riding bicycles
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	😊 😐 ✗	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	😊 😐 ✗	Leave The golf course alone
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	😊 😐 ✗	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	😊 😐 ☹️	This is a nice idea, but NOT if it means high rise development

What other choices or ideas would you like to see?

I live on one acre of land on Old Tale, just 3 houses from Arapahoe - I would like to see parks, but definitely NOT high rise housing on Arapahoe -



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Light industry uses are good, but can actually be integrated with higher density + residential. I'd love to live in a place where people are making things.

What should change?

NEED MORE PEOPLE. Sticking w/ the 4300 jobs/residents is TOTALLY USELESS, and makes this whole exercise a waste of everyone's time.

2—How would you improve the draft Vision Statement?

maintaining current use intensity is incompatible w/ most of the Vision. "Socially Thriving", "Livable" "sustainable" "safe" "connected". Good luck. It's a freeway surrounded by parking craters.

3—What ideas would you suggest for transportation enhancements and improving mobility?

slow traffic on Arapahoe down! virtually impossible to cross now. Make it easier. Real BRT!

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

basically nothing. This development pattern is why the US is fat, broke, and dependent on oil.

Dislike and would change or add

If we can't fix the land use intensity out here, just STOP. Get the BRT in and leave the area alone rather than waste

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

a bunch of time to make a lousy plan. Maybe focus on the area between TVAP + East CU.

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

mix of uses would be better, but not much.

Dislike and would change or add

add 10,000 to 30,000 more jobs/people.

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		good if intensified
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		We can provide these amenities so much more space efficiently.
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		yes! break up the impermeable super blocks!
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		<p>NONE OF THESE MAKE SENSE W/O MUCH HIGHER LAND USE INTENSITY</p>
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		Not going to happen w/o increasing intensity a bunch.
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		how about 10,000 dwelling units?
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		I hate golf courses.
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		Sure. Keep the greenways green, don't build in high hazard zones. Pub.
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		What's the point if we don't allow lots more people and activity to inhabit the area?
What other choices or ideas would you like to see?		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe *Please provide your ideas.*

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	have to accommodate some where have been good neighbor
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☺ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☹ ☺ ☹	good paying jobs environmental steward
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	never thought about it
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	✖ ✖ ☹ ☺ ☹	demographic wld support shopping & dining
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☹ ☺ ☹	desperately needed
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☹ ☺ ☹	nurture these uses
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☹ ☺ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☹ ☺ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	It's still a key artery, and St. Need to accommodate all modes

What other choices or ideas would you like to see?

what I think is missing is explaining to existing residents how the evolution of Arapahoe can positively impact them

make linkage to how families will benefit from transit / m/b / densification



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe *Please provide your ideas.*

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

opportunities for startup businesses to incubate their biz plan in an affordable space, especially for businesses associated with Recycle Row

What should change?

Alternative transportation and amenities for area workforce improvements would be great

2—How would you improve the draft **Vision Statement**?

It's all there – what gets out as we move forward is the key.

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

Bike Share, finishing the connections between bike paths and walkways

4—Do you have comments about the **future choices** (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

affordable warehouse space

Dislike and would change or add

no neighborhood feel, not pretty, east county car commuting puts pressure on all modes of transport in the neighborhood

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

better amenities for area workforce

Dislike and would change or add

any planned development necessarily increases rental rates

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

at some point a developer will try to put in housing, so very important to plan it.

Dislike and would change or add

would need to really prioritize affordable warehouse rent, perhaps like affordable housing program. How that works with market forces like pot grow operations I'm not sure!

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
For the future, I would like to see:		
More light industry north of Arapahoe Avenue (Current Trends scenario)	☺ ☐ ☹	more isn't necessarily as important as affordable space for new biz incubation
Affordable space for necessary services (e.g., car repair) (Current Trends and Districts scenarios)	☺ ☐ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (Districts scenario)	☺ ☐ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (Districts scenario)	☺ ☐ ☹	not sure this is worth messing with S. Boulder Creek greenway
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (Districts scenario)	☺ ☐ ☹	
Improvements to sidewalks and intersections (Districts and Housing Choices scenarios)	☺ ☐ ☹	
Place for energy generation, recycling, eco-district (Districts scenario)	☺ ☐ ☹	Prioritize the services of Recycle Row, including expansion
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (Housing Choices scenario)	☺ ☐ ☹	I think this would significantly increase warehouse lease rates
More people walking and riding bicycles – make it safe and convenient (Districts and Housing Choices scenarios)	☺ ☐ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (Housing Choices scenario)	☺ ☐ ☹	If housing is added, it should prioritize housing for the area workforce
Flatiron Golf has new trails and community gardens, in addition to golf course (Housing Choices scenario)	☺ ☐ ☹	interesting idea ...
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (Housing Choices scenario)	☺ ☐ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☐ ☹	
What other choices or ideas would you like to see?		Simple improvements such as plowing the multi-use path east of 55 th and working on bike and ped connections would help a lot.



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

LOW HEIGHT OF BLDGS
NO 55' BUILDINGS
KEEP VIEWS

What should change?

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

Have most of the transportation design in place before all of the housing.

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☹ ☹	SOME APARTMENTS - NO BIG 55' COMPLEXES.
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☹ ☹	Housing Housing NOT 55' HIGH. KEEP TO 35' WITH SETBACKS.
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	Probably won't really happen. People need cars.
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☹ ☹	Developers will just build expensive places & give \$ to the city for affordable somewhere else.
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	WHAT ABOUT COMMUTERS FROM EAST OF BOULDER? THEY USE ARAPAHOE.
What other choices or ideas would you like to see?		HOLD ON THIS UNTIL THE COMPREHENSIVE PLAN IS DONE.



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

less pot

2—How would you improve the draft Vision Statement?

It's too broad

3—What ideas would you suggest for transportation enhancements and improving mobility?

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

people can still buy houses with land that don't start @ \$1M. It's more affordable for Boulder

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

my favorite option

Dislike and would change or add

make it a special trip to E Blvd - not more housing

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

It makes me nervous w/ existing traffic issues

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		needs more food options
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		enough of those already
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		flood mitigation would be my first choice
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?

Jim. concerned this whole development will snowball into another sub city & the roads cant handle it.



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

hard edge for development @ east edge of city.
should be very clear when you have entered Boulder

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

make any new side streets in the area narrow - like in downtown/the Hill
no 50' curb to curb side streets. reduce setbacks, make the buildings form an outdoor room

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

not much.

Dislike and would change or add

It stinks for biking

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

More housing

--- Over ---

I support some mixed these two options

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ☹ ☹	but w/ less surface 
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☹ ☺ ☹	but w/ less parking
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☺ ☹ ☹	YES YES YES
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺ ☹ ☹	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	Yes Yes Yes
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☺ ☹ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ☹ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☹ ☹	but get rid of Golf course
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺ ☹ ☹	turn into Sports Fields
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	
What other choices or ideas would you like to see?		



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Do Not Bring in big buildings
Keep this as a transition of
low density, low height
buildings

What should change?



2—How would you improve the draft **Vision Statement**?

NO BRT
NO Big Buildings

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

4—Do you have comments about the **future choices** (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

I like Keeping things
as is. Maybe add a
few 2-3 story office Bldgs
A couple of restaurants

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Deceptive - Planning
Board member said -
"Don't do visuals with 55 ft
Buildings that will only upset the public"

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Outrageous - I
don't want to live in
a Jetson City

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

😊 = like
 😐 = neutral
 ☹️ = dislike

For the future, I would like to see:

Comments and Ideas:

More light industry north of Arapahoe Avenue
 (*Current Trends scenario*)

☹️ 😐 😐

Affordable space for necessary services (e.g., car repair)
 (*Current Trends and Districts scenarios*)

😊 ☹️ ☹️

Boulder Community Health with nearby places for medical-related offices and small retail
 (*Districts scenario*)

☹️ 😐 ☹️

A new east/west connecting street (i.e., Walnut/48th Street)
 (*Districts scenario*)

😊 😐 ☹️

Small shops, dining, offices and some apartments north of Arapahoe at 55th, along 55th St.
 (*Districts scenario*)

😊 😐 ☹️

Don't lump together Dining, offices, small shops OK but no more housing

Improvements to sidewalks and intersections
 (*Districts and Housing Choices scenarios*)

😊 ☹️ ☹️

No yellow flashing lights

Place for energy generation, recycling, eco-district
 (*Districts scenario*)

😊 ☹️ ☹️

Small shops, dining, offices, and housing north of Arapahoe at 55th, along 55th St. in walk-friendly neighborhoods
 (*Housing Choices scenario*)

😊 😐 ☹️

Don't lump

More people walking and riding bicycles – make it safe and convenient
 (*Districts and Housing Choices scenarios*)

😊 ☹️ ☹️

Some new affordable, workforce housing north of Arapahoe Ave.
 (*Housing Choices scenario*)

😊 😐 ☹️

Flatiron Golf has new trails and community gardens, in addition to golf course
 (*Housing Choices scenario*)

😊 ☹️ ☹️

They just put 2,000,000 into 58 in ideas - Not changing golf course

Ecological restoration along ditches and near creeks; better access to nature for current and future residents
 (*Housing Choices scenario*)

☹️ 😐 ☹️

Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit

😊 😐 ☹️

NO trees Keep View of Mts. Won't be attractive with Bart down the middle

What other choices or ideas would you like to see?

Allow public to speak at these meetgs. Planning Dept Does there sell why not allow residents to speak!!



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

Golf Course All 18 holes -
 A water retention isn't the
 answer - the water flowing
 under Arapahoe to creek is
 needed

What should change?

A park and low density
 housing and a small
 number shops -
Nothing over 3 stories

2—How would you improve the draft Vision Statement?

VERY AGAINST Flatirons
 having ANY FLOOD MITIGATION!!!

3—What ideas would you suggest for transportation enhancements and improving mobility?

Better sidewalks / Bike lane options

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

No change to Flatirons golf course
especially Flood Mitigation

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

No Building over 3 stories

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺☹☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺☹☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	☺☹☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	☹☹☺	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	☺☹☹	3 story limit
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	☺☹☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	☹☹☺	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	☺☹☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	☺☹☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☹☹☺	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☹☹☺	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	☺☹☹	
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit	☺☹☹	
<i>What other choices or ideas would you like to see?</i>		



Oct. 27, 2014 Workshop – Comment Form

Envision East Arapahoe *Please provide your ideas.*

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

It plays for the community's future needs. -Timing can remain flexible & adapt to shifts

Dislike and would change or add

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see: ☺ = like
☹ = neutral
☹ = dislike **Comments and Ideas:**

More light industry north of Arapahoe Avenue
(Current Trends scenario) ☺ ☹ ☹

Affordable space for necessary services (e.g., car repair)
(Current Trends and Districts scenarios) ☺ ☹ ☹

Boulder Community Health with nearby places for medical-related offices and small retail
(Districts scenario) ☺ ☹ ☹ *Vitality important for community future health needs*

A new east/west connecting street (i.e., Walnut/48th Street)
(Districts scenario) ☺ ☹ ☹

Small shops, dining, offices and some apartments north of Arapahoe at 55th, along 55th St.
(Districts scenario) ☺ ☹ ☹

Improvements to sidewalks and intersections
(Districts and Housing Choices scenarios) ☺ ☹ ☹

Place for energy generation, recycling, eco-district
(Districts scenario) ☺ ☹ ☹

Small shops, dining, offices, and housing north of Arapahoe at 55th, along 55th St. in walk-friendly neighborhoods
(Housing Choices scenario) ☺ ☹ ☹

More people walking and riding bicycles – make it safe and convenient
(Districts and Housing Choices scenarios) ☺ ☹ ☹

Some new affordable, workforce housing north of Arapahoe Ave.
(Housing Choices scenario) ☺ ☹ ☹ *Housing displaces on connecting*

Flatiron Golf has new trails and community gardens, in addition to golf course
(Housing Choices scenario) ☺ ☹ ☹

Ecological restoration along ditches and near creeks; better access to nature for current and future residents
(Housing Choices scenario) ☺ ☹ ☹

Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit
☺ ☹ ☹

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

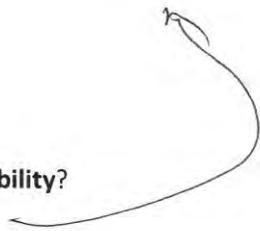
What should remain?

What should change?

NEED NORTH - SOUTH
~~CONNECTION~~ PEDESTRIAN / BIKE
CONNECTION FROM E. ARAP
TO BOULDER JUNCTION
(IN ADDITION TO 30TH)

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?



4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		?
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

Less surface parking.

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

Protected bike lane on Arapahoe + traffic calming / lower speed limits.

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

Too suburban, not dense enough.
No emphasis on walkable neighborhoods.
Too reliant on driving.

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

Emphasis on 15-min neighborhoods!
Less reliance on cars would probably reduce
Arapahoe traffic.
More parks!
This is the best plan. :)

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ✗ ☹	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ✗ ☹	Would be nice to de-emphasize surface parking for these things. Area around Subaru/Acura for example is terrible.
Boulder Community Health with nearby places for medical-related offices and <u>small retail</u> (<i>Districts scenario</i>)	✗ ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	✗ ☺ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	✗ ☺ ☹	More housing density! More people to walk to all these wonderful things!
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	✗ ☺ ☹	Wide sidewalks that accommodate bikes everywhere would be great if there's not going to be an on-street bike lane.
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	✗ ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	✗ ☺ ☹	Better walkable neighborhoods ^{would fix} is #1 thing I dislike about this area. Need to be able to walk to groceries, drug stores, etc.
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	✗ ☺ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	✗ ☺ ☹	I'd love more density in general. More density = more people to support walkable neighborhoods.
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	✗ ☺ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	✗ ☺ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	✗ ☺ ☹	2 lanes + bike lane would be wonderful!

What other choices or ideas would you like to see?



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

EA

What should change?

BRT corridor

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the “menu” of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

Inefficient use of land
poor connectivity

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

more diverse/mixed land uses
more restaurants/retail will decrease
number of trips to 29th for lunch
this will help lessen traffic in a
congested area

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

more housing within city, reduces
in-commutes + VMT

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	😊 = like 😐 = neutral ☹️ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	😊 😐 ☹️	
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	😊 😐 ☹️	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	😊 😐 ☹️	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	😊 😐 ☹️	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	😊 😐 ☹️	
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	😊 😐 ☹️	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	😊 😐 ☹️	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	😊 😐 ☹️	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	😊 😐 ☹️	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	😊 😐 ☹️	
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	😊 😐 ☹️	This would make for more efficient use of the land
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	😊 😐 ☹️	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	😊 😐 ☹️	
<i>What other choices or ideas would you like to see?</i>		



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

It should remain a major
ent. into the wk from the east
as Lafayette, Erie, Fremont, etc. are
integrated into the work

What should change?

BRT + greater walkability
55th St. or Cypress needs
better bus service.

2—How would you improve the draft Vision Statement?

Major poles are the parking lot in back of bank on 55th + Arapahoe
(New side) Some restaurants may be coming in but it looks
so ready for improvements. That new site is slighted.

3—What ideas would you suggest for transportation enhancements and improving mobility?

1. Reduce speed limit to 40
2. Remove stop sign on 47th - Improve light 5x into BRT
3. ↑ transit + walkability

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

If Nanopa ↑ its campus +
makes it more aesthetically
appealing. That would be great but
no control over the University

Dislike and would change or add

May appear organic but is an
approach Houston-style zoning
which is not good

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

The concept of "districts" is
a good one

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Diversity of housing

Dislike and would change or add

Prefer concept of "districts"
better

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)	☺ ● ☹	Wish index by can be very sophisticated and innovative
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)	☺ ☺ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)	● ☺ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)	● ☺ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)	● ☺ ☹	Height levels of bldgs are critical
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)	● ☺ ☹	
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)	● ☺ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)	● ☺ ☹	
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)	● ☺ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)	☺ ● ☹	Hopefully not in huge building up to sidewalk like Boulder Jct.
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)	☺ ☺ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)	● ☺ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ● ☹	It should of course be safe + attractive - "blvd." may make the street less useful
What other choices or ideas would you like to see?		
There are some mistakes, i.e. scale of building, scale of architecture in Boulder Jct. That it would be advisable to learn from and avoid		



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

More arts organizations, to complement Boulder Digital Arts, video station, pro photo rental

2—How would you improve the draft Vision Statement?

3—What ideas would you suggest for transportation enhancements and improving mobility?

more pedestrian crosswalks for Ball employees, etc. to cross Arapahoe safely

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?

More arts + cultural organizations



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

2—How would you improve the draft **Vision Statement**?

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

4—Do you have comments about the **future choices** (i.e., scenarios)? *(Note: The back side contains the “menu” of ideas)*

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

--- Over ---

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

<i>For the future, I would like to see:</i>	☺ = like 😐 = neutral ☹ = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue <i>(Current Trends scenario)</i>	☺ ☹ ☹	Better Support 1) Medical zoning as a primary use in the corridor to Walnut - providing access to 48th St. another 2) Connection of 48th St. to Walnut - providing access to Bette's housing 3) More commercial + housing options in the corridor 4) Enhanced walking, biking, transit opportunities in the corridor. 5) Open to Joint Campus opportunities with Ball Corp. → truck allowed in the area near hospital. 6)
Affordable space for necessary services (e.g., car repair) <i>(Current Trends and Districts scenarios)</i>	☺ ☹ ☹	
Boulder Community Health with nearby places for medical-related offices and small retail <i>(Districts scenario)</i>	☺ ☹ ☹	
A new east/west connecting street (i.e., Walnut/48 th Street) <i>(Districts scenario)</i>	☺ ☹ ☹	
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. <i>(Districts scenario)</i>	☺ ☹ ☹	
Improvements to sidewalks and intersections <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Place for energy generation, recycling, eco-district <i>(Districts scenario)</i>	☺ ☹ ☹	
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
More people walking and riding bicycles – make it safe and convenient <i>(Districts and Housing Choices scenarios)</i>	☺ ☹ ☹	
Some new affordable, workforce housing north of Arapahoe Ave. <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
Flatiron Golf has new trails and community gardens, in addition to golf course <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
Ecological restoration along ditches and near creeks; better access to nature for current and future residents <i>(Housing Choices scenario)</i>	☺ ☹ ☹	
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit	☺ ☹ ☹	
What other choices or ideas would you like to see?		

Glad to participate!



Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

Connections and features to make walking + cycling safer and more convenient for visitors and residents.

2—How would you improve the draft **Vision Statement**?

2) Add a shared-use path parallel to the BNSF rail line.

3—What ideas would you suggest for **transportation enhancements and improving mobility**?

1) Bicycle and limited stop express service of the JUMP would provide versatile options to travel along and beyond Arapahoe Avenue.

4—Do you have comments about the **future choices** (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in **Scenario A: Current Trends**?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in **Scenario B: Districts**?

Like

Dislike and would change or add

C. What do you like or dislike about the ideas presented in **Scenario C: Housing Choices**?

Like

Dislike and would change or add

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		Essential!
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		Most essential!
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive "boulevard" with street trees, noise buffering, safe speeds and transit		

What other choices or ideas would you like to see?

- A) Bike sharing installed in strategic locations for making short trips along and outside the Arapahoe corridor.
- B) Express RTD bus routes with key stops on Arapahoe.



Envision East Arapahoe

Oct. 27, 2014 Workshop – Comment Form

Please provide your ideas.

1—What are your general comments and ideas for the future of the East Arapahoe area?

What should remain?

What should change?

KEEP TRAFFIC LANES AS IS - DO NOT ADD LANES / EXCEPT BIKE COMMUTING LANES
ESTABLISH A CONNECTION BTWN. ARAPAHOE AVE. and PEARL STREET - CLOSE TO BOTH.

2—How would you improve the draft Vision Statement?

MINIMIZE ADDITIONAL RESIDENTIAL UNITS... EXCEPT IMMEDIATELY ADJAZENT TO ARAPAHOE.

3—What ideas would you suggest for transportation enhancements and improving mobility?

SEE #1 ABOVE

4—Do you have comments about the future choices (i.e., scenarios)? (Note: The back side contains the "menu" of ideas)

A. What do you like or dislike about the ideas presented in Scenario A: Current Trends?

Like

Dislike and would change or add

B. What do you like or dislike about the ideas presented in Scenario B: Districts?

Like

Dislike and would change or add

EMPHASIS 55TH NEIGHBORHOOD CENTER

C. What do you like or dislike about the ideas presented in Scenario C: Housing Choices?

Like

Dislike and would change or add

EMPLOYEE HOUSING IS GOOD!

MENU OF IDEAS: Please tell us what you like or dislike about the ideas in the future scenarios.

For the future, I would like to see:	= like = neutral = dislike	Comments and Ideas:
More light industry north of Arapahoe Avenue (<i>Current Trends scenario</i>)		
Affordable space for necessary services (e.g., car repair) (<i>Current Trends and Districts scenarios</i>)		
Boulder Community Health with nearby places for medical-related offices and small retail (<i>Districts scenario</i>)		
A new east/west connecting street (i.e., Walnut/48 th Street) (<i>Districts scenario</i>)		AT BCH / BAW BROTHERS
Small shops, dining, offices and some apartments north of Arapahoe at 55 th , along 55 th St. (<i>Districts scenario</i>)		
Improvements to sidewalks and intersections (<i>Districts and Housing Choices scenarios</i>)		
Place for energy generation, recycling, eco-district (<i>Districts scenario</i>)		
Small shops, dining, offices, and housing north of Arapahoe at 55 th , along 55 th St. in walk-friendly neighborhoods (<i>Housing Choices scenario</i>)		
More people walking and riding bicycles – make it safe and convenient (<i>Districts and Housing Choices scenarios</i>)		
Some new affordable, workforce housing north of Arapahoe Ave. (<i>Housing Choices scenario</i>)		
Flatiron Golf has new trails and community gardens, in addition to golf course (<i>Housing Choices scenario</i>)		
Ecological restoration along ditches and near creeks; better access to nature for current and future residents (<i>Housing Choices scenario</i>)		
Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit		
<i>What other choices or ideas would you like to see?</i>		

October 28, 2014 Study Session Summary on Envision East Arapahoe (for review and approval on 1/20/15)

PRESENT

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

Staff members: Jane S. Brautigam, City Manager; Susan Richstone, Deputy Director of Community Planning and Sustainability; Lesli Ellis, Comprehensive Planning Manager; Kathleen Bracke, GO Boulder Manager; Sam Assefa, Senior Urban Designer

STUDY SESSION SUMMARY

The Mayor introduced the topic and informed the group that the purpose of the meeting was to provide input on the scenarios and next steps for staff.

City staff provided information on the purpose and key elements of the scenarios including some of the assumptions behind the scenarios, their “menu” of choices, community engagement to date, and next steps. Staff also provided transportation background for the scenarios and opportunities along East Arapahoe. City staff is framing these opportunities in the context of the recently updated Transportation Master Plan and working to integrate planning with regional transportation opportunities such as RTD’s planned arterial Bus Rapid Transit (BRT) along the East Arapahoe/SH7 corridor.

During the presentations, council members asked questions regarding the correlation between jobs and housing and how staff is analyzing the buildout potential for the area. Staff responded that buildout is based on current zoning, with efficiency factors built in accounting for barriers like floodplain. Staff has preliminary information on scenarios and will provide a full report of the methodology and assumptions related to scenarios during the next steps of the project.

Discussion Summary

The following are the key elements from the discussion:

General Comments

- Several council members stated that this project is important, and that change will occur on this corridor whether the city plans for it or not. If we don’t plan for it, the people that live and work in the area may not be happy with the outcomes. Maintaining current trends is not a desirable option and may preclude other opportunities.
- The city has a lot of public investments and assets along the corridor (e.g., trails, golf, Sombrero Marsh, Recycle Row) – we should celebrate those, build from them, and better connect them.
- Several council members expressed that overall the project and scenarios are on the right track. Need to understand how the components tie together and need to look at targeted changes.
- This project allows for facilitating annexations. We talk about this but do not see a lot of annexations because it is expensive. There is an excellent opportunity with storage unit facilities to annex for better potential uses.
- The 1995 North Boulder Subcommunity Plan is a good example where neighbors wanted a say in the future. The community embraced the tasks and became stronger with a cohesive vision.
- Valmont Power Plant is not a part of this project, but it will have a big influence on the future of this area.
- Boulder Valley School District (BVSD) employment is an opportunity – this should be noted on the project maps.

Comments on the Scenarios

- Several council members stated that the scenarios are not quite bold enough but a good starting point.
- Several council members noted that the scenarios should be viewed as a menu of options to assemble for preferred outcomes.
- Some council members expressed support for concepts in Scenario B as a health and arts district – it addresses a lot from the primary employer study (Economic Sustainability Strategy). Other council members preferred concepts of housing presented in Scenario C.

- The East Arapahoe corridor has a lot of 1970s industrial zoning with 0.5 Floor Area Ratio (FAR). We need to understand what happens if that changes. One option is to facilitate incremental change more slowly over time. Wholesale rezoning may not be appropriate at this time.
- The indicators are important, but it is unclear how they will be quantified. This could be particularly important if we do include other amenities along with housing. (Note: Staff will present quantified indicators with the scenarios analysis.)

Community Engagement Comments

- Several council members stated that citizen engagement is an integral part of this planning effort and it is important that the community takes ownership of the project. The success of the process comes out of how well the city engages with the public. Specifically, it's important to coordinate with Naropa, Ball, and Boulder Community Health.
- The city needs to better understand which neighborhoods to involve. The residents on the south side of East Arapahoe have an interest but we need to weigh their input with others more directly affected by what happens in the industrial areas.

Housing Comments

- One council member posed the question - can we encourage development of nodes without additional housing? The Gunbarrel Town Center is a good example. The community wanted more amenities without the intensity and arrived at compromise to add additional housing.
- Several council members expressed that the corridor needs some housing, and this should be a component of the planning effort. However, there were mixed opinions on whether or not additional housing would work in this area, and what type of housing is appropriate.
- One council member posed the question - if we provided more housing options, how many existing employees working in Boulder but living outside the city might choose to move to Boulder? Staff responded that the city will use information from Housing Boulder to inform housing choices around this issue. As part of the Housing Boulder project, a variety of employers have been involved in identifying housing needs.

Land Use, Design, and Amenities Comments

- Several council members expressed that the corridor needs more amenities and a better mix of land uses to foster a place to live, work, and recreate, or a "critical mass".
- The corridor should bring in more retail to further the goal of "20-minute" neighborhoods. Bring in neighborhood serving retail and services on the corridor, rather than attempting to make it a regional retail draw. This is important so the corridor does not compete with other areas in town.
- Several council members indicated an interest in visualizing potential changes along the corridor to inform policy choices.
- The city has very few large employers like Boulder Community Health (BCH). The East Arapahoe corridor needs places where people would want to walk to work and have an opportunity to get to the service industrial. A combination of housing with commercial strengthens the retail sector.
- In general, as the city explores different land use mixes we need to understand the corresponding amenities needed along the corridor and what makes a great neighborhood.
- Several council members expressed interest in exploring a form based code, pattern book, or overlay district – either targeted to one area or a larger area along the corridor – to achieve the urban form desired by the community.
- Throughout the process the city should keep in mind how the design of this area affects 28th and 30th streets (e.g., the Sustainable Streets and Centers initiative).

Service Industrial Comments

- Several council members noted that continued affordability of service industrial is important and should be part of this project and present across all scenarios. Industrial commercial start ups are important. These uses serve an important community purpose. Many of these businesses will not be able to afford new buildings.
- Much of East Arapahoe commercial space is really important but tired. Focus needs to stay on commercial, service industrial, and the ability for people to start small businesses.

Transportation Comments

- Several council members noted how this corridor is particularly challenging for pedestrians and bicyclists, and this project should address the challenges.

- Several council members expressed interest in the Bus Rapid Transit (BRT) concept. In particular, this presents an opportunity to show that Bus Rapid Transit (BRT) can work with a lot of local influence.
- One council member posed the question - how will we negotiate with Colorado Department of Transportation (CDOT)? We have worked on other corridors with CDOT. City staff responded that this issue is part of the analysis, and staff is working closely with partners such as CDOT and the Regional Transportation District (RTD) to determine what is possible.
- Several council members noted that next steps should focus on transportation safety issues along the corridor.

Comments on Medical Uses near Boulder Community Health

- Several council members noted that next steps should emphasize timely topics like medical office uses near Boulder Community Health. Prioritize working on those now.
- Staff should analyze and propose options to address medical uses around BCH in the short term. For example, council received a letter from a local doctor noting that patients and staff are driving several times per day after the BCH move.



Envision East Arapahoe

Survey Results

Oct. 15, 2014 to Dec. 31, 2014

envisioneatarapahoe.com

Survey (Online and Print)

Below are the results from the survey that was distributed during the public workshops and listening sessions. A link to the online version of the print survey (with identical questions) was placed on the project website and distributed via email.

Question 1

(Answered: 79, Skipped: 28)

What should remain?

Question 1: Response	
1	Golf course, office and industrial uses.
2	Anything that's there now and is contributing to the community
3	Flatirons Golf Course!!!!!!
4	Open space, trails, small residential streets.
5	Perhaps everything if that is what the current residents choose.
6	hospital; Ball; Vo-Tech; multi-use bike path
7	You need to leave things alone until a definitive purpose can be defined. Nothing developed thus far provides the opportunity for home purchase. You are changing the demographics of this community building a dense load of rental properties and enriching investor/developers. You are ruining the character of Boulder and eliminating community.
8	Existing mixed use walking/bicycle trails are adequate. No new underpasses (crossing Foothills parkway south of Valmont) are needed. There are a sufficient number now and many existing underpasses (Arapahoe and Foothills pkwy for example) are prone to frequent flooding.
9	Service industrial is important. Greenways and open spaces should be kept and enhanced - better connected
10	Keep traffic lanes as is - do not add lanes/ except bike commuting lanes
11	It should remain a major entry into the city from the east and Lafayette, Erie, etc.
12	Golf Course ALL 18 holes - a water retention isn't the answer - the water flowing under Arapahoe to creek is needed
13	Do not bring in big buildings. Keep this as a transition of low density, low height buildings.
14	Low height of bldg's. No 55' buildings. Keep views!
15	Opportunities for startup businesses to incubate their biz plan in an affordable space, especially for businesses associated with Recycle Row.
16	Light industry uses are good but can actually be integrated with higher density residential. I'd love to live in a place where people are making things.
17	The rural neighborhoods.
18	Good to see the planning boards are looking at a comprehensive plan to handle growth well.
19	Focus on high paying job sector.
20	Keep a height limit of 4 stories.
21	The golf course
22	The existing natural areas, along the creek and the drainage sloughs. And existing industrial uses are fine.
23	Golf course and the businesses that are there now.
24	Affordable retail - thrift shops, light industry
25	Nothing
26	Green Space

	Question 1: Response
27	Avalon Ballrooms - growing! Participatory dance! Evening/late night transit
28	Keep some industrial areas
29	General mixed use atmosphere
30	This area is a business engine for Boulder. Reasonable rent for start ups. Look how breweries and coffee have taken hold.
31	Service businesses, now that they have been kicked out of the 30th and Pearl area.
32	Most of what is there on W. side of 55th and Flatiron Industrial Park. Service Industrial
33	Appreciate the proactive Comprehensive Plan for East Arapahoe development.
34	The existing housing and neighborhoods
35	multi-use path, bus service, b-cycle stations
36	This is one of the main thoroughfares into Boulder from the East. It must remain so but how to make it more pedestrian and bike friendly? Restaurants and food establishments are the only vibrant area around the major intersection of 55th and Arapahoe. It's hard to get into and park at lunch time. This type of retail needs to expand along this corridor. Strip mall to the west of this area is not intensively frequented.
37	This is one of the main thoroughfares into Boulder from the East. It must remain so but how to make it more pedestrian and bike friendly? Restaurants and food establishments are the only vibrant area around the major intersection of 55th and Arapahoe. It's hard to get into and park at lunch time. This type of retail needs to expand along this corridor. Strip mall to the west of this area is not intensively frequented.
38	Light industrial sites. Boulder needs to have them somewhere.
39	Boulder Dinner Theater, appreciation of the more rural aspects of surrounding community
40	The Golf Course
41	some light industrial
42	"This entire area needs to be designated a ""Quiet Zone." The train crossing intersections have gates. That should be sufficient.
43	local business, residential neighborhoods, schools This is a strong family neighborhood!
44	Boulder Dinner Theater Low cost industrial space
45	~Quiet neighborhoods and family feel ~
46	Quality employment and living structures and places such as Foothills Hospital, Riverbend, Viewpoint, Naropa, Flatirons golf course, neighborhoods to south of Arapahoe, apartments and condos, Boulder Dinner Theater, Ball Bros, limited size and waste generation of recycling row, CU Research park, pleasing and comfortable and grounds at Jewish Community Center property, open space at and around Sombrero marsh.
47	Small businesses and services for people who work and/or already live along Arapahoe Ave east of Foothills Parkway.
48	new pubs and new dining options that have recently opened along Arapahoe, as well as some that have been there awhile, such as Ozo and Snarf's. Dated red brick buildings should get a face-lift.
49	The current mixture of small manufacturing and retail in the areas around Conestoga and east to Naropa should remain. We can't keep driving those businesses out of Boulder. We don't need high density housing east of 55th, especially if it looks like North Boulder or Pearl Street east of 30th with tall buildings built right up to the sidewalk. If the car dealers want to remain, they should have that choice. Don't drive them off with new restrictive zoning, or cause them to sell with new permissive zoning that would make it so attractive to sell to dense residential developers that they move out. If you want incubator businesses, you need to allow the ""not beautiful"" architecture to remain. Do keep setbacks from the sidewalk-- Peloton is tight but at least not on the sidewalk like Broadway north of Violet. It is not the city's job to provide shopping or restaurants. Let the marketplace do that. Most, if not all of the the flood plain/open space at the golf course should remain.
50	Everything

Question 1: Response	
51	The present configuration.
52	I like east Arapahoe the way it is, rural and quiet!!!
53	I like having space for restaurants like Basta, Fate, and Bru and love having Ozo (would like to have more coffee shops and restaurants). I don't love all of the strip malls they are housed in, but I do feel like they should get first choice of the new commercial space. I want more of a neighborhood feel in that area, as more and more homes and apartments will be built along Arapahoe. I like mixed use spaces like the Peloton and the new apartments going in downtown on Pearl Street (and near 30th and Pearl). I think the bike path needs to connect better to the area, so have a dedicated off-street bike path on Arapahoe and/or make the bike path on Pennsylvania connect all the way through to the path that goes under 55th.
54	Good mix of residential and commercial. Limit commercial on side-streets off of Arapahoe
55	It's hard to say. Love access to Boulder Creek Path and other biketrails, but they are good for recreation. I love Arapahoe Animal, Dinner Theater, sometimes go to PICA's and the liquor store, but have to drive, too far of a walk, and would not bike. More community oriented, places for kids to visit, but do not enjoy walking along Arapahoe, too much busy traffic, not really safe for little ones, noisy, dirty, car exhaust.
56	Flexibility of business development.
57	Most of the present structures should remain.
58	The service industrial uses that serve Boulder residents should remain. The peaceful winding streets with green lawns and nice office buildings should also remain.
59	Existing wetlands, waterway lands and then to expand their environmental health and well-being.
60	The hospital, breweries, and Ozo
61	Boulder's height restrictions on buildings; some light industrial; Jump bus route
62	Multiple use paths
63	Leave the single-family housing south of the street alone and focus on the corridor and areas north of the street.
64	Diversity, all old trees
65	Give consideration to existing homes in this area and property values Flatirons golf course Shopping, restaurants, gas, grocery, recycling
66	The street as it is. No median which would take away the views. No increased density which would add too much traffic to the cities streets.
67	Community feel. Rural Character. Small Farms.
68	Green Spaces.
69	Leave all current zoning in place - DO NOT BUILD ANOTHER URBAN, MIXED-USE MONSTROSITY LIKE BOULDER JUNCTION!!! Leave remaining one story business buildings as-is and let this neighborhood remain a comfortable place to live
70	everything that is currently within height guidelines
71	Local businesses, the golf course.
72	Major employers (Boulder Health, Ball). Give Peloton a chance to succeed. Existing employment in Flatiron business park located off 55th. Humane Society on 55th. Emerging public facilities (sheriff, coroner). Interior design/home products small businesses (tile, carpet, lighting). Education nodes. Recycle row. Some light manufacturing, existing lower rent office facilities to accommodate a mix of commerce and industry.
73	Access to multiuse path, low rooflines, low density of development. We chose to live in this area for its lack of congestion and relative quiet. We do not want those attributes to go away.
74	Golf Course
75	Large employers, business park, CU East, service businesses, mature trees.
76	It's fine as it is. Boulder has too many five story, highly dense buildings. Enough.

Question 1: Response	
77	Green and open space, but permit growth through increased density The rural-residential character of neighborhoods east of golf course and south of Arapahoe The two lane configuration of Cherryvale and Westview
78	There are a number of small businesses in the area from auto to breweries etc. that it would be nice to keep, but allow them to enhance their options, e.g. zoning currently restricts those microbreweries in the industrial zone from also preparing food. There are some house remodel stores - perhaps allow these types to cluster to be able to visit a variety of specialized businesses supporting remodeling/design (capco is there, thurstons kitchen used to be around, there's a flooring place near the dinner theater, etc.
79	A good mix of housing and business

Question 2

(Answered: 87, Skipped: 20)

What should change?

Question 2: Responses	
1	Upgrades to the streetscape, signalize at 57th. Low impact residential.
2	There needs to be some affordable living in the area. Not affordable per Boulder's standards, but per neighboring counties. I work in Boulder and in no way can afford to live there (unless I want a slumlord for a landlord - been there, done that.)
3	Access to the area via bike paths and sidewalks.
4	Eliminate or isolate the high speed roads. Side streets should be redesigned using bicycles as the primary design vehicle. Parking and turning areas must accommodate bicycles and pedestrians
5	I think the people who live in each area ought to have a final vote on whether or not they wish to change their neighborhood.
6	anything else, especially buildings with set-backs and parking along Arapahoe; better multi-use path on south side of Arapahoe between Parkway and 55th
7	Considering the best interests of investor/developers over the current tax payer base and community members well being.
8	Include separate bicycle lanes along Arapahoe. Extend existing sidewalks on both sides of Arapahoe to at least 63rd St, and consider extending to 75th St.
9	Overall land use pattern. More connections! Break up the super blocks and create new, quaint, memorable streets and places.
10	Establish a connection between Arapahoe Ave. and Pearl Street. Close to BCH
11	Connection and features to make walking and cycling safer and more convenient for visitors and residents.
12	More arts organizations, to complement Boulder Digital Arts, Video Station, Pro Photo Rental
13	BRT and great walk-ability. 55th or Cypress needs better bus service.
14	BRT corridor
15	Less surface parking
16	Need north-south pedestrian/bike connection from East Arapahoe to Boulder Junction (In addition to 30th)
17	A park and low density housing and a small number shops - Nothing over 3 stories.
18	Hard edge for development at east edge of city. Should be very clear when you have entered Boulder.
19	Less pot.
20	Alternative transportation and amenities for area workforce improvements would be great.

Question 2: Responses	
21	NEED MORE PEOPLE. Sticking with the ~4300 jobs/residents is TOTALLY USELESS and makes this whole exercise a waste of everyone's time.
22	Nothing. All your changes bring increased congestion - in the floodplain.
23	Better transit especially regular bus service, safer bike/walk, more shops/services - food, dry cleaners, day care, clean up look of light industrial.
24	We need more RTD routes so there is less traffic heading in and out of town.
25	The industrial areas
26	Pretty much everything else! The street, the coarse separation of land uses, the building form, the street grid (meaning there should be one). Overall, it's a terrible street currently, so much more should be thrown out than kept.
27	The area lacks a grocery store, parks and retail shops. Affordable restaurants and cafés would be nice. The one there are sometimes crowded.
28	Less big business. Remove smoke stacks from Power Plant.
29	Sense of Place
30	The suburban style development and the 6 lane highway. I think you should work on the BRT and some of the bike improvements now and come back to the land use when you are ready to zone/propose density that will support biking/walking/transit and the TMP.
31	more shops and restaurants, bike lanes, more parks
32	More restaurants.
33	More retail, food, grocery and better flow to get commuters out of town faster.
34	Arapahoe is very intimidating with 6 lanes, 45mph speed limit, long blocks. It is a major transportation corridor but not ped or bike friendly.
35	New development should be severely limited, and all new development should pay to maintain levels of service for all city services and facilities.
36	Fewer giant parking lots. More ped/bike connections. More housing; green space.
37	Build residential housing.
38	add passing lane for motor vehicles, cars
39	More small local restaurants and local markets like Alfalfas and a drugstore
40	narrow lanes, provide bus only lanes, install a centerline rail line to transit center and regional bus route hubs. increase business frontage. provide protected bike lane in addition to multi use path.
41	I would love to see an area more like the Broadway and Alpine area. It's walkable to go to market, out for a meal or coffee, etc. There's a mix of housing within this zone too. How to make the Arapahoe Ave. frontage a more appealing place for people to shop and hang out. The shopping center where Wine Merchant is located used to be dead and now it's just hopping.
42	I would love to see an area more like the Broadway and Alpine area. It's walkable to go to market, out for a meal or coffee, etc. There's a mix of housing within this zone too. How to make the Arapahoe Ave. frontage a more appealing place for people to shop and hang out. The shopping center where Wine Merchant is located used to be dead and now it's just hopping.
43	Add additional housing for residents. Not large Single Family Homes but compact, high density neighborhoods that include a mixture of SFH, retail, live-work, townhomes, and affordable units. Develop along Arapaho to create a nice looking street with buildings pulled up to the sidewalk. Make Arapahoe pedestrian friendly and make it somewhere people actually want to walk (or bike) on.
44	We need more regular bus service - not another years long construction project to put in a BART. We have enough traffic issues already, and people out here use cars. It is what it is - not going to change, so that needs to be taken into consideration and accommodated.
45	The strip malls will lead to decay; they should be replaced with mixed used housing that can accommodate many of the lower income workers who work in nearby areas, like the hospital.

Question 2: Responses	
46	Golf course should become a lake park for flood retention. Lake to be surrounded by affordable housing and mixed uses.
47	horrible auto centric & sprawl design
48	This entire area needs to be designated a "Quiet Zone." Trains should pass along this corridor quietly. Each intersection has gates.
49	Like any neighborhood, it's no fun to discuss the type of people that start migrating in when an area changes. With the expansion of the hospital, hopefully this neighborhood does not become the next destination for homeless and transients. Unfortunately we have a handful of pot shops too so hopefully that is regulated as well and doesn't expand unnecessarily as an economic drive in the area.
50	Pull down ugly smokestack...beautify the area...mitigate traffic congestion as traffick heads into and out of town from 75th
51	More housing, fewer office
52	Traffic patterns to divert onto main arteries and off of residential streets such as Cherryvale for safety and ease of travel. A clean up of run down areas and a refurbishment of those worth saving. Safer and better pedestrian and cycling paths along Arapahoe
53	Car dealerships, tacky signs for collision repair, auto sales, fast food restaurants and stores of various kinds, no expansion of self storage facilities, stretches of 28th Street type feeling, high speed vehicle traffic, push industrial uses out or to inconspicuous, already industrial areas north of Arapahoe.
54	Corrent ideas about making the Arapahoe corridor into a apartment house strip or into an area for other high density housing. This would only produce another typical U.S. strip city which is exactly what Boulder should avoid.
55	More bike paths and better connection to the rest of Boulder
56	The feel right now leans too much toward "light industrial," and is kind of ugly. I'm not voting any particular businesses out, but a nice median with trees, extended bike path or lane for safer bike travel along Arapahoe (going west-east), for a start. Any new buildings should be low, no more than 3 story. And the architecture should have some character, not just brick/cement tenement blocks as we're seeing spring up elsewhere in Boulder.
57	Better bike paths. Better flood plain management.
58	Nothing
59	Nothing. No additional commercial or housing.
60	I would love to get rid of the dated strip malls and industrial buildings. I also want to get rid of storage facilities--I think those bring down the property value of the surrounding homes. I think that developers that are trying to build business parks need to also include space for coffee shops, restaurants, open space/parks, etc to make sure their buildings are desirable to work in and live near. There needs to be a bike path and a open space/park area incorporated into the new construction.
61	Limit # of marijuana distributors; better speed control in residential side streets (i.e. Patton and Merritt); NO South turn lane onto Patton from W Bound Arapahoe; no parking on Patton Drive in front of Humane Society Thrift Store
62	Not sure if East Arapahoe has enough neighborhoods that easily access much along Arapahoe without using a car. Too much is paved already. Need more greenery, trees, soften the experience. Retain as much natural space as possible. A fresh grocer would be nice, but hard for them to compete with bigger stores. another coffee/tea shop. Please avoid chain fast food. Remember that 6 months of the year biking may not be possible in Boulder for the young and old, and those running errands or having children.
63	Safe bike access across the corridor for commuting and local trips.
64	There needs to be more office space for doctors and other health care providers so they do not have to waste time and increase traffic driving back and forth across Boulder from their current offices to the Foothills Hospital.
65	Some of the lower cost businesses adjacent to Arapahoe and adjacent to 55th Street should upgrade the landscaping and at least the front side of their buildings. Some of the bicycle and pedestrian crossings could be made better, safer.

Question 2: Responses	
66	Move businesses that are in existing wetland areas and floodways that could be better used and restored to natural areas for plants and animals and peaceful places for people to visit nature. Link these corridors so animals and people can connect without the need to cross roads when possible.
67	I would love for the industrial feel to change. As is, there are lots of empty office buildings that make the space feel abandoned. I would love for arapahoe to become more walkable with shops and restaurants and parks.
68	Add more bus lanes; widen sidewalks in areas where they are now very narrow; trim trees so walks don't stay so icy in snow; reduce speed limit west of Foothills
69	Better landscaping especially at intersection of Arapahoe and Foothills. Put power lines underground. Perhaps narrowing to 4 lanes until east of Foothills and have green way on sides or between lanes.
70	I like the idea of Scenario C with housing and a more vibrant community friendly area. Light industry is boring but important for jobs.
71	Use form-based zoning to define the look of the street, keeping all development under the 55-ft limit. Require a diversity of styles and heights, even within a development, to avoid the monolithic look of the Peleton and Boulder Junction. Build true Dutch-style cycle tracks that physically separate people driving, biking, and walking from each other. Build intersections according to Dutch standards too! Break up the superblocks north of Arapahoe. Remove zoning regulations in currently light-industrial areas and use the form-based code to govern the look. Stop micro-managing zoning and let the market work! Eliminate all parking requirements and again, let supply and demand determine how much gets built. Build a TRUE center-running BRT route connecting with Louisville, removing a lane of traffic in each direction to accomplish this.
72	Connectedness pedestrian bridge, more defined civic centers, public art or prominent landscaping; reinforce and support cultural presence of Boulder Dinner Theater and Avalon, for example more continuous programming for Avalon, provide complimentary functions and opportunities for attractive and safe hanging out spot. Examples: a roof garden, a fountain, a cafe; shallow pond for toy boats a seasonal festival, outdoor music (Thorne Institute)
73	Improve consistency of look. Get rid of abandoned dated eyesore buildings. Makeover to buildings that look old, dated, and dilapidated such as the strip of shops across the street from the Peleton where the Aquatic store is, jimmy johns, etc. Arapahoe is a main artery of Boulder where people get an impression of the city. It would look better with some trees.
74	We need more residential owner housing. Townhomes and condominiums that are 900 sq ft to 1800 sq ft. Spaces that allow for home gardening. If there are appropriate spaces in which new homes could be built this should be allowed. Reasonably priced commercial spaces should stay available for the entrepreneurs looking for this type of space. We should not build large new high rise commercial buildings because there are already too many commuters into boulder and because the best asset this town has is its views as people live, work, and drive through here.
75	Complete sidewalks on at least one side of the street. New bridge under Arapahoe at Old Tale that will not cause flood water to backup. More complete range of business services (grocery, pharmacy, restaurant, etc). Safer for pedestrians and cyclists. Bus pullouts. Train stop. Farmer's Market with convenient parking.
76	The look and feel of the giant suburban arterials. Make them memorable boulevards.
77	Improve Arapahoe Rd. for bikes and buses. The notion that its an "opportunity" to cram more business and residential units into this space is nothing other than a thinly-veiled attempt for developers to cash in without bearing any of the negative impact that will have on Boulder residents - traffic, crammed open spaces, a loss of the small, urban town feel that has drawn current residents to Boulder to begin with. Zane Selvans says, "I would like to think that we would want to urbanize some of these corridors." Well, Zane. WE DON'T!!!
78	no changes to height restrictions, one should not allow builders/developers to buy out of the current height restrictions. That is insane.
79	Need a turn light at Arapahoe and Conestoga Street - Ozo shopping center. Safety issues.

Question 2: Responses	
80	Pedestrian environment is pretty bad - need safe crossings and accommodations for bikes on street. In the short term the speed limit should be reduced from 45 MPH west of 55th with current density and mix of uses. Bus service frequency should be increased and further roadway queue jumps and bus priority locations.
81	Would like to see power plant decommissioned and all power lines buried.
82	Not the Golf Course
83	Housing options, dense walk-able neighborhoods, excellent bike and transit services, more entertainment venues, restaurants, public gathering places, intricate network of multi-use paths, accommodation for reasonable auto traffic (shared streets), inclusionary up-zoning development...
84	Your plans. There are too many people in Boulder. Why am I on a water budget if you've got water for all these people?
85	Road diet on Arapahoe! More non-motorized routes running north-south More retail and work destinations with mixed size, price residential
86	Be nice to have more neighborhood areas that have cafes, restaurants, stores, and access to transit. If the speed limit were reduced, it would make it more pedestrian and bike friendly (although what would be the impact on the commuters going out this way? Getting more public transit along the corridor would be good) and a lower speed limit would allow us to have NEV's to get into Boulder itself (currently, both arapahoe and Baseline are 40mph).
87	More transportation options including bus routes and bike stations/trails. Also more frequent options to downtown from streets other than Arapahoe. Also more focus on fast casual restaurants to serve the businesses.

Question 3

(Answered: 50, Skipped: 57)

How would you improve the draft Vision Statement?

Question 3: Responses	
1	I would like a prime focus on maintaining open sight lines. No massive Pearl Street Wall options. Projects need to provide adequate on-site parking!!
2	I don't have any suggestions, but I think it would be helpful if more people were aware of the proposal so more could get involved. I only know because I work for a business in the area.
3	The current vision element about biking and walking is extremely weak. "provides safe and welcoming places for pedestrians and bicycles" This sounds like the same segregation policy that has allowed cars to be the only design vehicle for too long. Roads belong to all people, not just those in cars. All roads must be designed with bicycles and pedestrians in mind. Car traffic is a dangerous industrial process to be calmed, separated, and restricted - or better yet, eliminated! Any city improvement project must fit into the long-term goal of making Boulder car-free!
4	This statement is written by folks who enjoy upgrades, newness and change. I would allow the people who live in these neighborhoods to draft their own vision statement.
5	East Boulder has a large residential community. The vision changes the current quality of life in the area and reduces it to a business, retail and public areas. Again the focus of this vision is tipped toward best interests of investors and ignores the quiet, peaceful and convenient aspects of the area.
6	Minimize additional residential units. Except immediately adjacent to Arapahoe.
7	Major places are the parking lot in front of bank on 55th and Arapahoe (nw side) some restaurants may be (illegible) but it looks so ready for improvements. Think now
8	VERY against Flatirons housing ANY flood mitigation.
9	No BRT. No big buildings.

Question 3: Responses	
10	It's too broad.
11	It's all there - what gets cut as we move forward is key.
12	Maintaining current use intensity is incompatible with most of the vision "socially thriving," "livable," "sustainable," "Safe," "connected." Good luck. It's a freeway surrounded by parking craters.
13	Let Boulder be rural along Arapahoe
14	It's too restrictive to try to preserve affordable service industry space. Let's let the market determine where is the best place for service (and other) industry uses. We shouldn't be presupposing BRT. Don't enshrine conclusions in the vision statement! Strictly speaking, there already are bicycle, pedestrian, and auto options. They're just not very good. The goal should be a great street for walking and biking, and we should include specific, numerical goals, e.g., for mode share along the street.
15	I don't know what the vision statement is. In light of development happening in other parts of town I think I should be worried.
16	Don't like the future gives #8 retention wall?
17	You are not being bold enough. If the time is not ready to do a bolder plan now, wait. Don't stick us with a lame suburban wasteland and plan for the next 20 years.
18	Growth pay own way.
19	Don't include 55ft, zero setback buildings.
20	More business centric focus.
21	Don't understand the word "inclusive." Who is being excluded? In many ways the area is "cheaper" than the rest of Boulder from a cost perspective.
22	Add costs and who will pay, add numbers (jobs, pop) that could be built all along the whole corridor. 2 big questions: 1 who will pay for all the infrastructure and services? 2 will levels of service for all city facilities and school districts be improved, stay the same, or get worse?
23	Need to review
24	Don't try to make East Arapahoe more urban. Leave the area N. of Arapahoe industrial
25	Build residential housing and increase capacity for vehicles/commuters
26	I think it looks great if a bit lofty.
27	NA
28	It's all the same stuff we hear in Boulder all the time. What are we really getting? We have most of what you say there now, except reliable public transit. More housing will just mean more traffic congestion and parking issues. I would also like to know you will solicit LOCAL developers if you proceed. Not folks from other states that have no stake in what happens here after they build/rent/sell.
29	East Arapaho needs a bold new design that envisions a place where moderate income people can afford to live and there are services for them in a compact urban design.
30	The entire area should be designated a "Quiet Zone."
31	Be sure to keep things low (height of buildings) and local.
32	Less jargon clearer text
33	Put more emphasis on Scenario 3, and reduce emphasis on industrial uses in Scenario 2 and the Current Trends
34	Require that any development adhere to a strict 55 ft height limit. Require that any buildings adhere to a 35 ft setback from all public sidewalks and bicycle trails. Downtown Boulder should be the local "attraction center". Therefore avoid all concepts that purport to develop east Arapahoe Ave. into another "vibrant shopping area".
35	I haven't seen it.
36	Statements such as: "offer space that welcomes people" should be the private sector's job. The City can do that on transportation facilities that it owns and operates, but don't force that on the private sector.
37	I'd axe it. I do not think East Arapaho should be developed at the expense of existing neighborhoods.

Question 3: Responses	
38	I have no idea what the draft Vision Statement is, and I cannot find it on the website. I like the idea of mixing the current B & C scenarios. I prefer scenario B, but know that there also needs to be some additional housing built.
39	Emphasize mix of residents - East Arapahoe has lots of families as well as multi-unit developments; maintaining this balance and NOT skewing it too far to one or the other would be a detriment to the neighborhood
40	You should repeat the Vision Statement for reference here, haven't read it in a few weeks.
41	I have to re-read it. I do not like anything related to making this area vibrant! Vibrant belongs downtown. This was once a beautiful area, and to the extent possible that should be restored. It should be a quiet peaceful area where the industrial uses provide good jobs, attract the high tech businesses, and they in turn can attract good employees.
42	Should focus less on zoning and use and more on the look--form based coding!
43	provide definitions. for example, what is a district? how do districts overlap? Do they have centers? what is the scale?
44	Speak more plainly. State pros/cons for each scenario. State funding and costs for each scenario.
45	Not sure. It is vague.
46	Set the bar beyond a standard development model such that the project will be emulated and considered innovative.
47	Stop trying to "improve" the area by developing the living tar out of it, and instead realize that is has already accomplished the goal of becoming a mixed-zoning area with terrific residential, suburban neighborhoods, several established and extremely well-liked business (Snarf's, Video Station, Pica's, etc.)...several Boulder-affordable office buildings, an accessible medical campus, and a buffer/transition area between the already overbuilt 29th street mall area (which now stretches more or less to Foothills) and the open space which we so dearly value.
48	Haven't studied it yet.
49	The draft vision statement says nothing about protecting the quality of life of existing residents of the East Arapahoe neighborhood, nor does it refer to prioritizing the wishes of the people who live in this neighborhood NOW above those of the people who want to develop the neighborhood for their own profit.
50	Way too timid. Get aggressive in bringing density to this area of the city.

Question 4

(Answered: 74, Skipped: 33)

What ideas would you suggest for transportation enhancements and improving mobility?

Question 4: Responses	
1	Be realistic about the need for auto transportation for young and old citizens. Improve the the quality of the medians. Do not hinder the free flow of traffic.
2	Please no more road construction. We've had enough of that already.

Question 4: Responses	
3	It's hard to list them all. 1. Make more bikeable roads. For instance, why is the speed limit 35 on 55th st S. of Arapahoe, when there are 25 mph speed bumps? Make the speed limit 25 for this whole stretch and make it a ""bike boulevard."" Cars can take Foothills, or go bike speed on 55th. 2. Eliminate 1 of 3 lanes on Arapahoe and reduce the speed limit to 35 mph. Expand pedestrian and bike space and reduce the number of turns available to cars - which are just conflict points with bikes and peds. Separate cars from liveable spaces with bike lanes, trees, etc... 3. Separate buses from bike traffic - buses may be the most dangerous thing on the roads to bikes. 4. Expand trail widths to allow more traffic. Post signs on trails about keeping to the right side of the trail, keeping dogs on leashes, and traveling single file. 5. Build WAY MORE overpasses and underpasses in the vicinity of foothills pkwy, Arapahoe, and any other high speed motorway. Build such over/underpasses at bus stops. 6. Rezone and otherwise encourage businesses to put their store fronts facing large sidewalks along Arapahoe with parking in rear. Make Arapahoe a street for people, not cars. 7. Build electronic toll collectors (like NW Parkway/E470) and charge drivers for the use of Arapahoe. 8. Eliminate "nature preserves" in the city. Parks should be designed for humans or eliminated, otherwise they just act as barriers that require car-based transportation to get past. 9. Eliminate unnecessary ""islands"" in streets, which narrow lanes, waste space, and force traffic into bike lanes. For instance, the islands on 55th street crowd cars into the bike lanes. The islands on Arapahoe make the street wider without providing any benefit to cars, bikes, or peds.
4	Arapahoe is congested. Any new development will only add to the congestion. You can offer public transportation, but that does not mean anybody will find a reason to use it.
5	anything that enhances bike and public transit comes at the expense of an already crowded vehicular access into Boulder and exit from Boulder, especially during rush hour
6	Many people in this area are elderly or families. While many ride bikes or walk most do not use bikes as a form a transportation. You need to define what the purpose of this vision accomplishes and who it serves. Arapahoe was just "redone" at great expense and constricted access in order to put in a bike lane and sidewalk for some unknown reason - capacity was not increased, no one rides their bikes on Arapahoe but comes down Baseline. Now you're proposing a mulligan on a tax payer "enhancement" that didn't work??!!
7	improve or provide along-side road bicycle lanes on major routes (e.g. Arapahoe, Valmont).
8	More neighborhood side streets.
9	see #1 above
10	1) Bicycle and limited stop (illegible) service of the JUMP would provide versatile options to travel along and beyond Arapahoe Avenue.
11	More pedestrian crosswalks for Ball employees, etc. to cross Arapahoe safely.
12	Reduce speed limit to 40. Remove stop light on 47th - improve light BCH. Increase transit
13	Protected bike lane on Arapahoe and traffic calming/lower speed limits.
14	Better sidewalks/bike lane options
15	Make any new side streets in the area narrow - like in downtown/the Hill. No 50' curb to curb side streets. Reduce setbacks, make the buildings form an outdoor room.
16	Have most of the transportation designs in place before all of the housing.
17	Bike share, finishing the connectors between bike paths and walkways.
18	Slow traffic on Arapahoe down! Virtually impossible to cross now. Make it easier. Real BRT!
19	Your ideas bring lots of congestion - leave us alone!
20	Consider all age populations and in addition to parking spots for bikes, etc. Provide adequate parking for CARS.
21	BRT good, low noise, low polluting, slower car speeds, safer biking/walking.
22	Increase sensible rapid transit and public transportation. Increase bike friendly environment.
23	Work with RTD on routes coming in and out of the Boulder Junction.
24	More bike paths

Question 4: Responses	
25	First and foremost, get over the notion that we have to have vast capacity for automobiles. And get beyond the notion that we're going to get a great street, with lots of people walking and biking, if it's still primarily designed to move lots of cars. That's not going to happen. It's never happened. A great street can only occur if we really stop prioritizing cars. Saying we're not prioritizing cars isn't enough. We have to really do it.
26	Better bike lanes.
27	BRT
28	Road diet. You can't make a livable place with a 6 lane hwy down the middle.
29	hub idea is a good one
30	Congestion-based pricing for commuters and parking
31	I bike a lot, but don't like the mixed use path next to a 6 lane road. Too much cross traffic.
32	More rapid connector routes for the business dense areas such as Flatirons Park. More lanes of 7 to get out of town commuters out of the way.
33	Linking area via transit to Boulder Junction would be great. Look for way to connect Pearl to Arapahoe via bike/ped path between hospital and 55th with bridge/bike path.
34	Free eco passes paid by parking fees or other user fees.
35	Stripe all sidewalks at cutouts/driveways.
36	Better bike paths and safer crossings.
37	With the amount of service jobs in Boulder, vehicle commuters need better access. Mass transit will not (illegible) for commuters coming in.
38	Specific plans/details regarding parking availability - cars.
39	add passing lane for cars
40	Improve left hand turns from the neighborhoods to the south onto Arapahoe Ave. Very long waits at the lights at 48th St and Eisenhower
41	The speed of the cars along Arapahoe and 55th are just too fast to make biking and walking fun. There needs to be more off-road access for bikers and pedestrians. However, with this being a main thoroughfare connecting to East County, have to make sure a bottleneck doesn't develop.
42	Make it difficult for cars to drive fast on Arapahoe. Include a separate bus lane with a protected lane for cyclists. Utilize the Bound line to create T.O.D. and make it easier for people to take the bus than to drive. Increase frequency and routes of Bound to make it easy to get to Pearl Street and CU. Include street trees and convenient pedestrian crossing medians and signals.
43	MORE REGULAR RTD SERVICE - not just on Arapahoe, but on Baseline (to assure the whole area is properly served). Also, if you want to encourage biking, you'll need more than 2 hooks for bikes on the front of RTD busses that are already full by the time they get to our neighborhood from Lafayette/ Louisville.
44	complete bike and ped connections. make more local roads. traffic calm arapahoe
45	This entire area should be designated a "Quiet Zone."
46	Instead of the large RTD buses coming through the neighborhood, I would use smaller, quieter buses to reduce noise and pollution.
47	Improved bus service with outside curb lane restricted to buses, bikes and turning vehicles
48	traffic calming features, improved trails and paths for pedestrians and bicyclists, enhanced shuttle bus service like Denver's 16th St. mall with less frequent service and fewer buses linking Arapahoe fro Folsom St. to 75th St.

Question 4: Responses	
49	We, as a forward looking community, need to accept the reality that more transportation is not always a benefit. Increased mobility is what has encouraged the workforce inflow glut that we now have. The Arapahoe corridor cannot be enlarged without sacrificing even more of the amenities that attracted most of us to Boulder. There will always be those who, coming from more crowded urban areas, cannot see or appreciate to openness that is so precious to many of us who settled along the east Arapahoe corridor. Somehow, we must come to realize the unended growth is not only unsightly but, even, unhealthy for us all.
50	There is already quite a bit of parking, but perhaps it could be made more accessible once new buildings are built or existing buildings are modified. It would be nice to have safe bike travel along the Arapahoe corridor. If buses ran later in the evening on weekends (and this is true throughout Boulder), that would support any bars/restaurants that might open here, as people don't have to pay for a cab or worry about driving home after drinking.
51	Better connection from 48th to Pearl. Improve Pearl/Valmont east of 55th.
52	Boulder has tried without much success to encourage public transportation. The City's ultimate response has been to widen the major traffic arteries -- thus allowing more cars and more traffic. Not a good solution for the neighborhoods bordering these city highways. On the other hand, I don't have any good solutions to offer.
53	I detest the idea of fast tracks and a train blowing its whistle 70 times a day. Put in light rail on 36.
54	A better bike/pedestrian path would be needed. I'm not sure of the current RTD schedule/route in that area so I can't speak to that, but it might make sense to have some route that goes from Table Mesa park n ride to that area of Arapahoe (maybe along 55th) and then from Arapahoe & 55th the bus would drive down Arapahoe to downtown Boulder.
55	Improved bike lane access between 44th and Cherryvale; Easier way to use public transportation to get from East Arapahoe neighborhoods E of Foothills to Table Mesa Park N Ride (would make it easier for commuters to Denver); more family friendly parks/open space, E of 44th Street
56	Please, please no bus lane down the middle of Arapahoe. Current busses are almost always empty. Timing of the Traffic light coordination and better management of cars would improve the safety for the current few pedestrians and bike commuters. The ingress and egress of traffic from the gas station on the east side of 55th is dangerous. Drivers often cut/cross between lanes on 55th. Also, bikes often use sidewalks and cross and cross with the pedestrian lights and then switch to the bike lane. It is impossible to anticipate where they are going. Also bikers come behind cars in right turn lanes, bikers are going straight, very hard to watch behind and beside when turning. And since you asked!...the right turn lane going south at 55th and Arapahoe is confusing where there are suddenly two left turn lanes, confusing to know which lane for going straight. I've seen many cars confusedly and suddenly changing lanes.
57	There is already good mobility, lots of bike paths, wide sidewalks. We don't need checkerboard narrow blocks.
58	Outlying parking structures to encourage use of busses / trains / bikes, walking, multiuser paths. Look into the cost of making an ECO-PASS available to all who live in Boulder City limits and a special Pass for all those who live in Boulder County. The current program that is limited to blocks of homes around town is very limiting for those of us who don't have the time to coordinate another group of homes. Would it really cost much to have an assessment tax on each home for ECO-Transportation? I've often times envisioned individual's and families to "Sponsor" other individual's and families for a one year period. The purpose is to help these individuals / families to use bikes-buses-walking routs around town. The sponsor would help them to choose the proper equipment (such as bikes / trailers / bags) for going to the stores, helping kids get to school, options for getting to work. The Sponsor would accompany them on their initial rides / travel until they are comfortable with going on their own. I feel a years commitment helps to teach the variations for the four seasons we experience in Boulder. Then the Sponsored individual or family would sponsor someone their second year or sooner if they are confident and really succeeding.
59	Better sidewalks and bike lanes
60	Dedicated bike lanes or widen multi-use paths on all of Arapahoe; more bus-only lanes; earlier Jump buses on weekends;

Question 4: Responses	
61	Connecting this area to Boulder with frequent bus/rail service would be terrific. We drive a lot now. Only time with bike is down the bike path to Boulder. Faster to go down Arapahoe but street is very busy and dangerous.
62	See earlier answer.
63	attractive and comfortable bus stop shelters. connect places with a zip line (?) withing a district...
64	The obvious question that everyone asks is what was the point of the construction on Arapahoe if it wasn't made into 2 lanes each way at least to 75th St. It is already a congested route. Add more bike paths to connect Arapahoe to downtown Boulder without going on streets.
65	Bike trails are always helpful wherever they can be incorporated into the city plans.
66	Train stop to Denver. Focus on pedestrians, cyclists and mass transit.
67	Separated bus and bike lanes with more landscaping. Reduce ROW for autos.
68	Improve the road with bike lanes, and bus pull-out lanes to improve traffic. No need to create a bus diamond lane. That's overkill and only increases road expenses, and forces established business and neighborhoods to deal with set back issues, etc.
69	See previous response. Work with RTD to evaluate the success of bus service on Foothills Parkway, keep healthy local bus routes such as 206. Consider non-fixed route service as a way to move people in adjacent neighborhoods to transit nodes (Via is not going to be able to do all the lifting as we age).
70	Curb cuts at all intersections to improve mobility of wheelchair-bound residents and visitors.
71	See #1
72	Stop packing this place with more apartments and putting more people on the road.
73	Increase the JUMP type service. Also, some larger rapid transit out to lafayette - can we get some of those commuters to not have to come down arapahoe, by having some large park'n'rides out by 75th. Extra bike and pedestrian access is nice, but if arapahoe stays at the fast 6 lanes (or even fast 4 lanes), how about a quieter street (or bike ways) running parallel to arapahoe, but a block or two to the north?
74	More lanes on the road to ease congestion. More bike access (both paths and b-cycle). More frequent bus routes to downtown and other hubs from streets other than Arapahoe.

Question 5

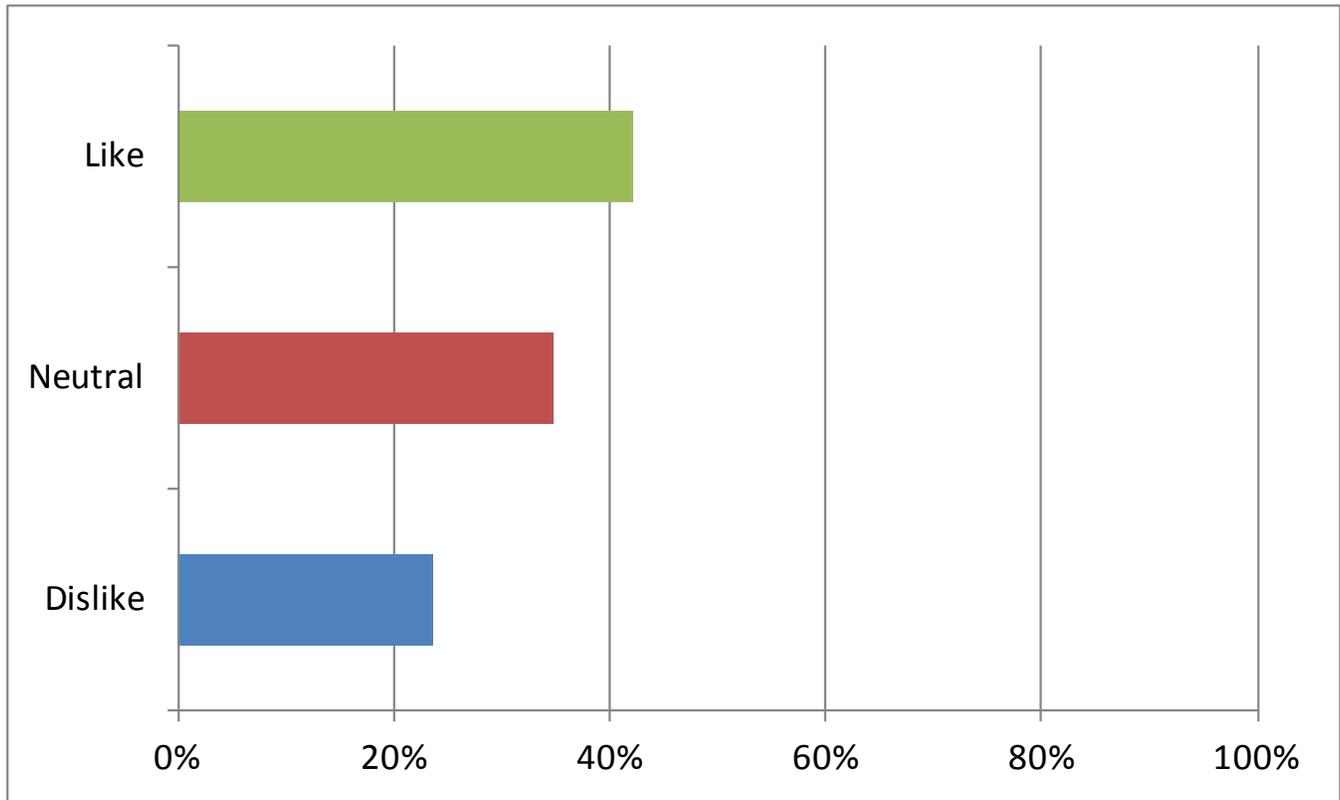
(Answered: 91, Skipped: 16)

Menu of Ideas: Please tell us what you like or dislike about the ideas in the future scenarios.

Question 5: Responses	
1	what about a connecting pedestrian bridge from CU's East Campus between 30th and Parkway? this would enhance viability of small businesses on Arapahoe
2	Most of these items are currently in place - it would seem spending tax payer dollars to "decorate" what is already in place doesn't seem cost effective. Currently 55th Street is so busy it takes current residents forever to get out onto Baseline or 55th in the mornings and evenings. Your proposals will just increase current traffic problems. Many people commuting to the industrial park on 55th come from outside Boulder - I don't see them riding bikes (despite the new bike lane on 36...)
3	A) Bike sharing installed in strategic locations for making short trips along and outside the Arapahoe corridor. B) Express RTD bus routes with key stops on Arapahoe.
4	BCH Supports - 1) Medical Zoning as a primary use in the corridor. 2) Connection of 48th St. to Walnut - providing another access to BCH. 3) More commercial and housing options in the corridor. 4) Enhanced walking, biking, transit opportunities in the corridor. 5) Open to joint campus opportunities with Ball Corp. 6) Food truck allowances in the area near hospital. Glad to participate!
5	More arts and cultural organizations
6	Do NOT change the golf course. It provides a lovely place to be, serves many seniors and should not be changed. You cannot take away every east west street that provides quick, easy access out of the city. Pearl is now congested, Arapahoe should not be.
7	Most of these sound great, though details matter a lot. E.g., what is an "improved intersection"? Is it improved to move cars through faster? Or is it narrower, safer, and easier to walk across (from one streetfront door to another across the street)?
8	BRT
9	The area drained by South Boulder Creek was the hardest hit in the flood of 2013. Careful planning will have to be made for all of this area, especially along the lowest lying areas. I would love to see ecological restoration of waterways, but I wouldn't want to see much building along these areas.
10	This is a terrible survey. Too vague, so some of my answers are probably inaccurate. For instance: I'm pro-recycling, but another facility out here? We already have EcoCycle.... And more apartments? What does that mean? Where? More people biking? SURE. But I don't want to force the issue by making driving/parking difficult. And what does "attractive boulevard" mean? If it's what I see going up in Boulder right now, NO. The way these questions are obviously guided to elicit answers that support the current "vision" statement is offensive, and results should be under question.
11	Most important is much more affordable housing.
12	There should be more new retail and services and housing in more places, not just 55th
13	The entire Corridor needs to be declared a "Quiet Zone." There are gates at the intersections for the trains. This is really a backward moving idea if noise reduction is not the first priority.
14	Any new building: #1, #3, #5, #8, #10 should remain in the city restrictions of height regulation and not go above (i.e.) east Pearl construction
15	Anything that is done to bring more living space and more people to the area is a problem.

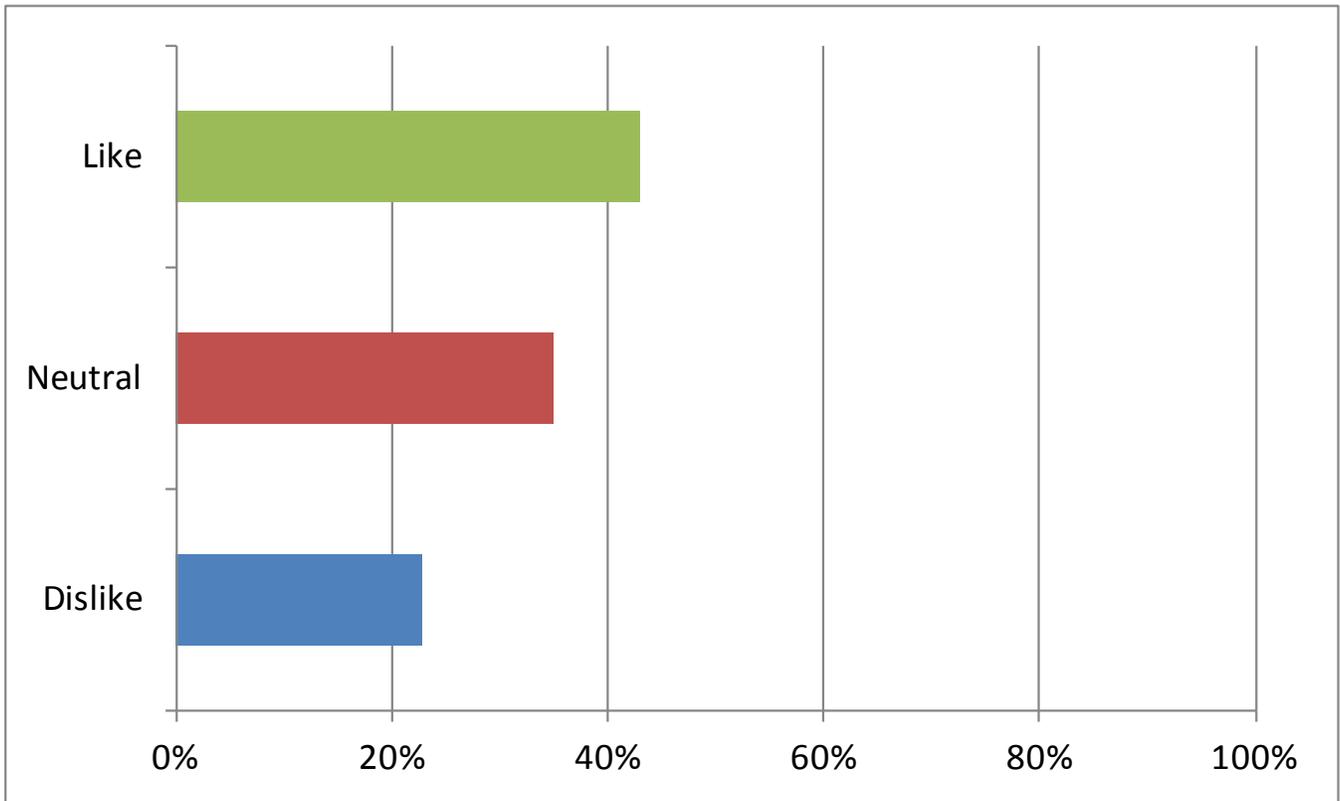
Question 5: Responses	
16	From scenario B I really like the 55th/Arapahoe idea (Retail, Services, Some housing, Arts and Culture, Mobility Hub) and the 55th Street North (Retail to serve industrial park). From scenario C I really like the 15-minute Walk (Enhanced pedestrian safety and connections), 55th/Arapahoe (New housing in select locations, Dinner theater and other businesses become part of an art center, Mobility hub, Shops and restaurants--this sounds very similar to scenario B), and the housing choices. I think having mixed use housing instead of just industrial parks would be a nice way to bring a community to that area while still allowing businesses to have space. It would need to be done well so that the housing remains desirable for the people living there.
17	Concerned about additional housing. Can the current streets support more traffic? Really don't want to see more lanes on Arapahoe.
18	I have marked "dislike" for a number of these ideas (5,8, 10) because I do not trust the City of Boulder to implement them well. I worry about additional big, ugly, and overly tall apartment buildings similar to those which have now destroyed the environment in the area around Pearl and 30th. If we are worried about car trips generated by the residents of these behemoths, let's just build a convenient bike path from "Pearl City" to the hospital and other businesses on Arapahoe. Many people, you must know, do not want to live extremely close to their places of work because they prefer variety in their lives. In addition, many of those who start out in apartments, will eventually want to move to their own houses. What will happen to housing prices when these people want to leave their apartments to secure more living space?
19	Workforce housing of the type we need, for families, will not happen, and this is no longer an appropriate location, if it ever was.
20	Your page only allows survey respondents to select one item they like, one they find neutral, and one they dislike. I hope this isn't an intentional way to limit responses and narrow the scope of feedback that the "Envision East Arapahoe" people don't want to hear.
21	Construct the remaining cross-section of Pearl Parkway to increase east-west roadway choices.
22	Why am I not able to select more options above?? I DISLIKE all options that expand development for housing, industry, energy generation, recycling, medical or retail. I only like the ideas for ecological restoration and better nature access.
23	I hate city council and planning and will do everything in my power to vote current city council out. You're all a bunch of greedy assholes.
24	More frequent bus routes. Better traffic flow on Arapahoe.

1) More light industry north of Arapahoe Avenue (Current Trends scenario)



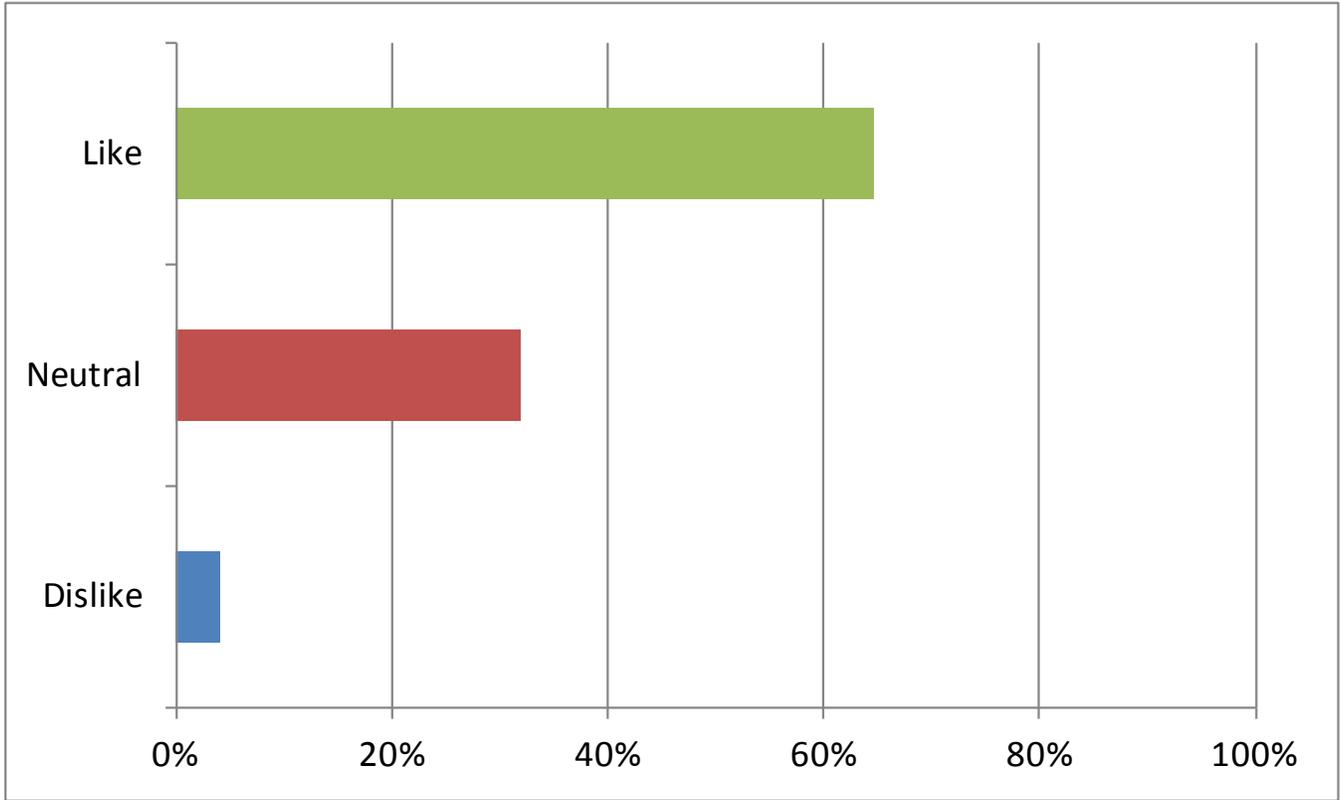
	Like	Neutral	Dislike	Total
	41.98%	34.57%	23.46%	
	34	28	19	81
Comments				
1	But with less surface parking.			
2	More isn't necessarily as important as affordable space for new biz incubation.			
3	Have to accommodate somewhere have been good neighbors.			
4	Good if intensified			
5	Light industry is better than HOUSING.			
6	Dense office space w/parking.			
7	There does need to be some light industrial but with less parking.			
8	More is needed.			
9	Have you heard of downzoning?			

2) Affordable space for necessary services (e.g., car repair) (Current Trends and Districts scenarios)



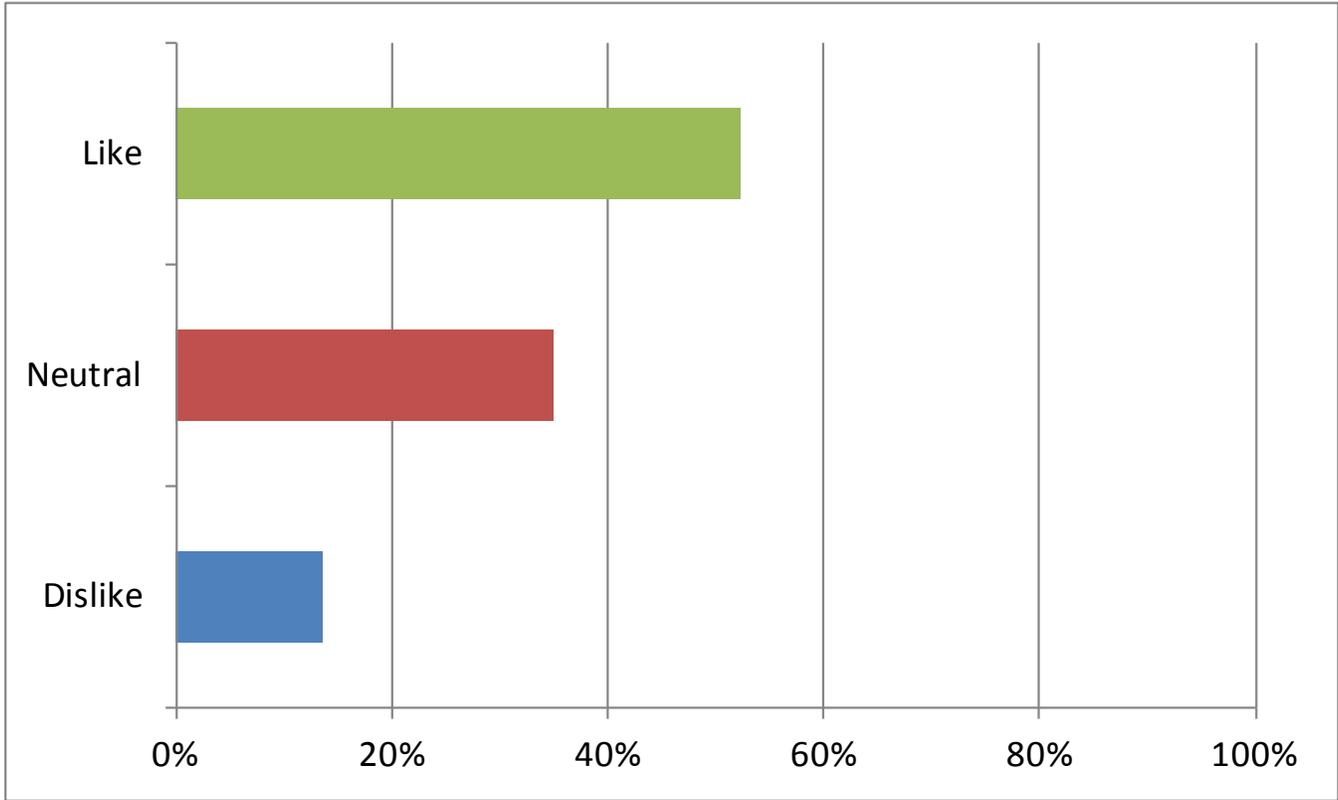
	Like	Neutral	Dislike	Total
	41.98%	34.57%	23.46%	
	34	28	19	81
Comments				
1	Would be nice to de-emphasize surface parking for these things. Area around subaru/acrua for example is terrible.			
2	We can provide these amenities much more space efficiently.			
3	We already have car repair.			
4	Don't let this be the parking storage space entry to Boulder.			
5	It would be nice but not a must have.			
6	Fisher Auto Exists			

3) Boulder Community Health with nearby places for medical-related offices and small retail (Districts scenario)



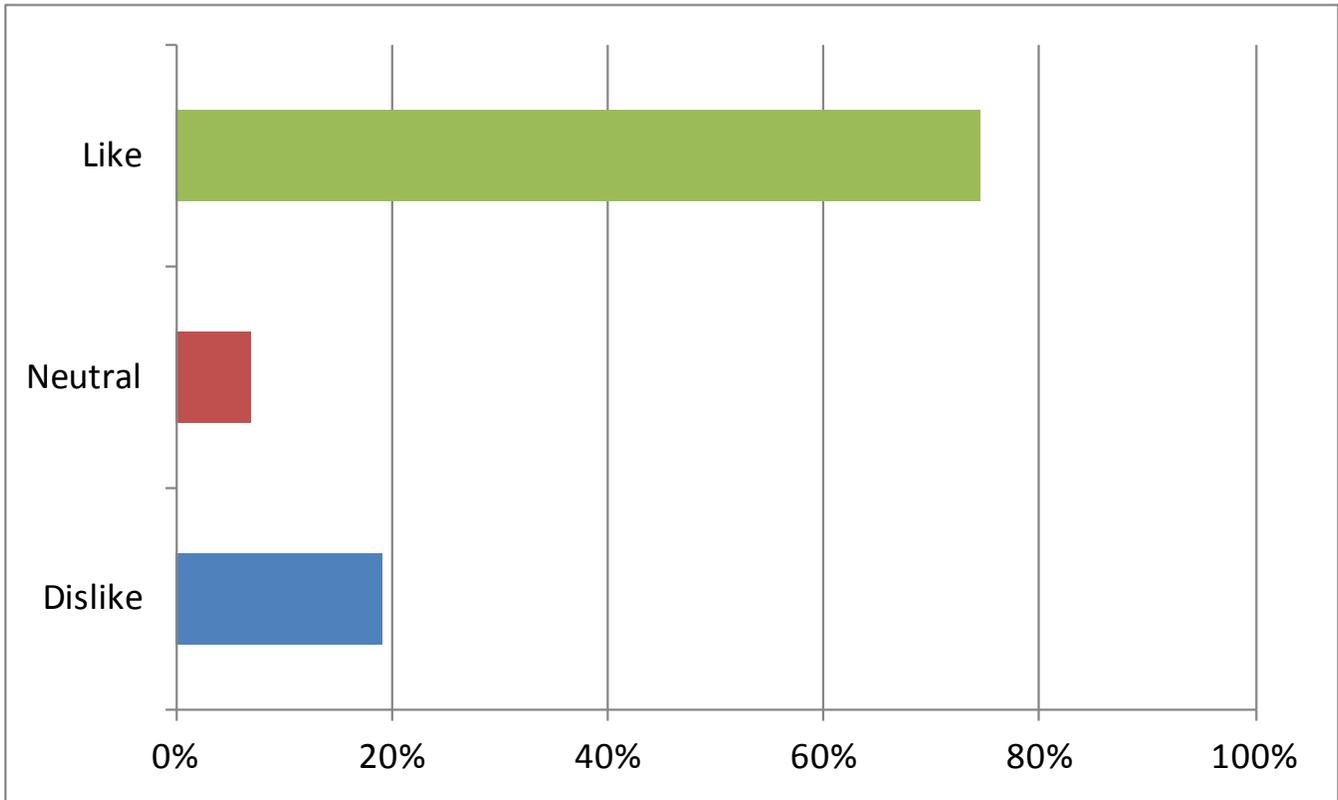
Like	Neutral	Dislike	Total
64.47%	31.58%	3.95%	
49	24	3	76
Comments			
1	But with less surface parking.		
2	Needs more food options.		
3	Good paying jobs and environmental stewards.		
4	Yes.		
5	Ease of access for people.		

4) A new east/west connecting street (i.e., Walnut/48th Street) (Districts scenario)



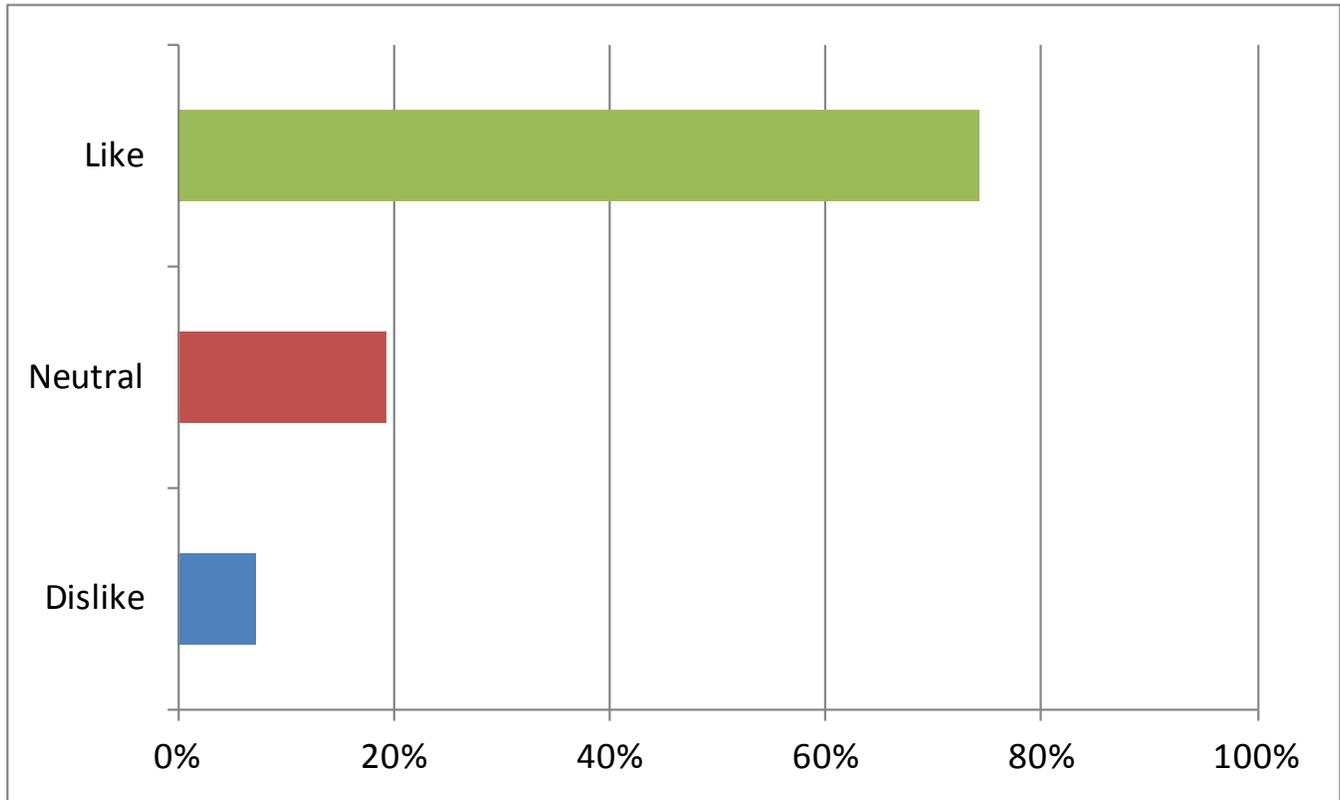
Like	Neutral	Dislike	Total
52.00%	34.67%	13.33%	
39	26	10	75
Comments			
1	No more car-centered streets! Walnut is a calm, dead end street with planned trail connection. It is an ideal candidate for and east-west bicycle boulevard, not another dangerous car street! Walnut near downtown is already close to being a bicycle boulevard, with 25 mph speed limit and car dead-end at Folsom. This design should continue as far east as possible, with more bike-friendly improvements!		
2	YES YES YES		
3	Not sure this is worth messing with S. Boulder Creek Greenway.		
4	Never thought about that.		
5	Yes! break up the impermeable super blocks!		
6	Yes - Road Diet		
7	Ease congestion on Arapahoe.		
8	Definite need!		

5) Small shops, dining, offices and some apartments north of Arapahoe at 55th, along 55th St. (Districts scenario)



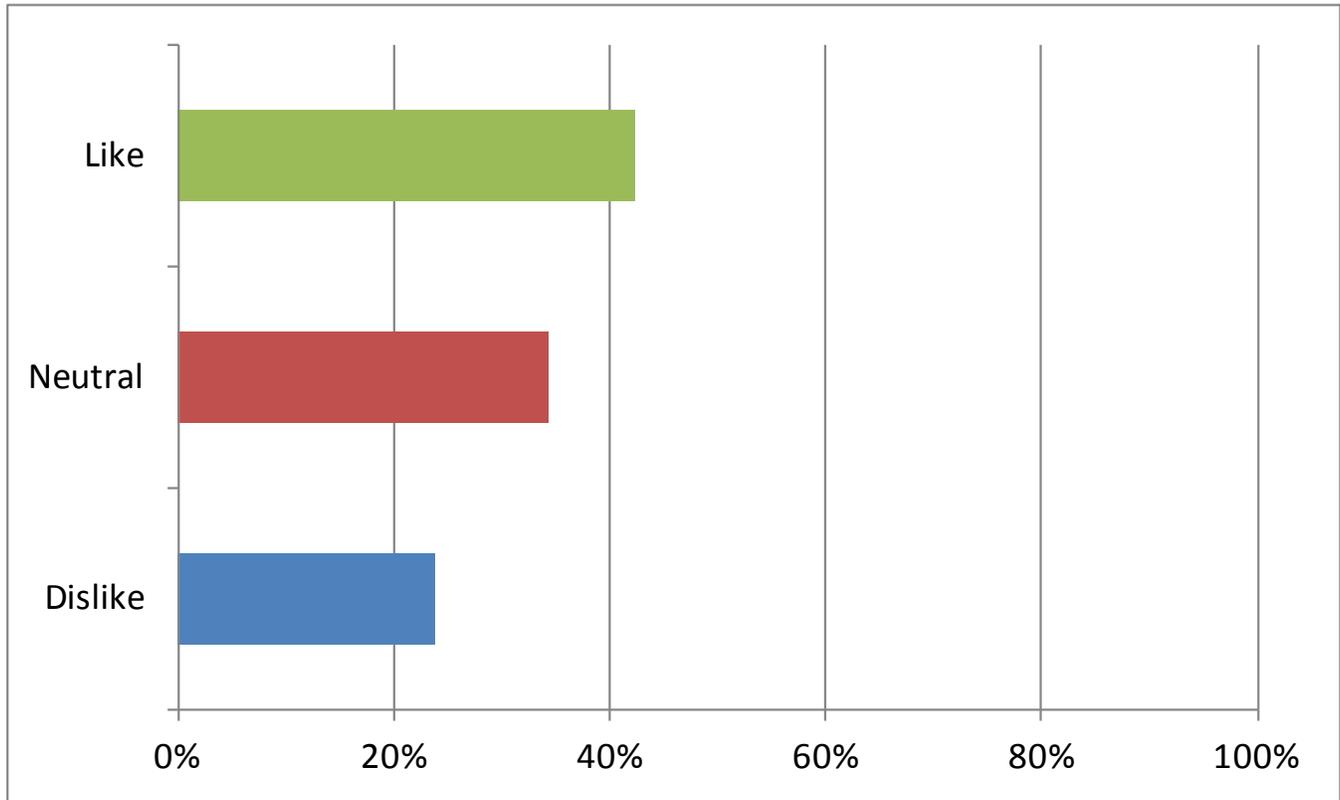
Like	Neutral	Dislike	Total
74.32%	6.76%	18.92%	
55	5	14	74
Comments			
1	more housing density! more people to walk to all these wonderful things!		
2	Don't lump together dining, offices, small shops ok but no more housing. No flashing yellow lights.		
3	Some apartments - no big 55' complexes.		
4	Demographic would support dining and shopping.		
5	None of these make sense without much higher land use intensity.		
6	Take a picture of the apt built on 30th and Pearl and VOW never to replicate this on Arapahoe or any place else in Boulder.		
7	The high density new construction along Pearl (East of 30th) opened eyes. This type of development is unacceptable along Arapahoe.		
8	Small! not another Boulder Junction.		
9	Very much needed especially on 55th.		
10	Like a lot		

6) Improvements to sidewalks and intersections (Districts and Housing Choices scenarios)



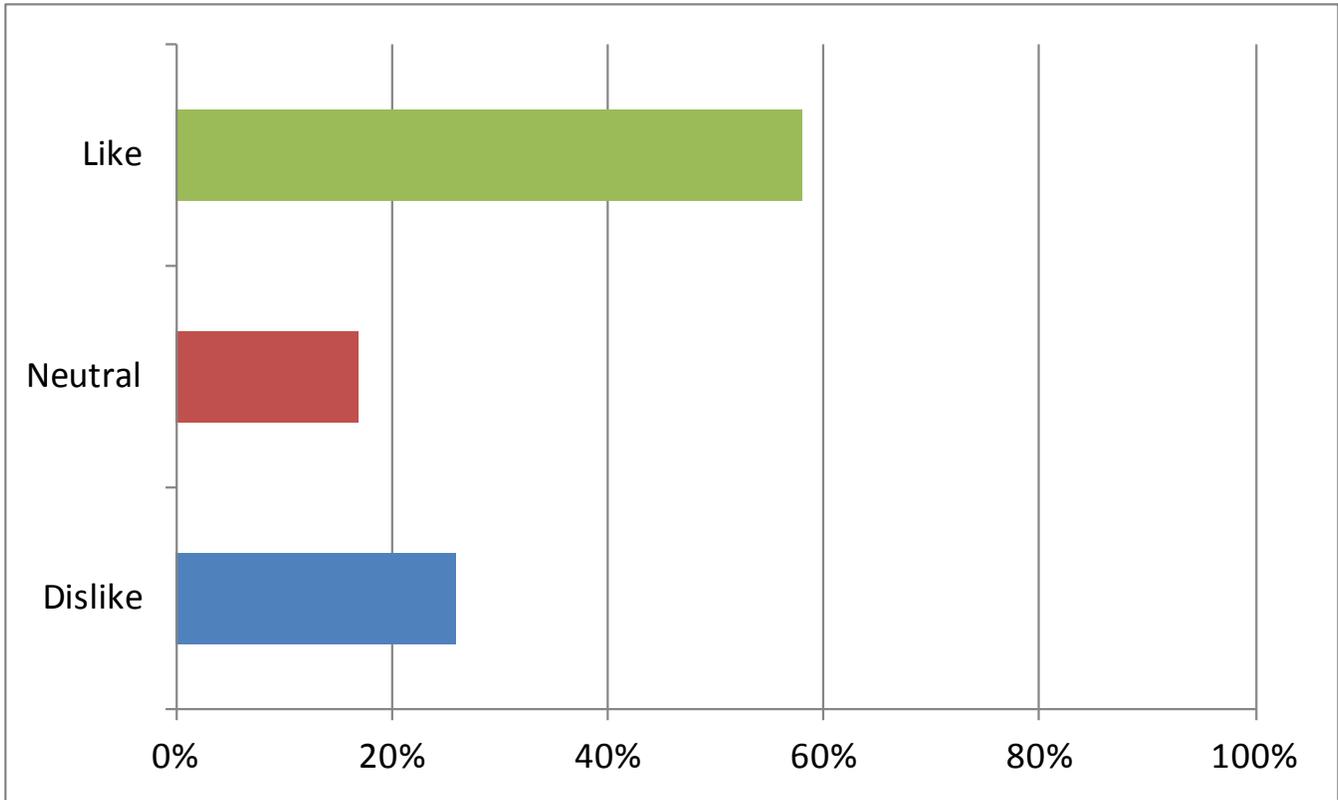
	Like	Neutral	Dislike	Total
	73.97%	19.18%	6.85%	
	54	14	5	73
Comments				
1	Essential!			
2	Wide sidewalks that accommodate bikes everywhere would be great if there's not going to be an on-street bike lane.			
3	YES YES YES			
4	Desperately needed.			
5	None of these make sense without much higher land use intensity.			
6	It is fine to improve sidewalks but not if it means option C!! or B!!			
7	Traffic light at MacArthur. Improved sidewalk MacArthur to 48th on South Side of Arapahoe.			
8	Complete trail connection N. side of Arapahoe.			

7) Place for energy generation, recycling, eco-district (Districts scenario)



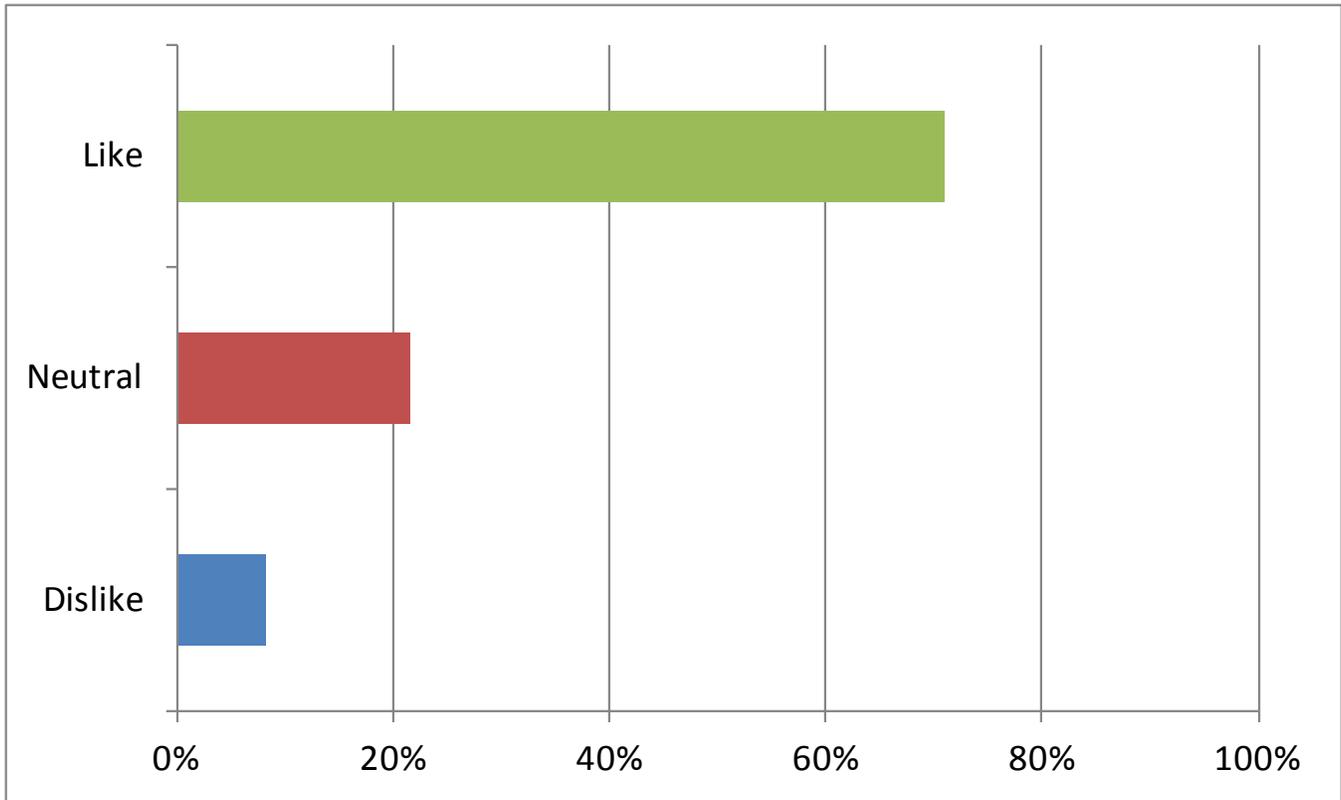
	Like	Neutral	Dislike	Total
	42.11%	34.21%	23.68%	
	32	26	18	76
Comments				
1	Enough of those already.			
2	Prioritize the services of Recycle Row including expansion.			
3	Nurture these uses.			
4	None of these make sense without much higher land use intensity.			
5	Move it out of town			
6	not needed, already have elsewhere and close.			
7	We already have it			

8) Small shops, dining, offices, and housing north of Arapahoe at 55th, along 55th St. in walk-friendly neighborhoods (Housing Choices scenario)



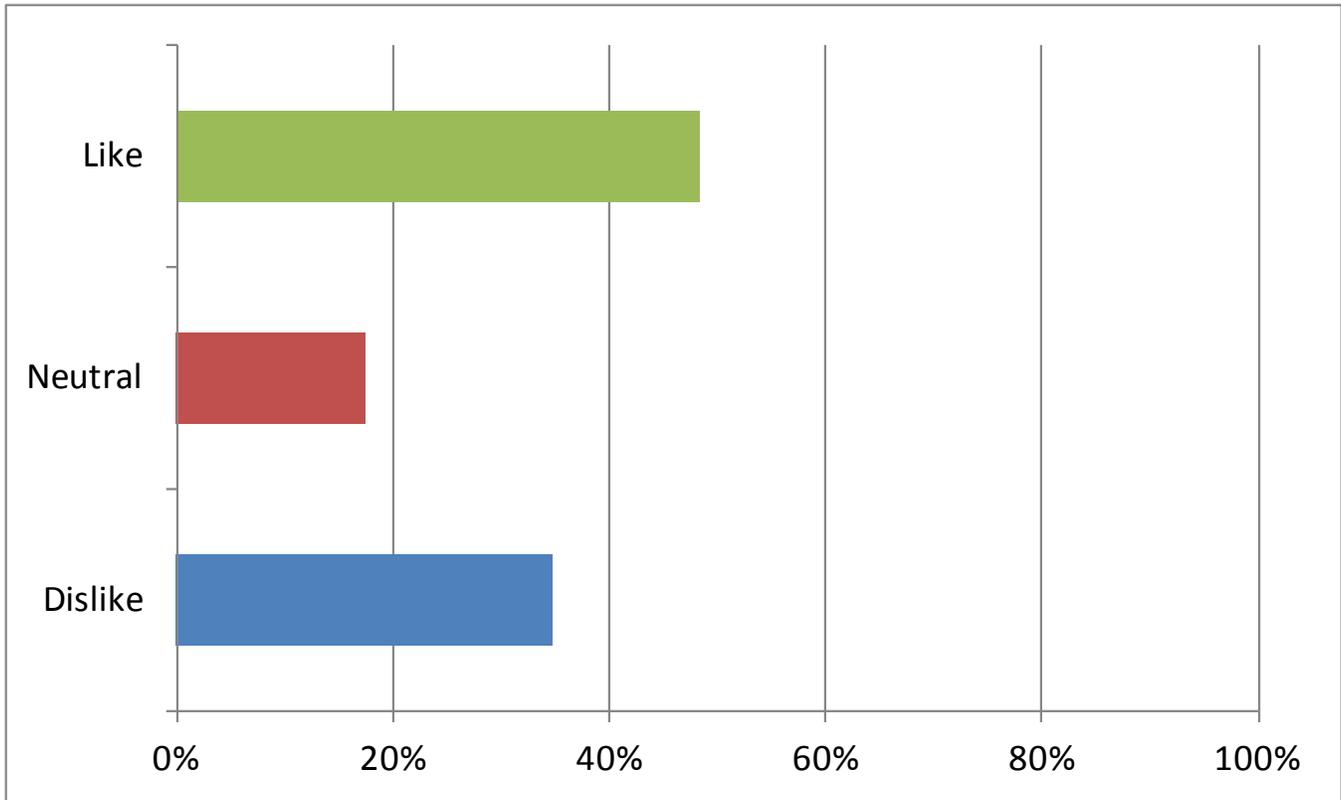
Like	Neutral	Dislike	Total
57.69%	16.67%	25.64%	78
45	13	20	
Comments			
1	Better walkable neighborhoods would fix #1 thing I dislike about this area. Need to be able to walk to groceries, stores, etc.		
2	Housing not 55' high. Keep to 35' with setbacks.		
3	I think this would significantly increase warehouse lease rates.		
4	None of these make sense without much higher land use intensity.		
5	It needs to be dense enough so people have place to walk to and interesting.		
6	Small.		
7	housing on 55th is a bad idea, too industrial and the train.		
8	housing needs to be less dense than what is at Boulder Junction		

9) More people walking and riding bicycles – make it safe and convenient (Districts and Housing Choices scenarios)



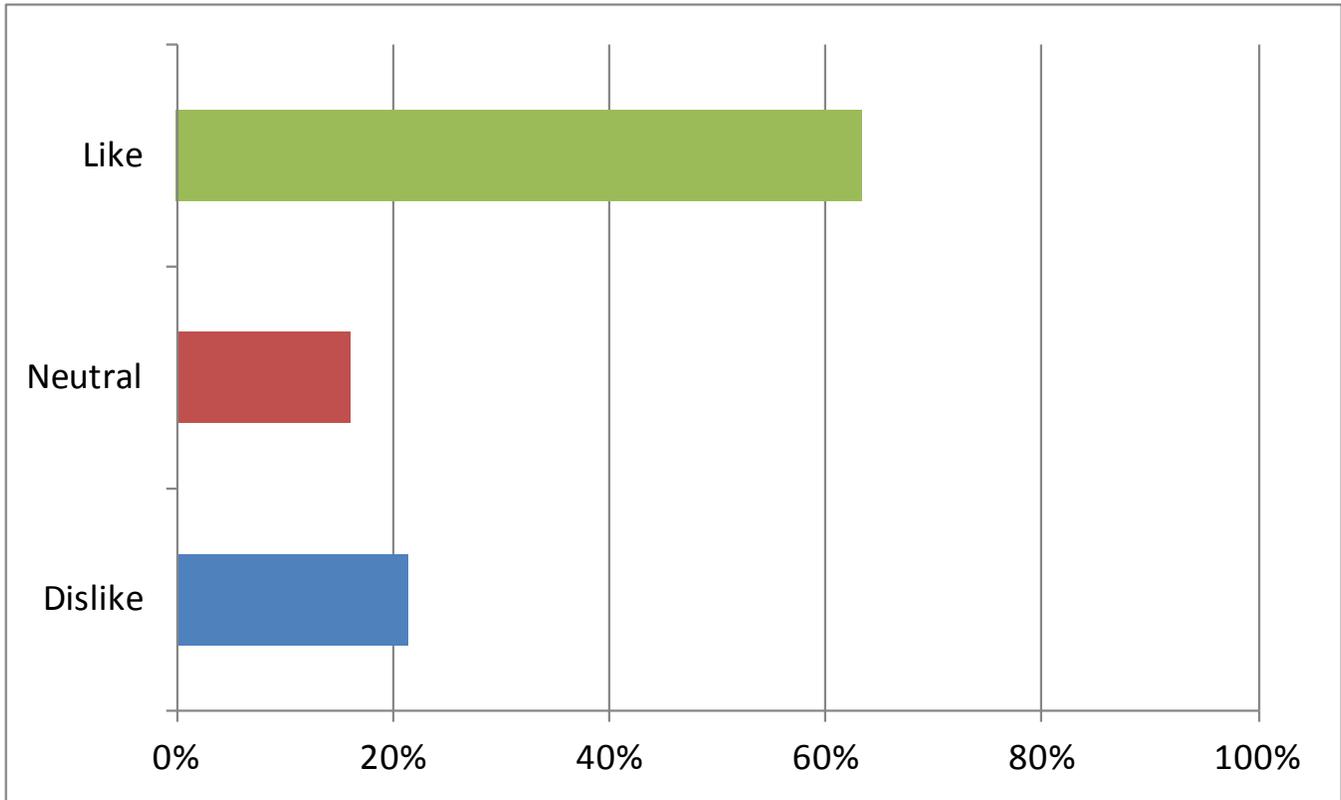
Like	Neutral	Dislike	Total
70.67%	21.33%	8.00%	
53	16	6	75
Comments			
1	Most essential!		
2	Probably won't happen. People need cars.		
3	Not going to happen without increasing intensity a bunch.		
4	We already have lots of people walking and riding bicycles.		
5	Yes, but make sure you provide parking for cars.		
6	Yes - same as above, you don't get biking and walking w/o more housing.		
7	Good luck. With traffic on Arapahoe, its really dangerous to bike.		
8	more and faster bus routes to where people work, not just up and down Arapahoe.		
9	But totally unrelated to districts and housing.		
10	Also need planned parking for older population		

10) Some new affordable, workforce housing north of Arapahoe Ave. (Housing Choices scenario)



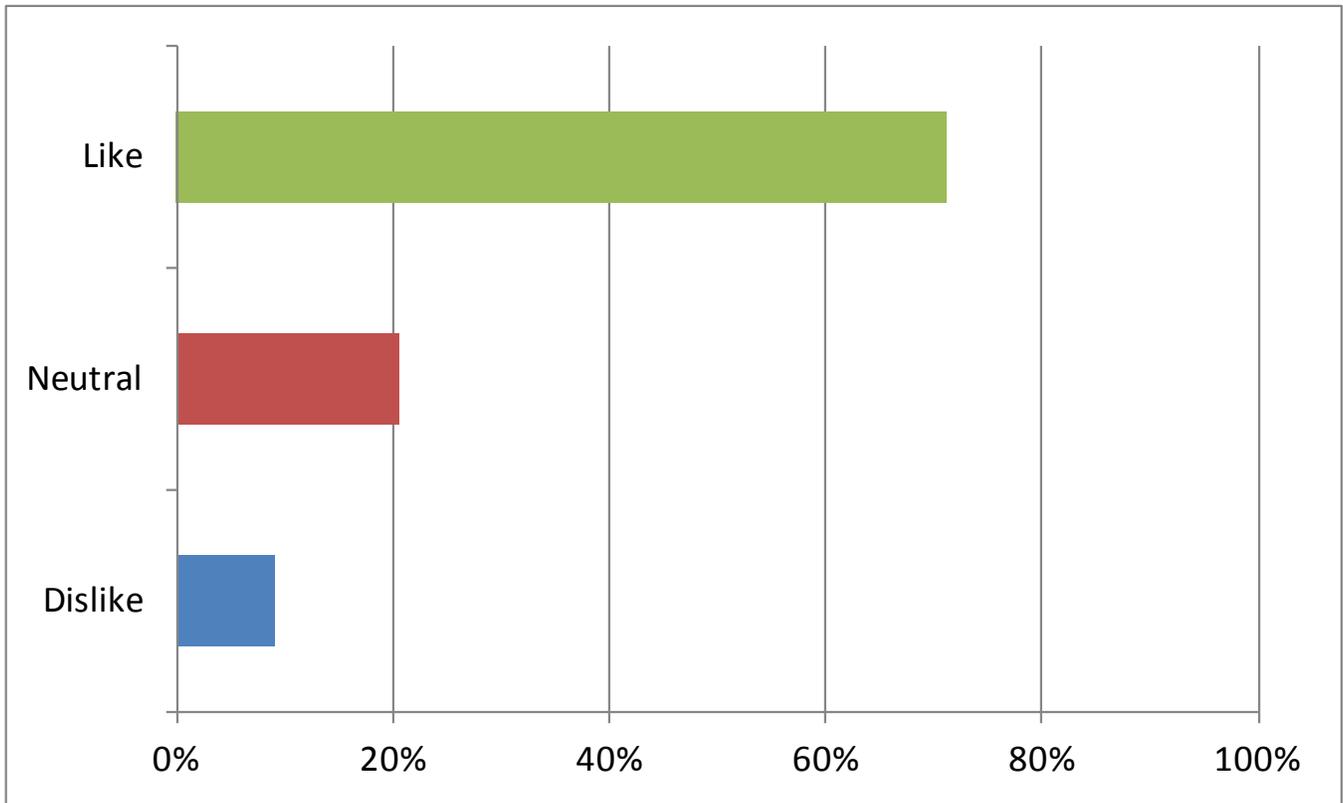
	Like	Neutral	Dislike	Total
	48.15%	17.28%	34.57%	
	39	14	28	81
Comments				
1	I'd love more density in general. More density - more people to support walkable neighborhoods.			
2	Developers will just build expensive places and give money to the city for affordable somewhere else.			
3	If housing is added, it should prioritize housing for the area workforce.			
4	How about 10,000 dwelling units?			
5	High density probably, therefore unacceptable. A comprehensive question to the residents of Boulder, Boulder County, Lafayette, Louisville (as separate entities) to determine appetite for "growth."			
6	NO buildings over 2-3 stories!!! The scenario playing out at Pearl and Arap. is a nightmare!			
7	Bad place for housing.			
8	That might be ok. If you would STOP job growth.			
9	Not too dense			

11) Flatiron Golf has new trails and community gardens, in addition to golf course (Housing Choices scenario)



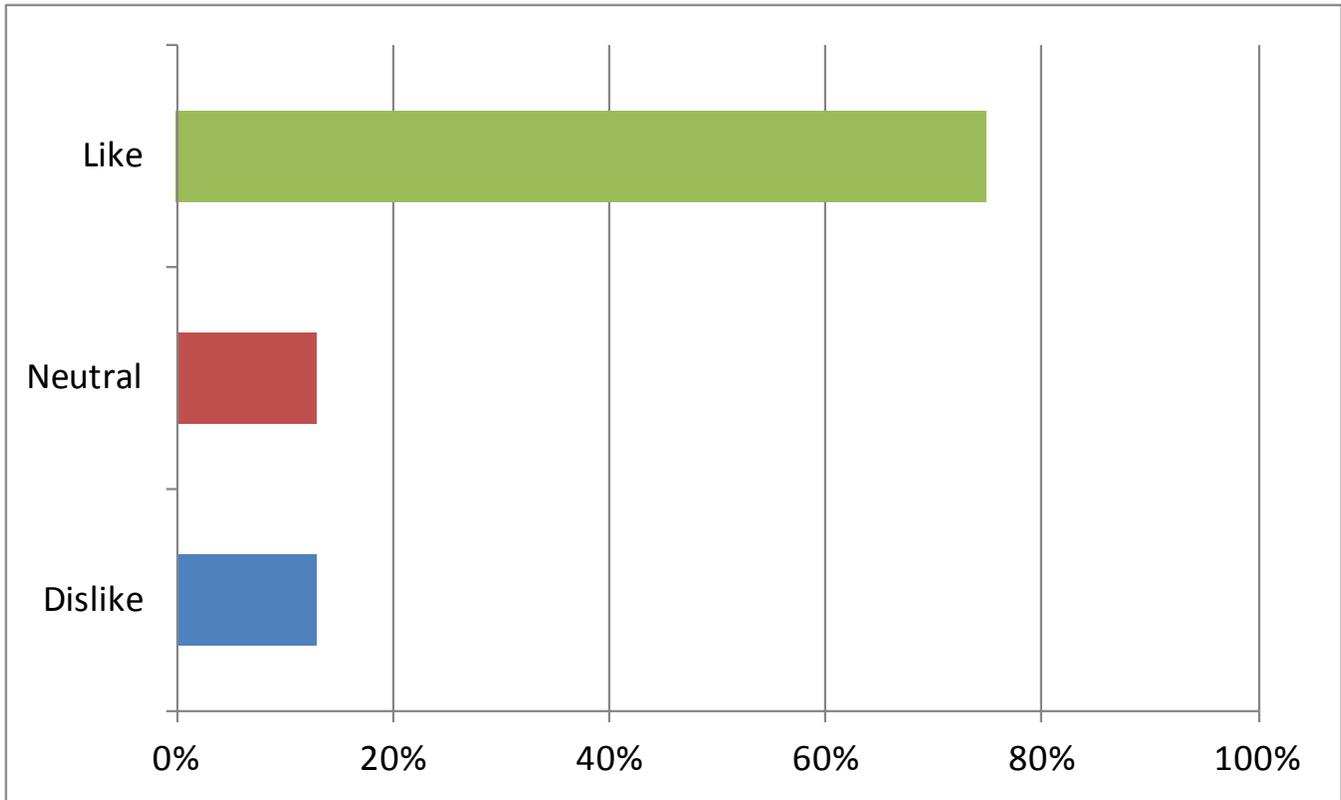
	Like	Neutral	Dislike	Total
	63.16%	15.79%	21.05%	
	48	12	16	76
Comments				
1	This would make for more efficient use of land.			
2	They just put 2,000,000 into sprinklers - not changing golf course.			
3	But get rid of golf course - turn into sports fields.			
4	Interesting idea. Simple improvements such as plowing the multi-use path east of 55th and working on bike and ped connections would help a lot.			
5	I hate golf courses.			
6	Leave the golf course alone.			
7	Golf courses are bad land use.			
8	as long as it stays green why not give access to more people?			
9	Make the entire golf course a park.			
10	Could go eitherway.			
11	Don't want current golf course to be changed.			

12) Ecological restoration along ditches and near creeks; better access to nature for current and future residents (Housing Choices scenario)



Like	Neutral	Dislike	Total
70.89%	20.25%	8.86%	79
56	16	7	
Comments			
1	Flood mitigation would be my first choice. I'm concerned this whole development will snowball into another sub city and the (illegible) can't handle it.		
2	Sure. keep the greenways green. Don't build in high hazard zones. puh.		
3	What's the point if we don't allow lots more people and activity in the area?		
4	Huge!		
5	Why just for residents?		

13) Arapahoe Ave. becomes a safe and attractive “boulevard” with street trees, noise buffering, safe speeds and transit



Like	Neutral	Dislike	Total
74.68%	12.66%	12.66%	
59	10	10	79
Comments			
1	2 lanes + bike lane would be wonderful!		
2	NO trees. Keep view of MTS. Won't be attractive with BART down the middle.		
3	What about commuters from east of Boulder? They use Arapahoe. Hold on this until the comprehensive plan is done.		
4	It's still a key arterial and SH. Need to accomodate all modes. What I think is missing is explaining to existing residents how the evolution of Arapahoe can positively impact them. Make linkage to how families will benefit from transit/infill/densification.		
5	This is a nice idea but NOT if it means high rise development. I live on one acre of land on Old tale, just 3 houses from Arapahoe - I would like to see parks, but definitely not high rise housing on Arapahoe.		
6	Current buses are fine. We don't need BRT lane.		
7	LOVE!		
8	It's always going to be a major traffic jam getting to/from Boulder.		
9	As long as there is more lanes and better traffic flow.		
10	Just will create more traffic jams, unless you limit job growth!		

Question 6*(Answered: 41, Skipped: 66)***Scenario A: Current Trends -- What do you like about the ideas presented?**

Question 6: Responses	
1	Providing more retail and service options.
2	not much, other than I won't have to deal with additional traffic congestion if nothing changes
3	East boulder is an employment hub. Don't disrupt this, jobs are important!
4	I understand the hospital's request to change zoning for their medical personnel. I think the people who live in that neighborhood ought to have final vote about whether or not to allow such a change.
5	I like the focus on pedestrians; right now, it is not the sort of street where pedestrians would choose to linger or, even, use. Likewise I'm comfortable riding my bike from the Boulder Creek path to the hospital, but would hesitate venturing further afield. I know that serious bike commuters feel safer on Base Line than on Arapahoe, but it means going a mile out of their way.
6	I don't like your ideas because they lack a clear purpose and many of their elements are not feasible/realistic assumptions.
7	If Naropa increases its campus and makes it more aesthetically appealing, that would be great.
8	I like keeping things as is. Maybe add a few 2-3 story office buildings, a couple of restaurants.
9	not much
10	People can still buy houses with land that don't start at \$1Mil. It's more "affordable" for Boulder.
11	Affordable warehouse space
12	Basically nothing. This development pattern is why the US is fat, broke, and dependent on oil.
13	No new housing
14	No, it needs planning
15	It doesn't make things worse.
16	?
17	Nothing
18	Does not beautify the area. services stay limited.
19	Seems ok
20	It's vibrant and driven by free enterprise/business model.
21	Keeps service businesses, minimize new impacts. You could achieve this by downzoning, and not getting the 19,000 new jobs.
22	Don't just leave as is.
23	Pretty much ok.
24	I think some businesses will need to stay in this area, as affordable locations to relocate within Boulder are minimal. Boulder already has a reputation of not being business friendly, so it's important to balance this aspect too. I think there can be some creative thinking on how to incorporate some of the more light industrial businesses within this plan.
25	Some more amenities, introducing more green space to new/remodled potential industrial/housing areas. Also, the idea of safer biking. It's hard out here.
26	not much
27	Noise buffering design in keeping with a sense of charm for the neighborhood
28	We need low cost places for startups and services like auto repair
29	No new housing on the north side of Arapahoe and south of Boulder Creek (between Foothills Parkway, city limits. Affordable service industrial and places for storage units
30	The affordable light industrial is important and will be driven out if the City is not careful.

Question 6: Responses	
31	Nothing that brings more noise and people.
32	NOTHING. This is the worst scenario and I do not like it.
33	Wish I could figure out how to get back to see the model referred to
34	You have not really given us enough information to enable us to know what the area would look like if current trends continue. The one current trend that is observable is the self storage warehouses. There is apparently a great need for them or they would not be so profitable. They are not a problem in that they do not generated much traffic, or crime, or other social problems. They seem to be well kept and reasonable landscaped.
35	As for new housing areas: I'd like to see homes with "food" gardens and plants that support the natural wildlife of the area. Limit areas of "grass" that requires mowing and weed killers. I'd also like to see community parks / areas where kids can be kids and build forts etc., play in water. How about natural walk ways vs. always having cement sidewalks?
36	need to be coordinated with the future "givens"
37	Convenience and access to some light industry and services.
38	Great plan
39	Not a big increase in density or rising rooflines
40	Boulder need to keep/increase it's industrial sector
41	Keeping it attractive to small business.

Question 7

(Answered: 44, Skipped: 63)

Scenario A: Current Trends -- What do you dislike and would change or add?

Question 7: Responses	
1	No high density housing!
2	More transit solutions for in-commuters. Get workers out of their cars! Bus rapid transit is needed, but will require solutions from the places commuters start from - they all are going to the same place, they just need a common starting point.Keep people out of their cars by promoting restaurants, shops, services, etc... near the employment centers.
3	I dislike any ideas that are not welcomed by the people who live in the affected neighborhoods. In my neighborhood, none of my neighbors are happy with this project.
4	Be careful not to create a wall of tall, fancy buildings at the expense of affordable spaces for places like Independent Motors. A Peleton fortress definitely holds no appeal.
5	I would go back to the drawing board on your dense urban design. Most of us were not attracted to the area because it was dense - we moved here from dense areas with many amenities. We moved here for the small town quirks and community of Boulder - your "vision" ends that character.
6	May appear organic but can approach houston-ztyle zoning which is not good.
7	Inefficient use of land. Poor connectivity.
8	Too suburban, not dense enough. No emphasis on walkable neighborhoods. Too reliant on driving.
9	it stinks for biking
10	No neighborhood feel, not pretty, east county car community puts pressure on all modes of transport in the neighborhood.
11	If we can't fix the land use intensity out here, just STOP. Get the BRT in and leave the area alone rather than waste a bunch of time to make a lousy plan. May focus on the area between TVAP and East CU.

Question 7: Responses	
12	Don't go too far with height/density.
13	Don't Like
14	No change to golf course. No neighborhood. Sops. It is nice being a residential area
15	It also doesn't really make things better.
16	?
17	no restaurants, no retail, doesn't create a "district"
18	Driveway, road, parking and 1 story buildings.
19	Needs more variety. B or C Better
20	More residential
21	Change is needed.
22	Transportation concepts are straight out of the 1970s. There is a lot of room to improve things for peds/bikes/bus riders.
23	Limit height.
24	Just clean up a few of the less attractive areas.
25	Afraid that no plan for area would result in hodgepodge of buildings.
26	The way to businesses are set up, it makes the corridor sterile and unattractive as a place to go to shop or hang out.
27	LESS DENSITY. The density experiment isn't working. More housing doesn't mean more affordable housing, unless the affordable bit is SPECIFIED. Just allowing developers to plunk the affordable "folks" in the ugly buildings further from transportation, or to buy out, isn't OK. We need to change some State law to address that, I know, but it should be done. We will need more setbacks for more lanes/turn-lanes to truly address traffic congestion, and we MUST start lobbying RTD for more reliable, frequent bus service NOW (and succeeding in that effort!)
28	it is a waste of expensive land to keep this suburban design.
29	The entire project needs to address noise pollution.
30	possibility of big buildings
31	Too much employment
32	Unplanned patterns of development with large parking lots.
33	A new bridge/road to connect to Pearl near 48th would help.
34	We do not need more noise or congestion.
35	Honestly I would scrap this whole idea and do a combo of scenario B & C.
36	Merely fix the landscaping and facades of some of the older buildings and parking lots facing the street. Don't redevelop to higher intensities.
37	it is not either vibrant or pedestrian friendly right now. lack of human scale, services and amenities
38	Dislike that there are abandoned buildings and/or old, dated buildings. Many need a makeover.
39	nothing
40	The Peloton is less than 2 miles away and is not fully occupied. We don't need more condos/apartment buildings.
41	Ecological restoration, better connections between multiuse paths
42	Everything. We don't need more apartments in Boulder.
43	Too car-dominated, make Arapahoe way more of a complete street ... plus non-motorized routes to and from
44	Remains a scattered industrial zone that's not really serving local neighborhoods (beyond the current services). No real transit and not pleasant for biking or walking. It's an isolated area - more suburbia than town.

Question 8*(Answered: 41, Skipped: 66)***Scenario B: Districts -- What do you like about the ideas presented?**

Question 8: Responses	
1	Overall, I would support the goals
2	more places to eat
3	Let the neighborhoods decide whether they want any changes.
4	Nothing.
5	Enhance 55th Neighborhood center
6	The concept of "districts" is a good one.
7	More diverse mixed land uses, more restaurants/retail will decrease number of drives for lunch. This will help lessen traffic in a congested area.
8	Deceptive - planning board member said - "Don't do visuals with 55 ft buildings that will only upset the public"
9	I support some mix of B and C
10	My favorite option
11	Better amenities for area workforce.
12	looks great with more trees, pedestrian friendly areas, parks
13	Mixed commercial with restaurants.
14	I like this but need more routes around Pearl East and Flatiron Park.
15	It adds the new Walnut/48th St, and aspires to some other modest changes.
16	.?
17	Really like 55th and Arapahoe district.
18	6
19	Mixed use
20	More business = More traffic
21	Business focus.
22	Great concept. 15 minute walk is nice way to connect. What would a tech worker or hospital visitor, or BVSD employee need at lunch hour?
23	Like
24	Continued use as business area. Changes to add more possible medical offices around hospital.
25	Like the concepts presented - good variety.
26	I think this is a very attractive plan. I like how the various aspects are integrated to make the corridor more attractive.
27	I missed A-B-C - sorry - will have to look again. My previous comments were my overall impression from how I understand the project so far.
28	it's ok. not bold enough
29	Adds a night time population to support things like restaurants
30	Increased professional office space associated with Boulder Community Health center. Improvements to sidewalks, intersections, so people can walk safely and conveniently. Affordable service industrial along Arapahoe at the east end
31	Pocket parks and plazas should be the decision of the developer land owner--unless the City wants to buy the land.
32	Nothing.

Question 8: Responses	
33	Love the 55th/Arapahoe ideas (Retail, Services, Some housing, Arts and Culture, Mobility Hub). I also like the north 55th idea of having retail to serve the industrial parks.
34	The fact that this area would be preserved for income producing businesses.
35	boulevards with retail and restaurants.
36	ecodistricts and enhanced streetscape - sound good.
37	Retail, shops, restaurants, improved intersections, some recycling services, improved overall look of Arapahoe such as trees, noise buffering.
38	Poor excuse to let developers begin having at it and making money by cramming more into an already too dense Boulder, and by insisting that every square inch of space be developed to max "potential" which I translate as "max ROI on <given developer's> investment". Developer's ROI is not the same as return to the community, and at this point in Boulder's history I'd argue it's actually the antithesis
39	I like the key features presented. I would be interested in hearing more specifics about housing in this scenario - density, target income.
40	mprovements to sidewalks and intersections
41	This begins to think about neighborhoods.

Question 9

(Answered: 32, Skipped: 75)

Scenario B: Districts -- What do you dislike and would change or add?

Question 9: Responses	
1	Recycling was forced on the Count yresidents and is not a desired use on Arapahoe.
2	no more industrial
3	Too much of one thing in one place - is this the same zoning trap the separates housing from shops and restaurants and leads to car traffic?
4	I think this project has moved far too quickly, and is rapidly moving out of logical thinking. Why can't the neighborhoods decide for themselves?
5	Start over.
6	no change to Flatirons Golf Course especially flood mitigation.
7	Make it a special trip to East Boulder - not more housing
8	Any planned development necessarily increases rental rates.
9	Retail - don't need it! Recycling center already exists! No additional housing
10	Don't go too far with height/density.
11	Don't force eco-pass on people that will not use it.
12	It's still much too timid.
13	.?
14	Not bold enough
15	Combine/trade off B and C.
16	Limit new office space.
17	Better transport and retail closer to businesses, not just on Arapahoe.
18	Adding housing might be interesting experiment but I don't want to live way out there. I would drive into downtown.
19	I don't like building to street in these areas, destroy views, makes everything constrained.

Question 9: Responses	
20	Don't like buildings too close to sidewalks. Don't like too much height. Add more green spaces.
21	I don't know if there are too many types of districts. Traffic backup to get into the hospital area going east and Arapahoe is really bad now. Adding more offices, at least on that side of the street, could make the problem worse.
22	make it more bold and visionary
23	Too much emphasis on taking away traffic lanes on Arapahoe
24	Adding mixed retail, dining, office along 55th Street would severely damage the current residential character of 55th St south of Arapahoe. Adding an east/west connecting street (Walnut /48th St.) would exacerbate the current traffic problem; such an addition would be a detriment to the character of Arapahoe rather than an improvement.
25	We don't need an arts and entertainment district focus.
26	The roads cannot take anymore congestion.
27	Wouldn't want the services mentioned in the 55th/Arapahoe to be things like car repair, storage, etc... Those types of businesses bring down property value and it would make the new housing going into that area less desirable which would drive down prices and then people would care less about their properties.
28	what is the intensity of new development? what would be the phasing for the development? are you planning on pilot projects?
29	Dislike affordable housing especially any buildings over the 55' height limit.
30	Put the plan in the shredder.
31	I like this scenario.
32	Increase in density, more traffic, addition of more housing, growth of Recycle Row. It seems a near-necessity in this plan that higher buildings will be added - MAJOR negative.

Question 10

(Answered: 47, Skipped: 60)

Scenario C: Housing Choices -- What do you like about the ideas presented?

Question 10: Responses	
1	Convenient retail and service. Roadway beautification.
2	affordable, closer housing
3	Walking streets with mixed shops and high density residential - this could be exciting!
4	I can't think of a thing.
5	affordable housing near transit centers makes sense
6	Nothing - another ugly, common development for rich college students or investors doesn't build community.
7	Good idea. Affordable housing in Boulder will never again be single family... we need a LOT more apartments and townhome style residential units.
8	Employee housing is good!
9	Diversity and housing
10	More housing within city, reduces in-commuters and VMT
11	Emphasis on 15 min neighborhoods! Less reliance on cars would probably reduce Arapahoe traffic! More parks! This is the best plan. :-)
12	It plans for the community's future needs - timing can remain flexible and adapt to shifts.
13	Outrageous - I don't want to live in a Jetson City.

Question 10: Responses	
14	I support some mix of B and C
15	At some point a developer will try to put in housing, so very important to plan for it.
16	Mix of uses would be better, but not much
17	Not sure
18	We need housing but we need routes so people can live and work in East Boulder.
19	No affordable housing
20	It's getting better. It adds much-needed housing.
21	??
22	Same as B - Like 55th and Arapahoe district. Thoughtful mix of retail residential
23	Mixed use
24	Can add some housing without making it as ugly as Boulder Junction. Needs some styling inline with Boulder, not all square, ugly buildings.
25	Too radical. Don't like
26	Most of the jobs are filled w/oout in-commuters. Unless you limit job growth, traffic congestion will just get worse and worse.
27	Like
28	Nothing
29	I like a mix of housing and it's crucial to expand the city's affordable housing stock.
30	See previous.
31	not enough
32	Adding some dense housing close to jobs and reducing the land available for more job growth
33	Added trails and amenities to the Flatirons Golf Course. Gateway beatification at the east end of city would be an attractive addition
34	Boulevard with buffering.
35	Do not put anymore housing on east Arapahoe, the road cannot take anymore congestion.
36	This may be my favorite scenario. I like the 55th/Arapahoe ideas with New housing in select locations, the Dinner theater and other businesses become part of an art center, Mobility hub, Shops and restaurants and the ideas for the North 55th Street (Live-work mixed with offices, Retail to support the people living there and the businesses). I also like the idea of the greenway enhancements to the South Boulder Creek area.
37	Nothing.
38	good mix
39	all look good
40	is it representative of New Urbanism? this seems to pay more attention to relationship of buildings to the street.
41	Bike paths, trails
42	A horrible idea to allow developers to cash in, under a thinly-veiled guise of "affordable housing" and "worker housing". If this is really the case, then why does Boulder allow developers, like those downtown, to provide "cash in lieu" of affordable units when it's all said and done. That is nothing other than crass political positioning to try and force through their development projects and enrich developers at the expense of the community.
43	I need more detail to weigh in on this. I do think redevelopment at 55th is a good idea. I think this is a good opportunity to provide options for people living in East Boulder County and are "daytimers" - time to phase the term in-commuters out of our vocabulary and move on to embrace the people that we employ and benefit from the sales tax they contribute that funds the amenities valued. I think Live/work units and additional moderate/workforce housing would be good additions.
44	Boulevard with trees/buffering

Question 10: Responses	
45	Best of the three but still way too timid. Waste of staff resources.
46	Everything. We do not need more apartments in Boulder. We don't need to use taxpayer money to support more people coming to Boulder on our dime.
47	I like this scenario the most

Question 11

(Answered: 45, Skipped: 62)

Scenario C: Housing Choices -- What do you dislike and would change or add?

Question 11: Responses	
1	Workforce housing= high density. Roads will become overcrowded, parking will be far short of needs.
2	slower speeds sound like more traffic issues
3	More housing will only generate more cars, more parking, more traffic unless things are developed as exclusively NON CAR. DO NOT BUILD PARKING. DO NOT ADD TRAFFIC OR TURN LANES. MAKE ROOM FOR PEOPLE, NOT CARS.
4	Leave "flatiron golf" out of your plan. You don't even know what it is called, let alone the history of the site and its status as a recreational site, do some research.
5	Arapahoe is already over crowded. No high density housing. No high density housing anyplace along this corridor. Save those ideas for the center of town.
6	would people really find housing along 55th appealing? traffic is pretty awful for people who live on 55th south of Arapahoe, despite mitigation gestures
7	Demand for the Peleton sure was a great success - why are we continuing with a plan that no one liked.
8	high-density does not necessarily mean Texas-Doughnut style monoliths, even if that's what developers want to build. Look at Europe or places like Colonial America for examples of high-density development with much more human-scaled buildings forms.
9	Prefer concept of "districts" better.
10	No buildings over 3 stories.
11	More Housing
12	It makes me nervous with existing traffic issues.
13	Would need to really prioritize affordable warehouse rent, perhaps like affordable housing program. how that works with market forces like pot grow operations I'm not sure!
14	add 10,000 to 30,000 more jobs/people.
15	HATE THIS OPTION! This is a rural neighborhood!! This option brings PEOPLE CARS AND PARKING LOTS
16	Don't go too far with height/density.
17	Dangerous housing next to train tracks.
18	No additional housing if it in any way resembles Pearl St. (East of 30th)
19	No affordable housing
20	This should also include the Walnut/48th St. connection, as well as a network of many more connections (at least for pedestrians). It should also radically calm Arapahoe and 55th Streets, so that all the new residents can really walk or bike places. We don't want to just add more people in a place where they'll still have to drive in order to feel safe and comfortable getting around.
21	?
22	don't like residential north end of 55th. Too far from focus of district. Keep it on Arapahoe.

Question 11: Responses	
23	Don't build more suburbia because you are afraid to bring up doing anything else.
24	mixed use reduce jobs/housing imbalance. Make growth especially jobs growth PAY ITS OWN WAY.
25	Businesses need places to grow. There is plenty of housing already.
26	Doesn't make sense
27	Without limiting overall jobs all this housing has no overall benefit; its a bandaid on a serious wound.
28	Do not want housing - save for business growth 50 years from now - housing will still not be affordable unless subsidized and either way will not meet the need for the type of housing we need the most.
29	How dense will the 55th and Arapahoe housing be?
30	N/A
31	if we don't build housing for middle income folks in this area, there will be no place for them and Boulder will be just a bunch of rich people, a small % in affordable housing and everyone else driving in from far-flung places. If the city squanders this opportunity in one of the few places left to provide middle income housing, the middle will be lost and no middle income people makes for a lousy community.
32	The general sameness of the housing choices and the fact they all seem to be rental
33	Adding high density housing to the east Arapahoe corridor. Such development would only exacerbate the congestion that is driving the current planning. How can housing along this major transportation route be an improvement if the problem is already too much traffic? Adding retail, dining and housing will only contribute to the diminished attractiveness and use of downtown Boulder; hardly a benefit to downtown vitality.
34	Drop the net zero energy neighborhoods.
35	I do not want to see more housing in an area that seriously flooded nor do i want that many more cars to add to the already congested Arapaho.
36	No moreover housing!
37	I'm a little worried about adding too much housing in the South Boulder Creek area, so would have to see that in more detail. Wouldn't want it to be too developed, but if it was a good mix of housing, park, open space, and commuter trails I think it would be nice. Maybe have a bit of retail & restaurants in there as well.
38	I do not like the Housing Choices scenario even if I like some of the things in it. The terminology re workforce housing is both vague and misleading. There is no possibility of market rate family housing at a low enough density that families will actually live there will be developed. We don't really need more high density apartments, even for entry level high tech workers. This area would need its own set of parks and other amenities, and the small amount of desirable housing that could be created does not justify the City's investment in this infrastructure. There are flood issues in most of this area, and elevating the land will only add to flooding woes upstream. There is only so much need for this mixed use, live/work thing, and it seems like everything else being built in Boulder, it just brings more of the young singles who need a place to live until they establish a career, move up the career ladder, start a family and then move to family suitable housing. It does nothing but increase the population of Boulder without providing housing for mid-level employees. It uses up the remaining industrial land that we will need to keep Boulder economically viable in another 50 years.
39	I like homes that are built on what we are learning today about energy efficiency. Building codes may need to change. Biomass interiors with "insulation" on the exterior... like we and animals have. Active and passive solar gains. Heat pumps vs. heating from fossil fuels. Food gardens vs. lawns. Natural path surfaces vs. cement / asphalt. Community parks where the kids can build forts and play in water. Natural vegetation that supports the native animals and animal migrations. Build neighborhoods that keep the cars on the "outskirts" vs. in individual garages. Hand carts can be used to move supplies around.
40	just need to maintain balance. what is an anchor retail? I would like to maintain the scale of the neighborhood.
41	Dislike affordable housing especially any buildings over the 55' height limit.
42	Put the thing in the shredder, pour some gas on it, and light a match.
43	The Peloton is less than 2 miles away and is not fully occupied. We don't need more apartments/condos.

Question 11: Responses	
44	Addition of a lot of housing, which will increase traffic and noise and will irrevocably change the neighborhood. Those of us who live here now, LIKE IT THIS WAY. We chose to live here because we don't want to live somewhere developed. We do not want a lot of change!
45	Best of the three but still way too timid. Waste of staff resources.

Question 12

(Answered: 54, Skipped: 53)

How did you find out about this workshop?

Question 12: Responses	
1	Newspaper
2	my boss emailed it to me
3	A listserve
4	did not attend
5	Nothing
6	Through a neighbor
7	Postcard
8	Email List
9	Postcard
10	Email
11	Judy
12	Friend
13	Email
14	Newspapers, Neighbors
15	TAB
16	Neighbor
17	Neighborhood web site
18	Post card mail
19	Friend
20	Good - informative
21	Neighbor
22	Email
23	Email
24	Everyone wants walking, biking, and transit but unless you are willing to propose dense, close interesting places to walk and bike to, you won't get that. Because you chose not to take a bold approach it is kind of worthless - you will never get there. Either get some political will or drop it and come back later.
25	Online
26	City
27	Friend
28	on email.
29	Neighbor
30	Website
31	Better Boulder

Question 12: Responses	
32	Email
33	Concerned neighbors.
34	email
35	It was e-mailed to me.
36	city employee
37	I'm on email list
38	Notice in the Boulder Daily Camera. Also,e-mail contact from a friend
39	Friend
40	City website. Sorry, I don't trust the City enough to give you my contact information. You'll just have to hack Home Depot if you want it.
41	Neighborhood organization.
42	Live near the area & my HOA sent out an email about the project.
43	A neighbor informed me.
44	web site, email
45	E-mail
46	email
47	email
48	Subscribed to the mailing list
49	Originally from the City's website, then I signed for the project updates via email.
50	News
51	Neighbors and newspaper invitations to open house and previous walk audits.
52	Neighborhood newsgroup
53	I pay attention.
54	email



Topic Name: What's your vision for east Arapahoe?

Idea Title: I strongly prefer that any new buildings be limited to 3 stories

Idea Detail: I believe that the views of the foothills should remain as unobstructed as possible. Also that any new buildings should be set back fairly far from the sidewalk for aesthetic purposes.

Idea Author: David M C

Number of Seconds 0

Number of Points 33

Number of Comments 3

Comment 1: This is one of the ugliest streets in Boulder I don't think there is a single aspect of it that should be preserved. Deep setbacks with parking lots are the ugliest pattern of development I can imagine. | By Jim M

Comment 2: I just returned from hiking the Teller Lake trail and the view as you top the hill heading west around 70th or so is spectacular. However, as you get closer in around Cherryvale to the west there really isn't that great of a view and it is easy to see because Arapahoe is so wide. Boulders 55 foot height limit came about because that is roughly the size of mature trees and the trees are what limit the view. There is nothing wrong with nodes of four story buildings, but O agree the cookie cutter architectural is pretty bad. | By David B

Comment 3: I agree with the set back suggestion, and would like to limit the height to 2 stories for the new vibrant East Arapahoe. The much applauded Boulder Junction with its canyons of apartments and pavement does not look like progress to me. Please do not allow this sort of compromise dictate the future appearance of our lovely town. And please do not replicate these architectural mishaps on East Arapahoe. | By Susan B

Idea Title: East Arapahoe does not need any more Storage Units

Idea Detail: It's my understanding that developers have been trying to add more housing along Arapahoe for the past 6years or so , for what ever reason it isn't happening.

It has come to my attention that the property across the street from the golf course will now be more "Storage units" because of difficulties for housing approvals.

Is this the cities idea of Envision East Arapahoe, is this what we want across the our golf course? It seems we would want people across the street, being able to use this facility that



seems to me under utilized.

Don't let these last large parcels of land slip away on Arapahoe to more of this type of use, they will be gone for decades.

Idea Author: craig F

Number of Seconds 0

Number of Points 29

Number of Comments 0

Idea Title: Make Arapahoe safer for bicyclists--protected bike lanes

Idea Detail: The multi-use path along Arapahoe east of Foothills often has poor visibility from the road and/or side streets. It does not feel safe traveling at bicycle speeds near intersections. Protected bike lanes similar to those on Baseline near Williams Village would make the road safer and more accessible to bicyclists.

Idea Author: Bob P

Number of Seconds 0

Number of Points 26

Number of Comments 1

Comment 1: When cyclists are forced on the sidewalk it is very difficult for them to see vehicles and for the vehicles to see them. Whenever I bike down the north side of East Arapahoe I assume I'm going to be hit at every intersection, not because anyone is doing anything wrong, simply because those of us on two and four wheels can't see each other very well. Multi-use paths are fantastic but have no business being placed along a road with turning cars.

I know of someone who was east bound turning left on to 48th but had to stop mid intersection because there was a cyclist on the multi use path legitimately crossing 48th st. The driver was hit by an oncoming car and issued a ticket. The ticket was later rescinded because the police admitted there was "no way the driver could have seen the cyclist." The Arapahoe multi-use path is not safe for anyone. | By Zach S

Idea Title: Better connected shopping areas with fewer strip malls



Idea Detail: There are several strip malls along this corridor that are not well connected for bikes or cars and feel outdated. I think there must be another format that would serve our community better.

Idea Author: Lieschen G

Number of Seconds 0

Number of Points 20

Number of Comments 1

Comment 1: Strip malls were made to be torn down, rezone East Arapahoe to 5 stories and the strip malls will change "format".

| By Jim M

Idea Title: Build car-free housing for Boulder residents without cars.

Idea Detail: Thousands of people in Boulder do not own cars yet they are forced to pay for parking when they purchase or rent housing. Mixed use housing should be built in East Arapahoe offering the option of units without bundled parking, allowing car owners to pay for the parking they use, and allowing people without cars to avoid paying for parking they don't use.

Idea Author: Tom V

Number of Seconds 0

Number of Points 15

Number of Comments 0

Idea Title: Bus service up 55th for residents who live south of golf course.

Idea Detail: Bus service is hard to use when it's more than 1/2 mile to the nearest bus line.

Idea Author: Laine G

Number of Seconds 0

Number of Points 14



Number of Comments 0

Idea Title: Make East Arapahoe a boulevard from 55th to 75th street

Idea Detail: Not that Boulder is Paris, but boulevards distinguish a city's arteries. Even more so with trees

Idea Author: Stanley G

Number of Seconds 0

Number of Points 13

Number of Comments 0

Idea Title: Build car-free housing, to Boulder residents who don't own cars.

Idea Detail: Thousands of Boulder residents do not own cars, yet they are forced to pay for mandated parking in the buildings they purchase or rent. How regressive to force everybody to pay for parking whether or not they use it. In East Arapahoe new mixed used development should have covered bike parking and any automobile parking paid for only by those who use it.

Idea Author: Tom V

Number of Seconds 0

Number of Points 13

Number of Comments 0

Idea Title: What's wrong with the way things are?

Idea Detail: If I wanted to live in town, I would. More development means more air pollution, more noise pollution, more light pollution, more traffic, more people - all things I wish to avoid living east of 55th St. Who asked the city council to make changes in the first place? These changes, not enhancements, will directly and adversely affect my life. Will it do that for any of the city council members promoting this?

Idea Author: Andrew J



Number of Seconds 0

Number of Points 12

Number of Comments 3

Comment 1: I agree with Andrew's original post. There's nothing wrong with our neighborhood. Please stop trying to "improve" it. | By Rachel B

Comment 2: Ah yes. I have mine so please roll up the streets behind me and hermetically seal my sanctuary. I've lived here for 35 years back when Boulder was still building single family sprawl housing like Meadow Glen, Country Meadows, Shanahan Ridge, etc. In that time the Denver metro area has doubled in population and so has Boulder. The only constant in life is change. We need to decide how to best manage that change. | By David B

Comment 3: It need better streetscaping to welcome people to Boulder. | By Felicia F

Idea Title: Lets not repeat the mistakes of Boulder Junction

Idea Detail: I do not want to see endless 4 story apartments buildings, turning Arapahoe into another "Pearl Canyon". I think the south side of Arapahoe should be left much as it is from 38th St. west to 75th. The north side from Conestoga to S. Bldr. Creek is ready for some re-development into mixed use, especially east of 55th St. The idea of buses running down the middle of Arapahoe similar to Denver's 16th St. seems totally unrealistic, given that there will still be auto traffic on Arapahoe. Busses crossing the auto lanes to the curb will further congest the traffic flow. Do not install useless 8 ft. wide sidewalks as was done between Folsom & 28th St., and east of 63rd St. Integrate the bike lanes into the sides of the auto lanes. Bicyclist using sidewalks do not pay attention to turning autos. In any case, I rarely see pedestrians or bicyclists any where along Arapahoe.

Idea Author: Archie S

Number of Seconds 0

Number of Points 12

Number of Comments 2

Comment 1: I largely agree with the original post. I don't feel that staff hasn't done a good job explaining the bus concept; I think many of us simply don't see the need for expanded bus



traffic, which would not be necessary unless high-density housing was added to the area, which many of us do not support. | By Rachel B

Comment 2: The southeast corner of 55th and Arapahoe is the perfect spot for low impact dense multi use redevelopment. It is surrounded by the golf course, has fire station and there is already a large apartment complex. The existing uses are generally old single family homes that have been converted to businesses.

Bus rapid transit on an arterial street is not at all like the 16th St. Mall shuttles. BRT isn't slow and doesn't stop every block. The BRT busses wouldn't cross to the curb, they would stop at stations in the median and the passengers would cross the street as pedestrians. Staff has obviously not done an acceptable job of explaining this concept to the general public. | By David B

Idea Title: East Arapahoe..A place to restore and replenish

Idea Detail: Perhaps there is also the opportunity to create a small native botanic garden as part of the Golf Course Flood water mitigation project, a sculpture garden or public art venue.. Or a walkable Labarynth? An educational Water garden that stresses the importance of conservation of our resources. Create affordable artist studio space on east Arapahoe.

Perhaps Naropa could advise on a public meditation center...

The recent "calming" of traffic along Cherryvale should be kept in mind while developing ideas for this area. Clearly the residents of this residential neighborhood would like to retain the quiet peaceful nature of this once semi-rural area of Boulder County!

Idea Author: Susan B

Number of Seconds 0

Number of Points 12

Number of Comments 0

Idea Title: Wildflowers and nature

Idea Detail: I moved to the east side because it was calm and I could view wildlife. Now I have a huge hospital across the street from me and I can't get out on Arapahoe without risking my life due to all the traffic. Please, no more traffic, no more cheap, squeezed together, compact housing. Give us dog parks, walking paths and other opportunities to connect with nature. No more cement and congestion. There are plenty of restaurants and stores in Boulder. We can go there when we need to shop or want to eat out. There's lots of new housing in town. Let's not turn into Los Angeles.



Idea Author: Kathy S

Number of Seconds 0

Number of Points 12

Number of Comments 1

Comment 1: There should be a category in the ratings for "I don't like it." I am not really neutral at all, I disagree. The hospital will continue to grow as more of us get older and have more health problems. Hospitals also are large employers of modest wage positions that could benefit greatly from affordable housing nearby, even if they chose to drive a mile or two rather than walk, bike or bus. | By David B

Idea Title: Add middle income housing that appeals to families

Idea Detail: But design and implement in such a way to not drive out light industry. Land uses should be integrated and diverse.

Idea Author: Deryn W

Number of Seconds 0

Number of Points 11

Number of Comments 0

Idea Title: Add cheap artists/makers warehouse rentals to Resource 2000 yard

Idea Detail: Marijuana grow operations are driving up the costs for warehouse spaces. Artists, inventors, and makers are being forced to rent workshop spaces in far away places like Denver and Golden. I think it would be nice to add a large warehouse to that empty field at the Resource 2000 yard. It could be subdivided into many smaller studio spaces to be rented out. It could have a separate access so it could be used outside of Resource 2000 hours. During Resource 2000 open hours, the artists and makers could grab cheap materials! There could be a special display/purchase area in Resource 2000 highlighting the best creations. We need more spaces to create!

Idea Author: W E



Number of Seconds 0

Number of Points 11

Number of Comments 2

Comment 1: Especially for students. | By Felicia F

Comment 2: Great idea. Keep artists in Boulder. | By Felicia F

Idea Title: Arapahoe Ave. tunnel with paths, wildlife corridor, etc. above

Idea Detail: Put Arapahoe Ave. underground (through a tunnel) for at least a few hundred feet, preferably near 55th St., and put walkways, a bike path, a wildlife corridor, gathering places, greenery, art installations, etc. on top to serve as a connection between areas north and south of Arapahoe Ave. and to serve as an anchor for a destination spot for the area.

Idea Author: Don P

Number of Seconds 0

Number of Points 10

Number of Comments 1

Comment 1: Bad idea. This would be a senseless waste of money | By David B

Idea Title: Respect the wishes of the area residents

Idea Detail: May residents of the small neighborhoods east of 55th, Old Tale Road, the Reserve and Simmons Drive, among others, are happy with our peaceful part of town and have NO desire for a 'vibrant' new landscape that includes more development, traffic, housing or other major changes. Our light industrial neighbors are largely good neighbors and we do not want to see them displaced. We are concerned about flood preparation and mitigation, but do not wish to see the golf course torn down. Please don't force YOUR vision on those of us who already live in the area. Thank you.

Idea Author: Rachel B

Number of Seconds 0



Number of Points 8

Number of Comments 0

Idea Title: Better bike and pedestrian access along Arapahoe

Idea Detail: I hate biking along Arapahoe, and avoid it despite the number of great places that have popped up recently (Wild Woods, Bru, etc.).

- Bike paths are poorly labelled
- Sidewalks only exist in some places and can be quite narrow even when they do exist
- There are a LOT of driveways with cars entering and exiting

My few experiences as a pedestrian along Arapahoe aren't much better. Businesses are quite far apart, sidewalks come and go, and bus stops aren't aligned with businesses (try getting to Avery by bus).

- * I'd love to see bike routes that are clearly marked and protected from traffic.
- * Make sidewalks wider and make sure they're continuous along the length of the street.
- * Add additional bus stops so pedestrians don't have to walk so far to reach restaurants and other businesses.

Idea Author: Jackson F

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: I would like to see some public art!

Idea Detail: It seems like in all of these Envision plans around Boulder/Louisville a creative component is missing. If there is anything that can inspire and engage the public it is art. I believe we can create installations that involve the community and bring a level of curiosity and pride to the area.

Idea Author: Dawn D

Number of Seconds 0



Number of Points 8

Number of Comments 0

Idea Title: Can we bring back the Pearl Trolley

Idea Detail: Given Boulder Junction on Pearl, can we run a trolley from this East Arapahoe into downtown for all the employees who travel by transit to Boulder everyday.

Idea Author: Ryan M

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: Go slowly. What we have works pretty well.

Idea Detail: City staff's current view of what might be good in 5 or 10 years may be correct -- or may be entirely misplaced. I don't want to see the East Arapahoe corridor micromanaged now for the next decades. If there are slight changes, that's fine, but go slowly.

Idea Author: Brad P

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: Build sustainable, complete, bike/walk friendly areas in Boulder

Idea Detail: Increased density is very effective at preserving natural resources globally. Dwellers of dense, urban environments use less energy and resources on average than those in less dense environments. See <http://tinyurl.com/lynnces> for evidence. In a democratic society, all citizens should be able to choose to live in Boulder, not just "those who arrived first". The best kind of density is "self-sufficient" density where dwellers can meet most of their needs for commerce, entertainment, food, etc within a walkable distance.

Therefore I suggest that East Arapahoe be developed with this in mind. Specifically, create



mixed-use development that allows residential, office, retail/restaurant all within very close proximity. Increased density is a positive as long as new residents don't have to drive to other areas of Boulder to fulfill their needs/wants. Zone East Arapahoe appropriately and don't compromise this with developers just to foster development. Zone it and they will come.

Idea Author: tim N

Number of Seconds 0

Number of Points 8

Number of Comments 1

Comment 1: I respectfully disagree. The current residents, many of whom chose the quiet area east of Arapahoe specifically because it was not a dense, urban environment are not just 'those who arrived first' - they are the lifeblood of the current community. If we don't want high-density, we should not have it forced on us simply to please a bunch of people who don't live here...and to make the developers rich. | By Rachel B

Idea Title: Road updates east of Cherryvale

Idea Detail: Now that the city has spent a huge amount of money re-doing the road east of Cherryvale, how about letting people use it in a more efficient fashion? Get rid of the bus lanes, it needs to be four lanes east of 63rd. The eastbound "turn only" at 63rd goes nowhere, while access to the ReSource Yard and the Ed Center is no easier than it was prior to reconstruction. MAKE THE ROAD FOUR LANES OUT TO 75TH . Choking it down to two lanes at 63rd is a ridiculous way to manage traffic.

Idea Author: Jeff P

Number of Seconds 0

Number of Points 7

Number of Comments 0

Idea Title: More commercial enterprises, e.g. small grocery, restaurants...

Idea Detail: East Boulder would benefit from a small grocery market (think Ideal) located near 55th and Arapahoe. This would leverage the coffee shops, small restaurants, and other shops beginning to surface in the area. The recent expansion of the Boulder Community Hospital will



provide the customers necessary to support such a community. The current East Boulder neighborhood is stale and would benefit from some revitalization.

Idea Author: Mark M

Number of Seconds 0

Number of Points 7

Number of Comments 0

Idea Title: Rezone the whole corridor to 5 stories

Idea Detail: There isn't really a nice building on the entirety of East Arapahoe and Boulder needs to grow somewhere...Arapahoe has good connectivity to major highways and services and big building won't block anybody's views of the hills.

Idea Author: Jim M

Number of Seconds 0

Number of Points 4

Number of Comments 0

Idea Title: No more Supersizing Boulder! No more height exemptions!

Idea Detail: We can't go back from the ugly 55ft cement soviet block housing of Boulder Junction. Do repeat that mistake along Arapahoe.

Traffic is already maxed out on this road. Adding thousands of more jobs and residents will just throw it into complete gridlock. This "New Urbanism" trend doesn't work for Boulder. Let Denver have it.

No more 55ft Exemptions. No more setback back exemptions. No more cement paths counting as green space. We don't want another wall of tall buildings.

Listen to the citizens of Boulder, not the outside Developers!

Idea Author: Stephen H

Number of Seconds 0



Number of Points 4

Number of Comments 0

Idea Title: We already are plenty connected, resilient and vibrant!

Idea Detail: Our neighborhood is wonderful the way it is. What we don't need is high-density housing and business out here. We chose to live here because it isn't like downtown Boulder. Please don't build more of the same -- more 5-story apartments and "mixed-use" developments. That would be sadly counter to the uniquely quiet, rural feeling of this neighborhood.

Idea Author: Leah B

Number of Seconds 0

Number of Points 4

Number of Comments 0

Idea Title: Easy public transport route to the Table Mesa PnR

Idea Detail: its pretty difficult to get to the TM PnR to take the DIA bus. Also increasing the frequency of the JUMP would help

Idea Author: Karen C

Number of Seconds 0

Number of Points 3

Number of Comments 0



Nov. 17, 2014 Listening Session Summary

Date: Monday, Nov. 17 at Naropa's Nalanda Campus, 5 -7 p.m.

Attendance: 23

Meeting Objectives:

- For city staff to listen, answer questions, and provide information to community members about all aspects of the Envision East Arapahoe project. **Format/Agenda**

Format/Agenda

1. Welcome, quick description of format (informal) – 5 minute overview
2. Staff introductions
3. Project purpose, origin, and basic facts
4. Full group Q&A
5. Breakout group conversations

Full Group Q&A

- Why didn't the city coordinate with CDOT work on East Arapahoe?
- RTD Fast Track Station at 63rd?
- Cherryvale traffic plans?
- Why not collaborate with county on the planning?
- What's the plan for the power plant?
- Sewer status at 55th and Arapahoe?
- Can zoning change include "no 5 story buildings"?

Table Conversations

- Great neighborhood as it is
 - More traffic, construction etc problematic
 - Roads currently for commuting
 - Like empty retail – limit traffic
 - North-south (55th humps should be taken out)
 - Transportation – infrastructure not sufficient
- Excited about potential and ability to age in place
 - New restaurants, retail, hospital (jobs+)
 - 30th and Pearl – learn from it

- Long term resident seen city grow
 - Why do we need restaurants here? Plenty downtown
 - In commuters – traffic on Cherryvale
 - Against mass transit/widening of Cherryvale
 - Light industrial should expand – strong economy, low traffic
 - Keep high buildings out – preserve view corridor
 - 90' setback/front yards impacted on Cherryvale
- Rural Character +
 - Seen other communities change
 - Boulder will grow – must manage growth
 - Project creating growth or managing?
 - Up and in instead of out (traffic concerns)
 - Don't let Cherryvale intersect with Arapahoe
 - Industry/business good, but doesn't identify as own neighborhood
 - Supports transportation and land use planning
 - County should be present
- History – development of Boulder
 - Traffic has increased tremendously
 - Highway 7 – main route to Denver
 - Arapahoe and Foothills main mistake was not to put in an overpass
 - Stop putting up obstructions to traffic flow
 - 1971 growth management
 - Jobs/housing imbalance
 - Need moratorium to stop growth in Boulder (like Uni Hill)
- Concerned about shutting door now
 - Stopping growth has implications – it will still change, we should manage growth
 - Each person has own story of when they moved to Boulder
 - Concerned about no middle class
- Want more amenities near 55th and Arapahoe
 - Walkable, close proximity
 - Disappointed by lack of amenities
 - Height/density not required for business growth
 - Area is affordable now
- Timing is appropriate
 - Currently car-centric
 - More housing
 - Different character areas should be kept
- Concerned with big buildings, zoning exemptions and traffic
- Rush hour traffic – add people problematic (in commuters)
- Build for 20,000 in commuters – take into account families
- Not everyone should get to live in Boulder

- SE corner of 55th and Baseline – stucco, affordable housing – nice
 - Small housing appropriate
 - Table Mesa Asst Living (46th) – nice looking (not like Pearl Pkwy and Peloton)
 - Urban Open Space – a great amenity
 - Build at Valmont
- BRT – have an image of 40 people in one bus
- Don't call them incommuters, instead "daytimers" (teachers, firemen, etc)
- Change is inevitable
- Crime map – creeping east, but mostly not here – low density
- Flood – dam at RR tracks
- High ground water
- 25yr flood in Sept. 2013
- Population increase for each scenario (not just housing units)
 - People will always drive
 - Building housing for incommuters will not solve problems
- Consider resources that will be needed for community center and senior center.
- Neighborhood centers
 - Not pleasant to walk
 - Ex. Louisville Downtown; dinner theater is an amenity, neighborhood community resource but needs refurbishing to be more welcoming
 - Parks, shopping with public art
 - Theater is a dead space for pedestrians; could it be integrated into surrounding development?
- Concerns with BRT not being where jobs are – transit ideas not well formed yet.
 - Boulder Community Health – there are many jobs; looking for more transportation options to/from BCH and want more destinations to go nearby
 - Interest in Boulder B-cycle; especially to link to transit/BRT
 - Could link transit to jobs and other destinations
 - Need B-cycle at job sites too
- Concern with safety biking on East Arapahoe and same concerns on 55th – will not work for most cyclists.
 - Desire for underpasses
 - Confusion for cyclists and pedestrians. People making unsafe decisions on where to walk and bike. Need better facilities.
- Coordination needed with Recycle Row and improve access to this area. Zero waste plan.
 - Establish Recycle Row as a "place"
- Do not want a trade off – if want better facilities, then have to accept more development and traffic and higher buildings. Shouldn't be a choice between the two
 - Not want to destroy neighborhoods to have better facilities
 - Like it now and anything new will increase traffic
 - Prefer neighborhoods stay the same and have better facilities

- Do not make it look like 30th and Pearl, looks like a concrete jungle – no green, canyons of buildings
 - Do not want to block views of mtns along East Arapahoe
- Want to know what amenities that businesses/employees want
- Not to bring in new people but serve people who are already there
- Lots of light industrial now – need more mixed use for area
- Want to keep area and neighborhood rural, doesn't need to be more welcoming
 - Do not want more construction on East Arapahoe – cause more headaches
 - Do not go over 3 stories
- Embrace open space and community gardens
- Separate zoning causes more traffic – if more mixed use, then could drive less
- Arapahoe is barrier so what is on north doesn't feel like part of neighborhood and want more places to walk to south of Arapahoe so don't need to cross.
 - Safety concerns getting on and off of Arapahoe, sight distance is blocked by landscaping, poles @McArthur and Arapahoe, drivers not stopping for pedestrians and bikes @FH and Arapahoe
- BCH and Ball don't block views because of setback
- BCH needs more medical office in area
 - Business Park would like to be able to offer medical office
 - Business park would welcome more retail and better access/circulation by walk, bike, and transit
- More housing/affordable housing
- If there were more amenities and Hop type bus within area to serve local businesses, then there would be less traffic/fewer cars on road
- Experience from Lakewood, hospitals do bring desire for more uses such as apartments, hotels, doctor offices => lots of change will happen and can be good
 - People who work in Boulder/corridor would like to live here and would desire higher density housing
- Need to keep in mind length of EEA corridor and could have different uses in different parts of corridor
- Would like to see less traffic
 - Could reduce traffic by more public transit
- Care less about what is in the building; care more about what they look like
- Like that no street lights and no sidewalks
 - Keep rural feel on east end of corridor
- Why does the corridor extend to 75th?
- Idea for multimodal station on east edge of corridor to intercept people before come into corridor and provide options to bus/bike in

How Could We Engage Better?

- Neighborhood town hall – email group
- January is too soon
- FTE neighborhood liaison
- come into existing neighborhood
- Next door – Google
- CU – Partner; grad students and instructors
- Employees
- HOAs
- Would like info cards on project to hand out to neighbors
- Need to get word out earlier
- Emails come out from County and City = joint emails
- Want county representation with mailings and meetings
- Some think public process works and some don't
- More transparency to build trust
- Promote design excellence event
- Different events focus on different pieces of corridor
- Daytime meetings for “daytime residents”

Comment Forms

- Connect East Boulder – Flatiron Park east and west via public transportation, e.g. Jump/Hop
- Invite amenities, (e.g., food to East Boulder accessible via public transportation)
- Encourage the development of retail use to provide amenities to the 55th street corridor
- Rezoning allowing more professional services (e.g. medical services as an amenity to the hundreds of employees working in IG zoning)
- Find a balance with change
- Need complete streets
- Retail/restaurants to support east county
- Live/work – even if folks drive, they don't have to drive as far
- Stop demonizing “In-commuters” they are important members of our community that work hard in our schools, grocery stores, medical services. Let's call them “daytimers”
- One bus carries 40 people – how many less cars can there be?
- Where is the county? You state the city and county are working closely together – I doubt that is true
- I have lived in this area almost 40 years – I like it just the way it is – why mess with it?
- I live on 1 acre of land. I like the rural feel. If I wanted all sorts of shopping, I would live someplace else
- I feel this project has already been imagined – now, the city is going through the motions of making it happen whether we want it or not.



Dec. 11, 2014 Listening Session Summary

Date: Thursday, Dec. 11 at Twenty-Ninth Street Community Room, 5 -7 p.m.

Attendance: 33

Meeting Objectives:

- For city staff to listen, answer questions, and provide information to community members about all aspects of the Envision East Arapahoe project.

Format/Agenda

1. Welcome, quick description of format (informal) – 5 minute overview
2. Staff introductions
3. Project purpose, origin, and basic facts
4. Full group Q&A
5. Breakout group conversations

Full Group Q&A

- Bike path connection shown on the connections plan – what is the status of these connections
- Project timeline
- Council meeting in Feb. – it's purpose
- Is the plan already set; has council already picked a preferred option?
- BRT and RTD's plans for regional transportation

Table Conversations

Table 1

- Flatiron Park employees would like more retail options and more transportation options along the corridor
- Zoning should attract small businesses/be more affordable than downtown.
- Need more robust public transportation to reduce the need to commute.
- Relaxation of zoning in Flatiron Park to allow mixed use for employees to walk to.
- There have been attempts to allow other uses and it was the economics that impacted success.
- There's a demand that's not allowed by zoning.

- Black Belly restaurant has been a success and the housing population is already dense enough to support it.
- Last-mile connections would be good. B-cycle is great.
- Would like to see more housing in the area.
- More biking - needs to be safer and more accessible.
- Bike path on the golf course side.
- Better last-mile connection North-South from transit stops (i.e. Pearl East and Flatiron Park).
- Would like to see housing in the corridor and transportation options to support residents and employees.
- Similar to North Broadway - walkability and infill development.
- Housing north of Arapahoe is necessary but south of Arapahoe is already dense.
- 55th and Arapahoe (SE) needs redevelopment - there's potential there.
- Mixed use housing/town houses is a great idea.
- Restaurants/retail to walk to north of Arapahoe
 - Need pedestrian infrastructure.
 - Trouble crossing (to go North) at 55th and Arapahoe.
- Need a better pedestrian experience.
- Traffic at the hospital - need better traffic control there.
- Would like to see city create a complete pedestrian experience - not just pieces.
- Industrial services (i.e. car service shop) is nice to have walking distance from home but wouldn't mind seeing auto dealerships leave.
- Signal priority for buses.
- Easier for people to commute to the corridor through transit options.
- Flood concerns along Arapahoe.

Table 2

- A lot of traffic on Arapahoe
- Worst fear is a canyon of big buildings.
 - Blocks views of mountains.
 - Do not like buildings too close to the road.
 - Tree lined boulevard a plus.
- Sidewalks on Arapahoe are very bad - especially on the south - not continuous.
- Underground utilities desired - utility poles
- Sewers in the area need to be addressed.
- Do not take car lanes away for bikes.
- Boulder Chamber supports the idea of 15-20 minute neighborhoods.
- Traffic in Wendys/Ozo/Liquor Store parking lot is quite heavy - not easy to walk to, both crossing Arapahoe and walking in parking lot.
- MacArthur left turn onto Arapahoe is difficult and dangerous.

- Train whistles are very loud and disturbing with windows open at night.
- Independent living facility would be desirable in the area.
- Some people's physical abilities restrict them to cars only.
- Two lanes in and out of Boulder on Arapahoe creates a bottleneck for commuters leaving town.
- Concerned about BRT on Arapahoe
 - ROW may not be wide enough. Where will it go?
 - RTD's plan still seems very unclear.
 - Park-n-Ride near 75th desirable.
 - RTD should not create more bottlenecks - find a way to get commuters all the way in to town.
- New CDOT improvements east of 63rd did not make things better.
- Area is lacking restaurants.
 - disagreement, there are already restaurants.
- Partner with area landowners to improve landscape, look and feel.
- Current buildings house small businesses - what will happen to them?
 - Could totally change the feel of the area.
- Concern about large housing north of Arapahoe near railroad tracks.
- Golf course? Is housing planned here?
 - Set this aside entirely for parks and recreation.
- Do not like "affordable housing" that is not truly affordable
 - Upper middle/high end, not for families.
 - No net gain for the community.
- East Arapahoe has low crime - worried what could happen with a lot of new development
- New buildings unlikely to go between existing ones - likely to replace existing buildings.
- Naropa would like to plan for the future with minimal impact - would like students to be able to walk during the day.
- Crossing Arapahoe has become very difficult.
- The more people who ride bikes = the less who will drive cars.
- You cannot currently bike on Arapahoe - many gaps in the bike network.

Table 3

- 2 year project at Arapahoe and 63rd created a bottleneck.
- Plan to improve or alleviate the gridlock?
- Concerned about traffic because Arapahoe is still congested and will remain so even under the no change scenario.
- Transportation is an issue but you can't build your way out of it
- NW Mobility study?
- CDOT study state route 7? What happens around 287?
- Process? Who makes the decision? Living document?

- Response: Council decides but they take community feedback; more of a vision plan, more flexible because this is not within our control, land use changes will likely be more incremental may need to revisit plan if trends change.
- Concerned over conversation about widening of Arapahoe – would be against every city and county plan.
- Does the BRT have dedicated lanes?
- Hard to discuss because corridor is so different from Folsom to 75th.
- Concerned about connectivity for bikes along the whole corridor.
- Arapahoe is difficult for cyclists – high speed traffic.
- Xcel energy plant closing at some point?
- Can this be broken into bite size pieces? Transportation all together makes sense, but land use is unique to areas.
- Volume on Cherryvale is huge – make local traffic only? Would be more pedestrian bike friendly; like no streetlights/no sidewalks – gives the street a rural character.
- Cut off to through traffic?
- Flatirons Park – everyone arrives in AM, leaves at noon, comes back, leaves again at 5; more restaurants or transit within park would be good but zoning doesn't allow.
- B-cycles in Flatiron Park?
- Concerned about height of buildings
- Restaurants are good.
- Flatiron Park Deli is the one restaurant in the park.
- Closest grocery store? Safeway on Foothills, King Soopers at 30th
- Concerned about transportation demand and induced demand from new development; county and city should think about induced demand.
- Concerned about light pollution. 2018 – all light fixtures must be replaced by this time – includes car lots; development done right might improve quality of life in existing neighborhoods and for employment.
- CU East connection along 33rd very circuitous, not walkable. Should have more direct routes.
- Should have/enable development at urban/human scale.
- Need to find a way to make smaller parcels.
- If Boulder Junction parcels were smaller, taller, we'd have less of a fight.
- How much can we extract from developers?
- Smaller units. More affordable. No more impact fees.
- Will transit village be served by transit? RTD connection.
- Arapahoe and Foothills intersection. Any plans to change?
- This meeting is more productive.
- Council at meetings.
- Thinking in decades might seem big but that is the legacy we are building on. Plan for the long term. Eg. 2040 train. Open space. Not like Colorado Springs.
- Cohousing artists currently part of Louisville.

About the Scenarios

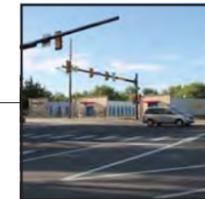
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A: Current Trends - (what if zoning stays as is?)



B: Districts



C: Housing Choices



The scenarios are thematic in nature, and study potential ideas at several geographic locations that are not in the floodplain.

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| 1. Boulder Community Health | 5. Flatiron Industrial Park |
| 2. Walnut East | 6. East of South Boulder Creek |
| 3. 55th and Arapahoe | 7. Recycle Row |
| 4. 55th St. North | 8. Proposed FasTracks Station |



Visualization of Potential Futures

Arapahoe Avenue at 55th Street



Today

Possible Futures



- Features**
- Enhanced Crossings and Pedestrian Refuge
 - Transit Stop
 - Street Trees and Sidewalk Enhancements
 - B-Cycle
 - BRT in Dedicated Lane



- Features**
- Buffered Bike Lanes
 - Enhanced Crossings and Pedestrian Refuge
 - Transit Stop
 - Street Trees and Sidewalk Enhancements
 - B-Cycle
 - BRT in Dedicated Lane



- Features**
- Pedestrian Refuge
 - BRT Lane
 - Enhanced Crossings and Sidewalks
 - Potential Future Buildings
 - Street Trees and Sidewalk Enhancements
 - B-Cycle
 - On-Street Parking

55th Street at Western Avenue



Today



- Features**
- Buffered Bike Lane
 - Enhanced Sidewalks and Crossing
 - Pedestrian Refuge
 - Street Trees and Landscaping



- Features**
- On-Street Parking
 - Buffered Bike Lane
 - Foodcarts
 - Adaptive Reuse of Existing Building
 - Pedestrian Refuge
 - Street Trees and Landscaping
 - Enhanced Sidewalks and Crossing

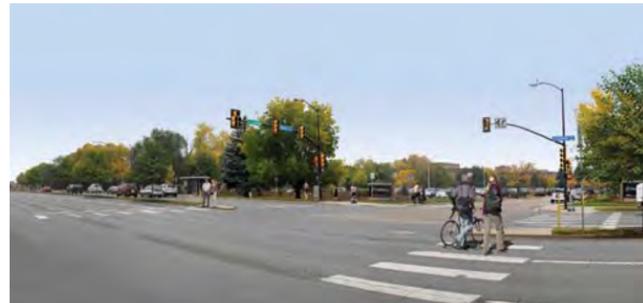


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Arapahoe Avenue at Commerce Street



Today



- Features**
- Landscaped Median
 - Pedestrian Refuge



- Features**
- BRT in Dedicated Lane
 - Landscaped Median
 - Potential Future Buildings
 - Sidewalk and Streetscape Enhancements
 - Pedestrian Refuge

Commerce Street



Today



- Features**
- Bike Lanes
 - Sidewalk Enhancements, Seating, Bike Racks



- Features**
- Wide, Comfortable Sidewalks
 - Street Trees
 - Bike Lanes
 - Pedestrian-Scale Street Lights
 - Seating, Bike Racks

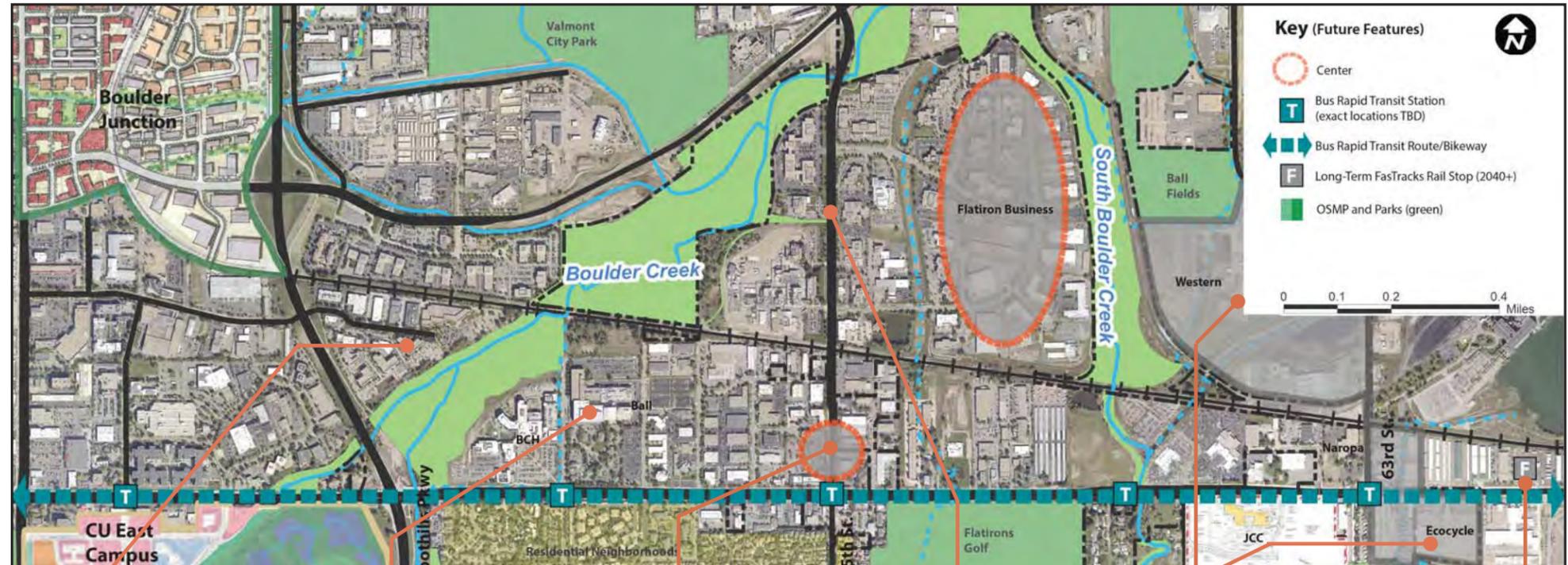


A. Current Trends Scenario

Continues with **predominantly light industrial uses** with little change to infrastructure.

What are Key Features?

1. Light industry, low rise, suburban patterns of development with surface parking lots
2. Affordable service industrial, and places for storage units
3. Quiet suburban neighborhoods to the south.
4. A few places to eat or shop
5. People generally drive for daily needs
6. Separate from other parts of the city
7. Improved transit (BRT)



Walnut East
• Office Park



Boulder Community Health/Ball
• Office
• Surface Parking



55th/Arapahoe
• Some Retail
• Light Industry
• Mobility Hub



55th Street North:
• Light Industry

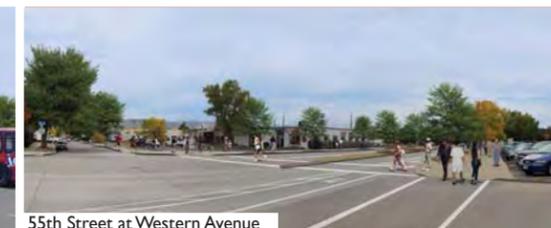


Recycle Row
• Trucks and Industry
• Recycle Center



Future FasTracks (Long Term)
• Little to No Change to this site in near term

Visualization of Potential Futures at Key Locations



Visualizations provided courtesy of Fregonese Associates



A. Current Trends: 3D Aerial View



Key:

- Retail
- Office
- Health
- Housing
- Education
- Light Industrial



B. Districts Scenario

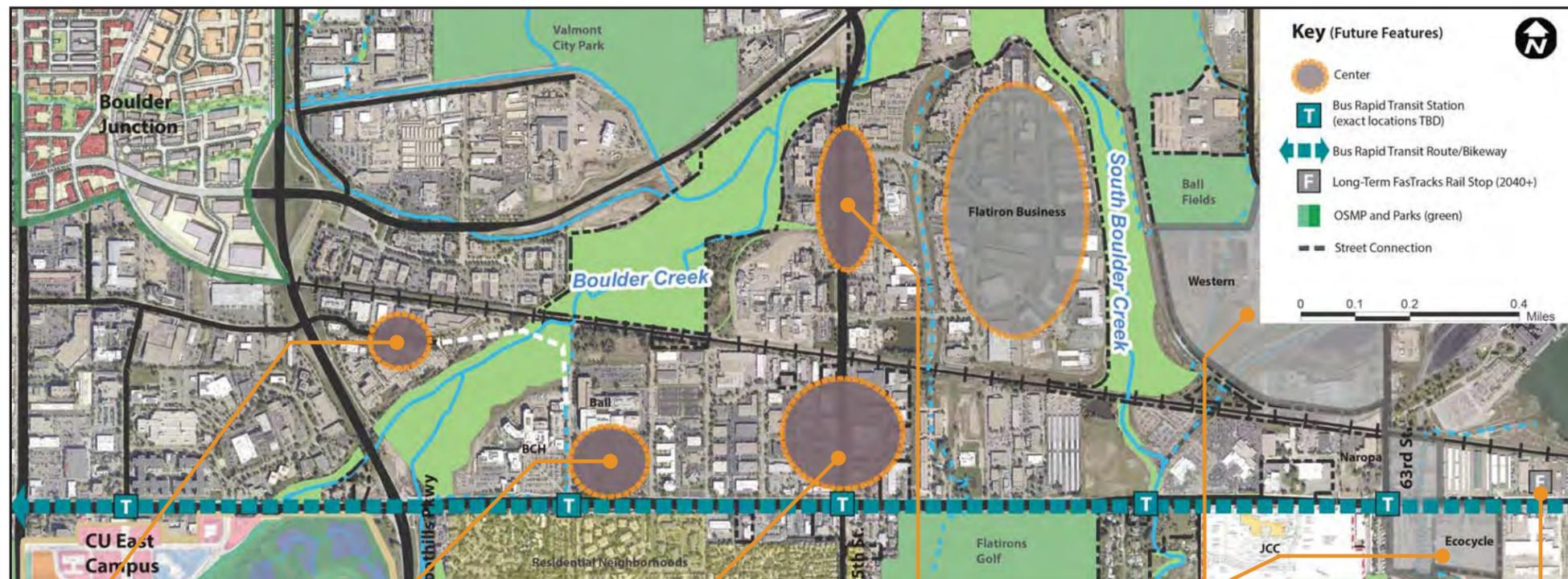
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What Are Key Features?

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
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5. Public spaces for people to recreate and relax (pocket parks, plazas, interior streets)
6. East/west connecting street (Walnut /48th St.)
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8. More activity on the street as it is easier to travel by foot, bike, transit
9. Recycle Row more of a destination, location for energy generation, net zero (earth and sun power energy replaces fossil fuels)
10. Improved eastern gateway



Most of the area will continue according to existing trends.



Walnut East

- Street Connection
- Medical related offices expand



Boulder Community Health/Ball

- Medical office, Retail
- Shared parking & amenities



55th/Arapahoe

- Retail, Services
- Some housing
- Arts and culture
- Mobility hub



55th Street North

- Office
- Retail to serve industrial park



Recycle Row

- Ecodistrict
- Energy Generation
- Trucks and Industry
- Gateway



Future FasTracks (Long Term)

- Future Gateway
- Mixed-use
- Edge parking

Visualization of Potential Futures at Key Locations



Arapahoe Avenue at Commerce Street



Commerce Street

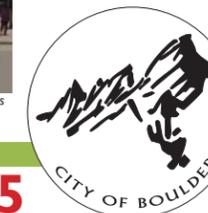


Arapahoe Avenue at 55th Street



55th Street at Western Avenue

Visualizations provided courtesy of Fregonese Associates



B. Districts: 3D Aerial View



Key:

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C. Housing Choices Scenario

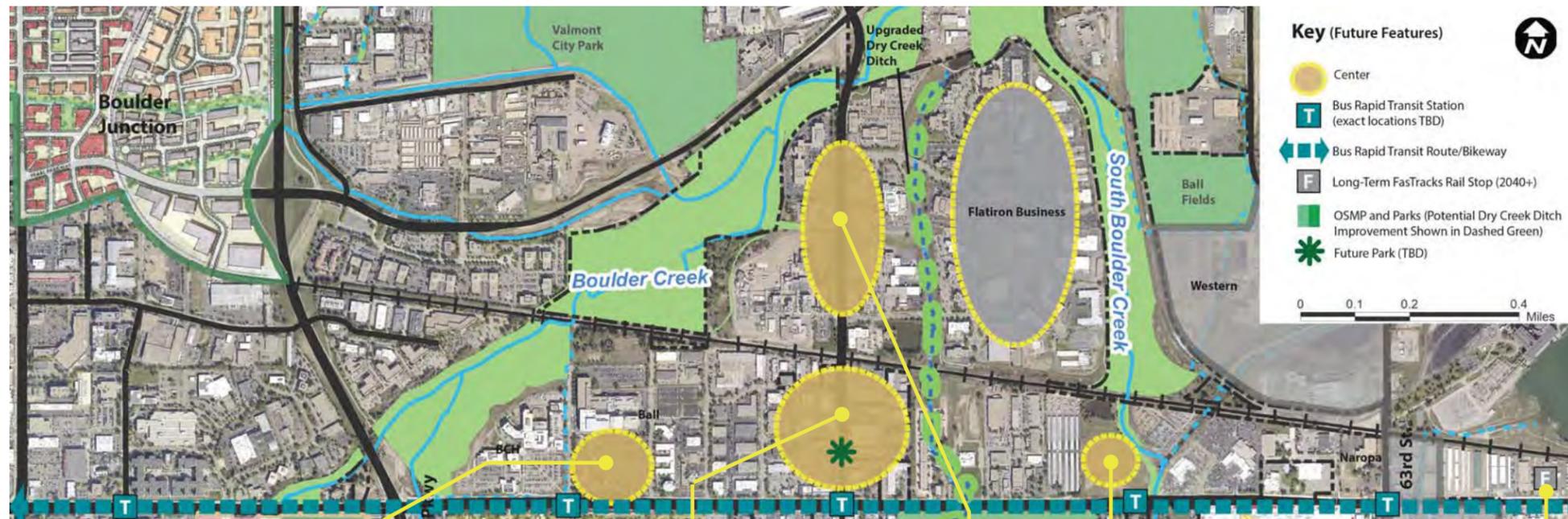
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What Are Key Features?

1. Some housing within a short (15-minute or less) walking distance from shops, dining, everyday needs and work (e.g., mixed retail, dining, housing, and some offices)
2. Affordable 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 (renewable energy replaces fossil fuels)
4. Golf course adds trails and community gardens
5. More public spaces and parks for residents
6. Boulevard with street trees, noise buffering, slower speeds (safe and friendly)
7. Multiple ways for people to travel
8. "Gateway" beautification east end of city
9. City services in neighborhoods (e.g., parks access to nature)



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15-Minute Walk

- Enhanced pedestrian safety and connections around transit

Boulder Community Health/Ball

- Office, Retail
- Shared parking & amenities

55th/Arapahoe

- New housing in select locations
- Dinner theater and other businesses become part of an art center
- Mobility hub
- Shops and restaurants

55th Street North:

- Live-work mixed with offices
- Retail

South Boulder Creek

- Housing
- Greenway Enhancements

Future FasTracks (Long Term)

- Mixed-use
- Edge parking

Visualization of Potential Futures at Key Locations



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C. Housing Choices: 3D Aerial View



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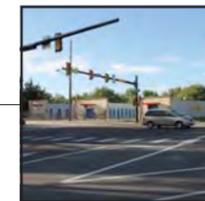
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C: Housing Choices



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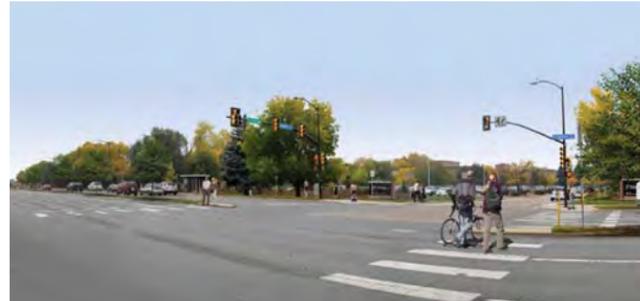


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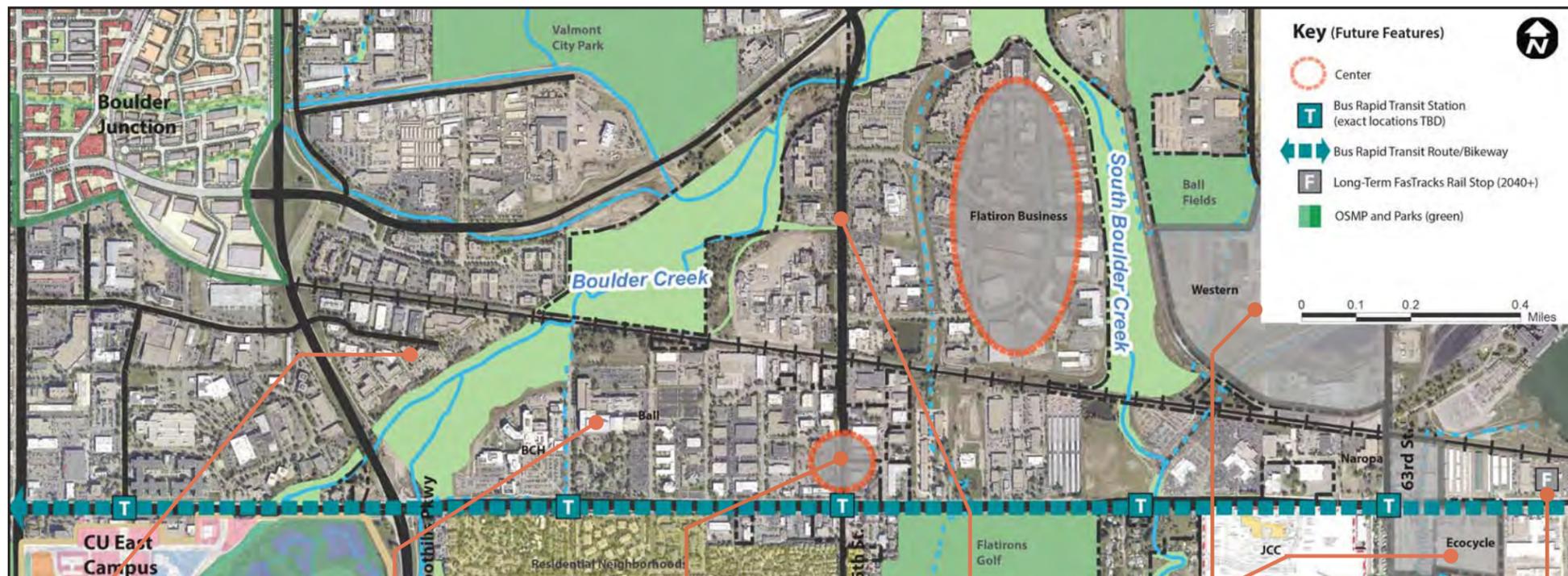


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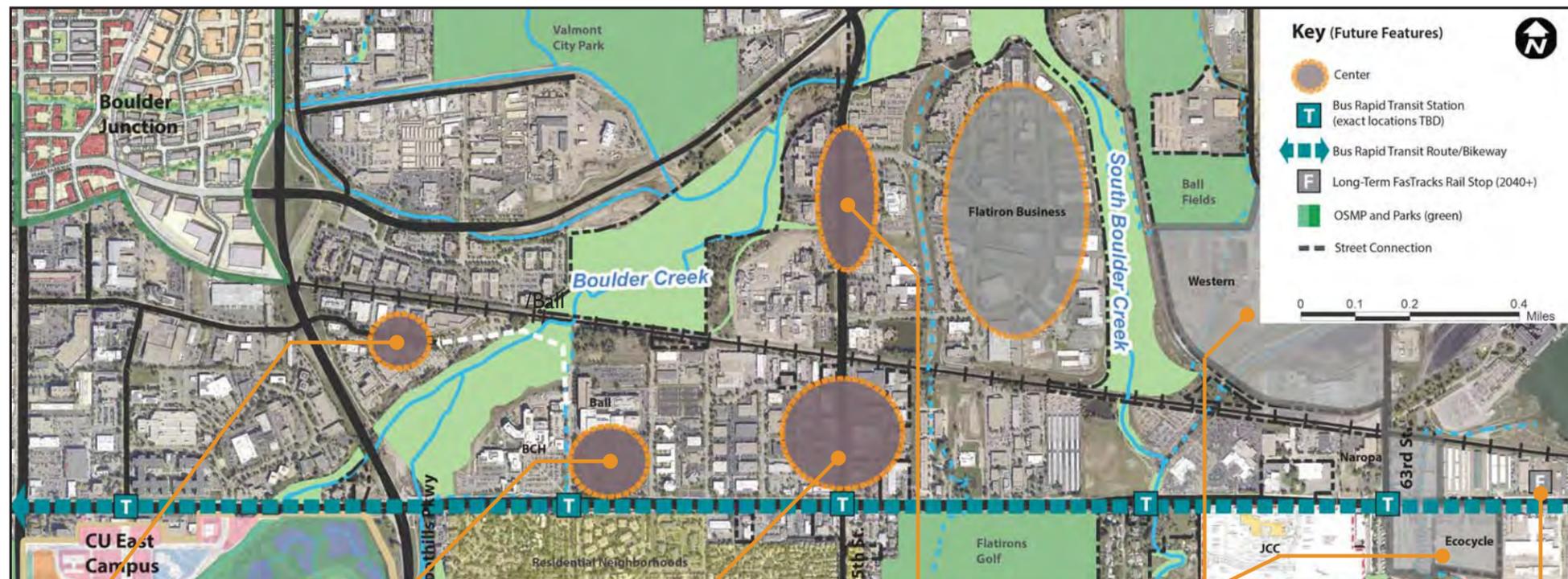
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Visualization of Potential Futures at Key Locations



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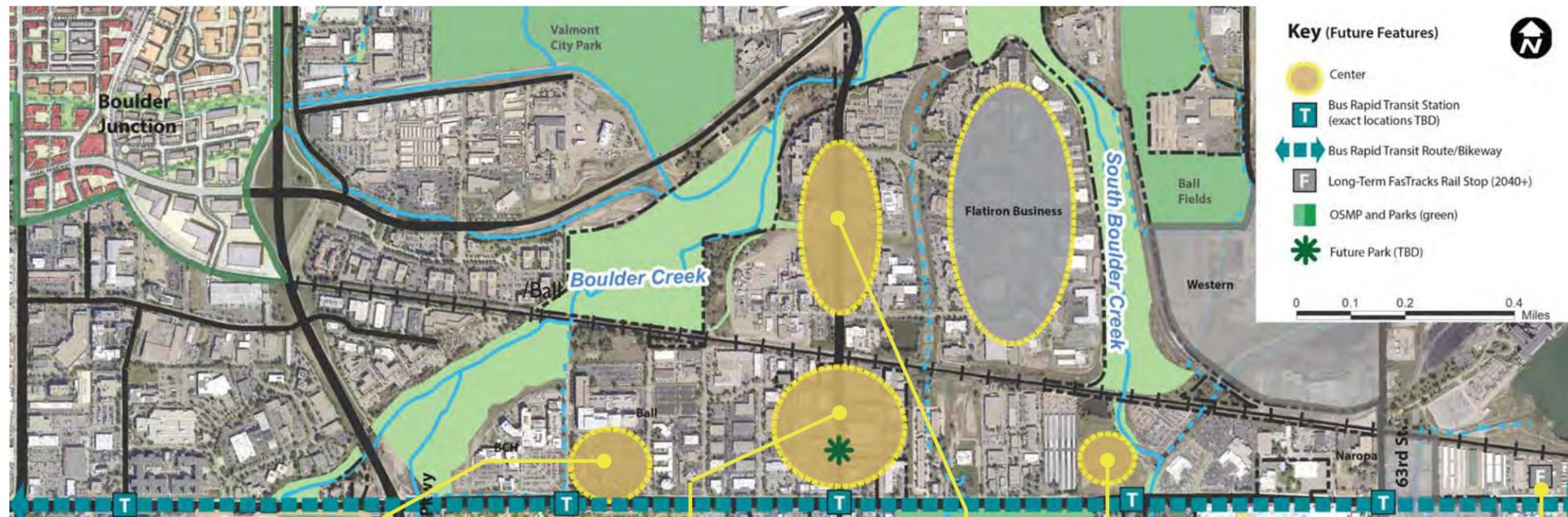
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Jan. 15, 2015

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- ✓ 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 and represent focused choices in different locations that can be dis assembled. 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** will continue for golf and aid in 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. Graphics are in separate pages that follow.



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.

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

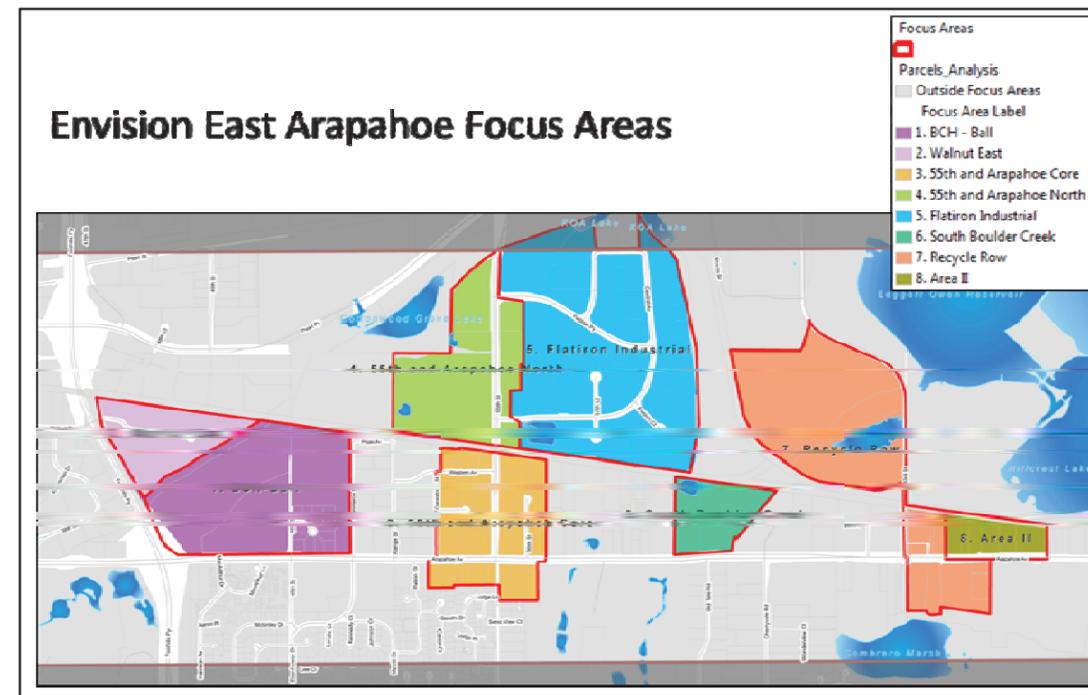
This scenario supports a future with housing where people can live near where they work and/or walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached 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.

Geographic Focus

The scenarios consider potential land use mixes and ideas for focused locations as follows:

- Boulder Community Health/Ball Aerospace
- Walnut East
- 55th and Arapahoe Ave.
- Along 55th Street north of Arapahoe Ave.
- Flatiron Business Park
- Vacant site on Arapahoe Ave. just east of South Boulder Creek

Infrastructure or gateway character is considered for Recycle Row (north and south of Arapahoe), and the proposed Fast Tracks Station at the city’s eastern city limits in Area II.



Source: Placeways

Transportation Options

Different possibilities for new arterial 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.

Examples of Artrial Bus Rapid Transit



Transfort Max Fort Collins and Geary Corridor BRT, San Francisco



Future visualization example at Commerce and Arapahoe with BRT

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. New industrial jobs are projected according to current zoning.
- Current zoning generally restricts retail, restaurants, and medical offices in the industrial zone district.
- Arapahoe Avenue and areas north are 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.
- North of Arapahoe has few public spaces.

How might it look?

- 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?

- Open space covers one third of the study area. It is an area along Boulder Creek that is rich in biodiversity, and maintaining the integrity and size of existing open space is important.
- Golf course continues as a recreational amenity.

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.

- Arterial BRT stations would be built generally every ½ mile and include amenities.
- Existing bus stops would see improvements such as new bus pads, shelters, lighting, and landscaping. 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.



55th Street and Arapahoe Ave. today

Scenario B: Districts

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

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

- The area continues as a business-friendly “start-up” environment where small businesses thrive.
- Locally serving business and retail (e.g., daycare, restaurants, and food service) replace some of the future industrial jobs in select locations.
- More food trucks are present, and other daytime amenities such as plazas and trail connections are provided north of Arapahoe Ave.
- 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, and possibly in business parks).
- New daytime arts and culture venues such as street art are encouraged.
- Area 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 possibly housing just north of Boulder Creek 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 property assemblage.
- **55th Street North:** Additional offices and services.
- **Recycle Row:** Continues to be an important community service, destination, and gateways 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?

- 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 may become a higher-quality golf experience 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 arterial BRT stations.

- Arterial 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.

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. Existing neighborhoods would be generally unchanged.

- 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?

- 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 to minimize impacts on existing neighborhoods.
- 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 important at arterial BRT station areas.

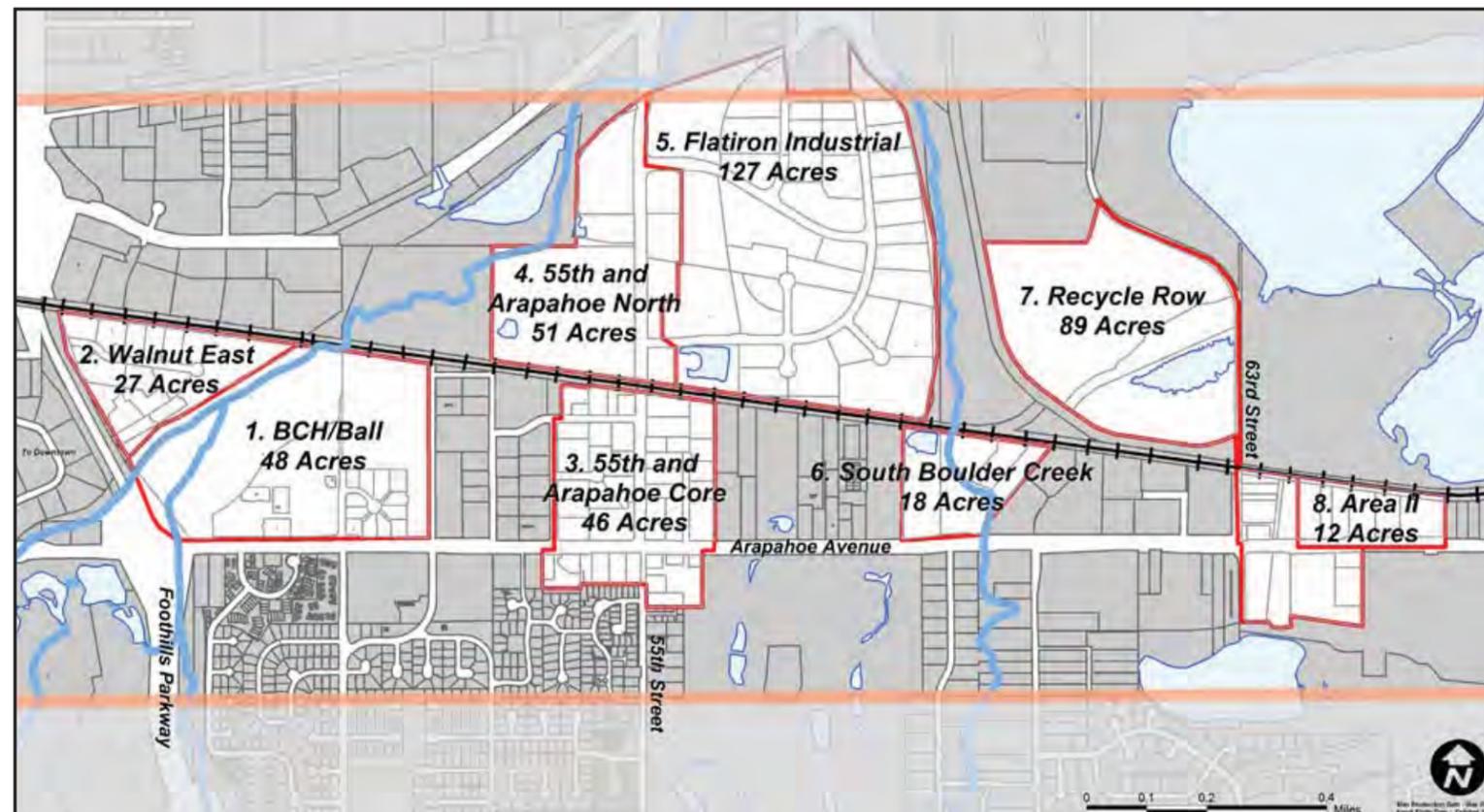
- Arterial BRT stations generally every ½ mile and a mobility hub (with bike and car share and parking). Stops every ¼ mile west of Foothills Parkway. Local bus stops (JUMP) every 2 blocks and improved access and bus stops and crossings.
- In the long-term, a FasTracks station could be built near 63rd 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.

Envision East Arapahoe Focus Areas

Draft: 1/13/2015

Projected Buildout for Scenarios

	Baseline ¹	A Current Trends		B Districts		C Housing Choices ²	
	Existing	New	Total	New	Total	New	Total
Employment³							
Job Units	11,100	4,300	15,500	3,900	15,000	2,500	13,500
Square Feet	4,278,000	1,656,800	5,934,800	1,485,400	5,763,400	981,100	5,259,100
Residential							
Dwelling Units	70	0	70	460	540	1,300	1,370
Residents ⁴	160	0	160	1,000	1,160	2,810	2,970
Square Feet ⁵	70,000	0	70,000	460,000	540,000	1,300,000	1,370,000



- 1 Baseline was estimated from best available data, including a combination of Boulder County assessor files for property information, sales tax point data, City of Boulder dwelling unit GIS file and US Census Bureau data. Baseline was calculated from data compiled in July and August, 2014.
- 2 In Scenario C, a higher range of potential new job units (4,100) and housing units (2,360) were tested as part of the transportation analysis.
- 3 Job Units and Employment Square Feet are both sourced from Community Viz GIS model, and rounded to the nearest 100. On average, this means there are approx. 385 square feet per employee (350-420 depending on job type), varying due to the employment mix of each scenario.
- 4 Population estimates are based on an average occupancy of 2.16 persons per unit.
- 5 Square foot estimate are based on an average of 1,000 square feet per dwelling unit.

Envision East Arapahoe – Indicators Dashboard 02/01/15 - DRAFT

Sustainability Category	Goal/Indicator	Future Scenarios Performance		
		A current	B	C
Healthy & Socially Thriving 	Improve Neighborhood Accessibility Score Improve score towards establishing 15 minute neighborhoods.		↑	↑
	Increase Access to Nature Increase access to publicly accessible open space.		↑ (to be planned)	↑ (to be planned)
	Provide Access to Health Care Facilities Ensure access to and opportunity for medical and health facilities by BCH.		↑	■
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.		↑ (verifying)	↑ (verifying)
	Increase Access to Affordable Housing Units Increase the number of new permanently affordable units.		↑	↑
	Provide Housing in 15-minute Neighborhoods Increase the share of residents in walkable 15 minute neighborhoods - toward the TMP goal of 80%.		↓ ↑	↑
Accessible & Connected 	Increase Street Connectivity Improve the connectivity of local streets for more travel options.		↑ TBD	↑ TBD
	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.		↑ (still to do land use GHGs)	↑ (still to do land use GHGs)
	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.		■ (verifying)	■ (verifying)
	Minimize Fiscal Impacts Achieve an optimal city return on investment between revenues and infrastructure and service costs.		TBD	TBD
	Maintain Commercial and Industrial Affordability Keep commercial and industrial rents and purchase prices at or below current trends.		TBD	TBD
Safe 	Maintain Emergency Response Times Maintain urban fire protection, emergency medical care, and urban police response times consistent with city goals.		TBD	TBD
	Reduce Bicycle and Pedestrian Conflict Points Establish progress towards “Vision Zero” serious and fatal bicycle and pedestrian accidents.		TBD - transp analysis	TBD - transp analysis

Key to performance compared to current trend:

- Decreased potential to meet goals: ↓
- Neutral/No Major Change: ■
- Increased potential to meet goals: ↑

Envision East Arapahoe - How Do Scenarios Perform?¹

Draft: January 22, 2015

↑ = trending toward goal compared to “Current Trend” ↓ = trending away from goal compared to “Current Trend” ■ = no significant change compared to “Current Trend”

(Note: Are results reported out are for the entire Study Area except where noted as “for focused areas.” Source: CommunityVIZ, Placeways report. Final ready Jan. 31 2015)

Sustainability Goals	Baseline Existing Condition	Scenario A: Current Trends	Scenario B: Districts	Scenario C: Housing Choices	Comments/ Summary
Healthy, Socially Thriving:					
Increase access to open space, trails and parks	<p>Open Space: 1,168 acres of open space (33% of Study Area) mostly along Boulder Creek and South Boulder Creek.</p> <p>Parks and Golf: Valmont City Park, Gerald Stazio ballfields, and Scott Carpenter on west end, generally within 1 mile. Flatiron Golf</p>	Existing open space remains. Additional access to open space or parks would be provided privately. Connections to be planned. Flatiron Golf remains.	<p>↑ pocket parks and plazas, and access to open space for people who live and work. Connections to be planned</p> <p>■ Flatiron Golf remains.</p>	<p>↑ pocket parks and access to open space to be planned</p> <p>↑ 3 to 5 acres of developed park land near new residential (by developers)</p> <p>■ Flatiron Golf remains. May add gardens, trails at edges.</p>	<p>Scenario A provides access to open space, but employment areas would like better connections.</p> <p>Scenario B provides outdoor parks and recreation geared to employers and workforce.</p> <p>Scenario C would include parks in new residential areas and seek to make golf course more of a neighborhood amenity.</p>
Maintain access to community health facilities	BCH in all scenarios. 1,460 health related jobs.	Medical office space not allowed in industrial zone district.	↑ Medical office space in place of potential light industrial uses (450 new health jobs)	↑ Medical office space in place of potential light industrial (110 new health jobs)	Scenario B places more emphasis on medical office space and jobs.
Foster inclusiveness (through housing attainability and attainability of services to all people)	Average home cost: \$727,000 single family detached; \$304,000 - \$486,000 attached units (Estimated affordable mortgage for Boulder County 80-99% MFI is \$308,000.)	Permanently affordable housing units unlikely to be provided in focused areas without changes to zoning.	↑ Approx 100 permanently affordable units (assuming 20% of all new) in focused areas	↑ Approx. 260 permanently affordable units (assuming 20% of all new) in focused areas	Scenarios B and C achieve more affordable housing. Additional conversation about what and how much housing may be appropriate for different locations (e.g., Housing Strategy, BVCP)

¹ Goals reflect Boulder Valley Comprehensive Plan and have been expressed in community input for the Envision East Arapahoe project so far. They will continue to evolve. Placeways Report (to be available on Jan. 31, 2015) will contain a section of assumptions.

Sustainability Goals	Baseline Existing Condition	Scenario A: Current Trends	Scenario B: Districts	Scenario C: Housing Choices	Comments/ Summary
Economically Vital:					
Foster a diverse mix of jobs and business types including locally serving retail	<p>Active Businesses: 1,366 in the Study Area</p> <p>Employees: 35,500</p> <p>Mix of employees: 51% industry and office, 40% services and retail, 4% health, and 5% all other</p> <p><i>Note: Medical office space zoning analysis is underway.</i></p>	<p>Scenario projects 4,300 new jobs in focused areas</p> <p>Total future mix would be:</p> <p>Future Job mix: 51% industry and office, 38% services and retail, 4% health, and 7% other</p> <p>Medical office space: Projected 129,400 sf.</p> <p>Local retail and services: Projected 86,400 sf.</p>	<p>↓ Scenario projects 3,900 new jobs in focused areas (400 fewer than A), with more health and service and retail than A.</p> <p>↑ Future job mix: 49% industry and office, 40% services and retail, 5% health, and 7% other</p> <p>↑ Medical office space (154,200 sf. more than A)</p> <p>↑ Approx 200K sf. small retail services (in focused areas) (115,200 sf. more than A)</p> <p>↑ food trucks, amenities for businesses</p>	<p>↓ Scenario projects 2,500 new jobs in focused areas (1,800 fewer than A), with more local service and retail than A.</p> <p>↑ Future job mix: 44 to 49% industry and office, 40 to 44% service and retail, 4% health, and 7% other</p> <p>↑ Medical office space (36,500 sf. more than A)</p> <p>↑ local retail and restaurant space: Approx 104,550 sf. small retail services (in focused areas) (18,100 to 300K sf. more than A)</p>	<p>Scenario A allows the most new light industrial jobs, but restricts medical office space and locally serving retail.</p> <p>Scenario B places more emphasis on medical office space and locally serving retail.</p> <p>Scenario C places more emphasis on locally serving retail for businesses and neighborhoods.</p>
Development covers cost for associated facilities and services	Do not have detailed financial model at this time.				<i>Development fees under study</i>
Accommodate affordable services	Cannot be addressed through GIS model.				<i>Analysis of affordable service industrial underway.</i>
Livability:					
Protect stable neighborhoods, housing	Housing units: 2,590	No land use changes proposed south of Arapahoe in neighborhoods	■ No land use changes in neighborhoods south of Arapahoe	■ No land use changes in neighborhoods south of Arapahoe	No scenarios propose land use changes in existing neighborhoods. Transportation analysis under separate cover.

Sustainability Goals	Baseline Existing Condition	Scenario A: Current Trends	Scenario B: Districts	Scenario C: Housing Choices	Comments/ Summary
Improve jobs and housing balance while maintaining healthy economy	Jobs-Housing: 35,400 jobs/employees and 2,590 housing units (jobs-housing ratio of 13.7:1)	Scenario projects jobs-housing ratio of 15.3:1	↑ projected jobs-housing ratio of 13.5:1	↑ projected jobs-housing ratio of 10.8:1 to 9:1	Scenario A moves away from a goal of better balancing jobs-housing ratio, whereas B and C improve the balance.
Explore housing choices to support workforce needs	Mix of Housing Types: 2,590 total housing units, with 430 units (17%) single family (detached) and 2,160 units (83%) attached (i.e., condo, townhome, apartment) overall	Scenario does not add housing units in focused areas Projected housing mix in focused areas: 13% single family (SF), 87% attached Housing choice index (blend of calcs): 0.0	↑ Scenario adds 460 housing units in focused areas Projected housing mix: 11% SF, 89% attached, including townhomes ↑ Housing choice index: 0.09	↑ Scenario adds 1,300 housing units in focused areas. Projected housing mix: 9% SF, 91% attached including townhomes ↑ Housing choice index: 0.42 to 1	Scenario A does not add new housing. Scenarios B and C provide additional multifamily housing.
Support access to arts and cultural amenities	GIS model does not measure arts and culture.				Arts and culture not measured. All scenarios include.
Maintain a compact land use pattern	Average housing density: 0.82 du/acre. Non Residential floor area ratio (FAR) in focused areas: 0.23 Overall average FAR: 0.12 Max Floor Area Ratio: 0.5 FAR in the Industrial areas.	Projected housing density: 1.1 du/ac Projected Non residential FAR: 0.33 in focused areas – 0.15 overall	↑ Projected housing density of 1.2 du/ac (avg. 1 du/ac in focused areas) ↑ Projected average non residential FAR of 0.33 (in focused areas) with upper limit of 1.5 FAR	↑ Projected housing density of 1.5 to 1.8 du/ac (avg. 3 to 6 du/ac in focused areas) ↓ Projected average non residential FAR of 0.29 to 0.32 (in focused areas) with upper limit of 1.5 FAR	Scenarios B and C increase density/FAR modestly in focused areas, moving toward compact land use goal.
Residents are within 15-minute walk distance from amenities, parks, and transit	Population: 4,480 Existing population within a 15-minute neighborhood: TBD Existing employees and population within 1/2 mile of BRT: 0%	Projected population: 5,870 Housing units in 15-minute neighborhood: 67%. Employees and population within 1/2 mile of BRT: 76%	Projected population: 6,820 ↓ 62% of housing units in 15-minute neighborhood ↑ 78% of employees and population within 1/2 mile of BRT	Projected population: 8,080 to 9,810 ↑ 78 – 81% of housing units in 15-minute neighborhood ↑ 78 - 79% of employees and population within 1/2 mile of BRT	Scenarios B and C support more future residents being located in walkable neighborhoods near transit service. None achieve 15-minute goals as defined in TMP, but C trends toward goal.

Sustainability Goals	Baseline Existing Condition	Scenario A: Current Trends	Scenario B: Districts	Scenario C: Housing Choices	Comments/ Summary
Environmentally Sustainable:					
Incorporate ecological systems and buffer open space areas with high biodiversity	Open Space: 1,168 acres of open space (33% of Study Area)	Scenario contains 1,168 acres of open space	↓ Walnut Street connection would require disposal of OSMP lands and could mean significant impacts in high biodiversity area	■ No change to existing open space areas ↑ Ecological restoration along Dry Creek ditch ↓ Residential, if placed next to open space, can create more impacts than light industrial uses.	Scenario B Walnut extension could mean impacts to open space. Scenario C could both add ecological restoration but increase impacts on open space, depending on where future residential gets located.
Provide connections to open space	Weighted Average Distance: 0.09 mi (employment + pop) (miles)	Weighted average distance: .08 mi	■ No change	■ No change	Additional trail planning is necessary to improve connections.
Protect wetlands and avoid development in high hazard flood areas	Much of the study area is within the 100-year, flood High hazard zone (HHZ) and Conveyance zones	Development avoids HHZ in floodplain	■ Development avoids HHZ in floodplain	■ Development avoids HHZ in floodplain	
Maximize energy efficiency of the built environment (buildings and land use) Reduce vehicle miles travelled (VMT) and greenhouse gas emissions (GHGs) Increase renewable energy	Building GHGs: TBD Vehicle Miles Traveled (VMTs): 89,000	226,080 Metric Tons CO ₂ eq - Building related GHGs (res and non res) <i>(Note: Energy consumption rates being verified)</i> 2035 Vehicular VMT/GHGs increase by 25% Combined Land Use GHGs TBD	↓ 228,601 mt CO ₂ eq - Building related GHGs <i>(Note: Energy consumption rates being verified)</i> ↑ 2035 Vehicular VMT/GHGs increase by 25% ↑ Renewable energy districts Combined Land Use GHGs TBD	↑ ↓ 217,700 to 254,650 mt CO ₂ eq - Building related GHGs <i>(Note: Energy consumption rates being verified)</i> ↑ ↓ 2035 Vehicular VMT/GHGs increase by 18% to 32% Combined Land Use GHGs TBD	None of the scenarios achieve climate goals, however, Scenario C, with its mix of land uses, goes further toward reducing VMTs/GHGs.
Conserve water and other natural resources		1.0 million gallons per day - water use in residential structures	↓ 1.2 mgpd water use – residential structures	↓ 1.3 to 1.5 mgpd water use – residential structures	

Sustainability Goals	Baseline Existing Condition	Scenario A: Current Trends	Scenario B: Districts	Scenario C: Housing Choices	Comments/ Summary
Accessible, Connected:					
Transportation goals and analysis under separate cover					
Safety:					
Provide safe routes and crossings; Reduce bicycle and pedestrian conflict points; Maintain emergency response times, according to fire and police goals; Support neighborhoods and good neighborhood relations	<i>Still being assessed. See transportation analysis.</i>				

Other Data

Study Area: 4,480 people live in 2,590 dwelling units, and 35,400 people work in the 5.5 square mile study area. Projected new housing is 4,190 units. Projected new jobs are 18,890 *(source: Community VIZ GIS model)*

Focused Areas: 160 people live in 73 dwelling units, and 11,100 people work in the 0.7 square mile (418 acres) focused areas. Projected new housing is zero (0). Projected new jobs are 4,300. *(source: Community VIZ GIS model)*

Developed or Private Parcels: 2,370 acres (excluding right of way and open space)



MEMORANDUM

To: Kathleen Bracke, City of Boulder

From: Tom Brennan – Nelson Nygaard
Bill Fox – Fox Tuttle Hernandez

Date: February 11, 2015

Subject: Envision East Arapahoe Corridor – Transportation Analysis (Updated - February 2015)

INTRODUCTION

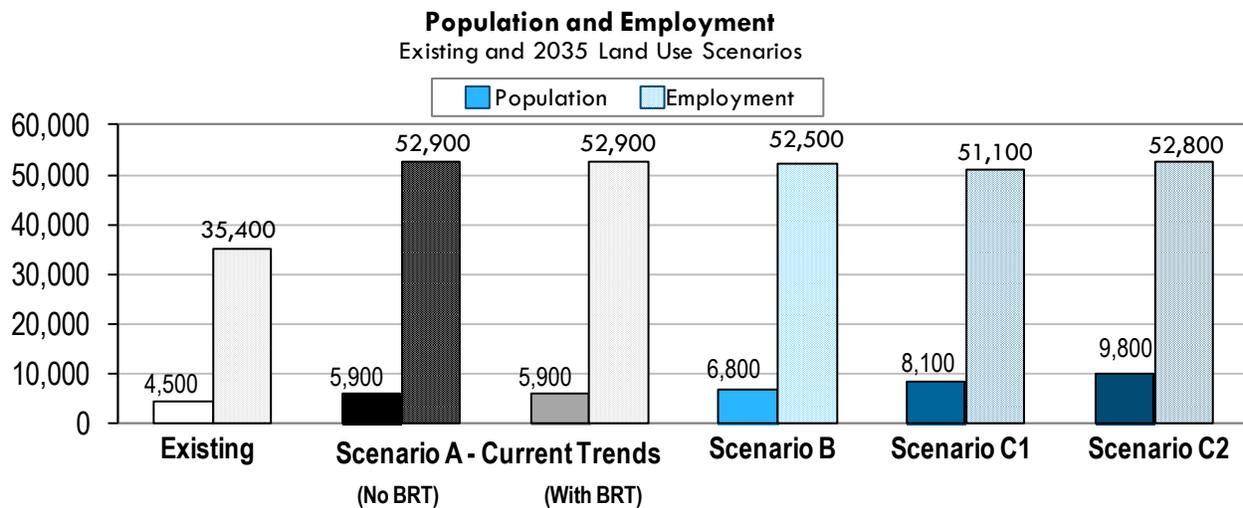
Nelson Nygaard and Fox Tuttle Hernandez have completed a preliminary transportation analysis in support of the Envision East Arapahoe (EEA) Corridor project. This multi-modal analysis has incorporated existing and future land use scenarios and projected mobility throughout the corridor for all travel modes. The “current trends” scenario (Scenario A) was modeled both with and without the addition of arterial bus rapid transit (BRT) service in the corridor. All other future scenarios assumed that BRT was in place along Arapahoe Avenue. Results indicate that for all future scenarios, there is an increase in the number of people moving through the corridor and internal to the study area using all modes, particularly increasing use of transit, walking, and biking as there are more opportunities to live, work, shop, and enjoy entertainment/recreation opportunities within the corridor area. The scenarios provide comparable levels of mode share for autos, transit, bike and walk among them, with C2 providing a larger increase of bike, walk, and transit.

MULTI-MODAL TRANSPORTATION PROJECTIONS:

Land Use and Travel Projection Modeling

- The project team has developed a series of multi-modal travel projections for the Envision East Arapahoe (EEA) corridor. The study area was divided up into 17 transportation analysis zones (TAZs) and land use information (population and employment) for existing and future scenarios were developed for each TAZ. Figure 1 illustrates population and employment levels assumed for each scenario.
- A trip generation model was developed to project multi-modal trips for each TAZ in the EEA study area.
- The transit model utilized for the TMP update was adapted for use with the EEA scenarios.
- It is important to note that the travel projections for each future scenario **except “Scenario A – Without BRT”** have assumed that arterial bus rapid transit has been implemented in the Arapahoe Avenue corridor by the year 2035. This assumption is consistent with the goals of Boulder’s recent TMP update, and is also consistent with the recommendations of the recent RTD NAMS study.
- An automobile trip distribution and assignment model was developed to distribute the auto trips from each zone to the other TAZs in the study area and to the rest of Boulder and surrounding communities, and then assign those trip interchanges to the roadway links in the EEA corridor.
- More detailed multi-modal transportation modeling is on-going in support of the introduction of BRT in the Arapahoe corridor. Attached to this memorandum is a comprehensive listing of the transportation metrics that will be utilized in future conversations with CDOT, RTD, Boulder County, etc. as this process continues.

Figure 1 Population and Employment by Scenario



Key Findings – Transit, Bicycle, and Pedestrian Travel

The following sub-sections summarize results/key findings for each mode.

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Transit

The increase in transit use in the future scenarios reflects the planned opening of Boulder Junction and US 36 BRT service, new BRT service along Arapahoe, and other local transit service improvements recommended in the TMP.

- Figure 2 and Figure 3 illustrate the projected increase in transit trips between the existing and future scenarios within the East Arapahoe study area, and the resulting transit mode split.
- Modeling of Scenario A with and without BRT illustrates the projected increase in transit use with BRT service along Arapahoe.
- Transit use is relatively comparable in the future year scenarios with BRT, but slightly higher in Scenario C2.
- Figure 3 illustrates the relationship of the projected transit mode split to the current citywide transit mode split.¹

Figure 2 People on Transit

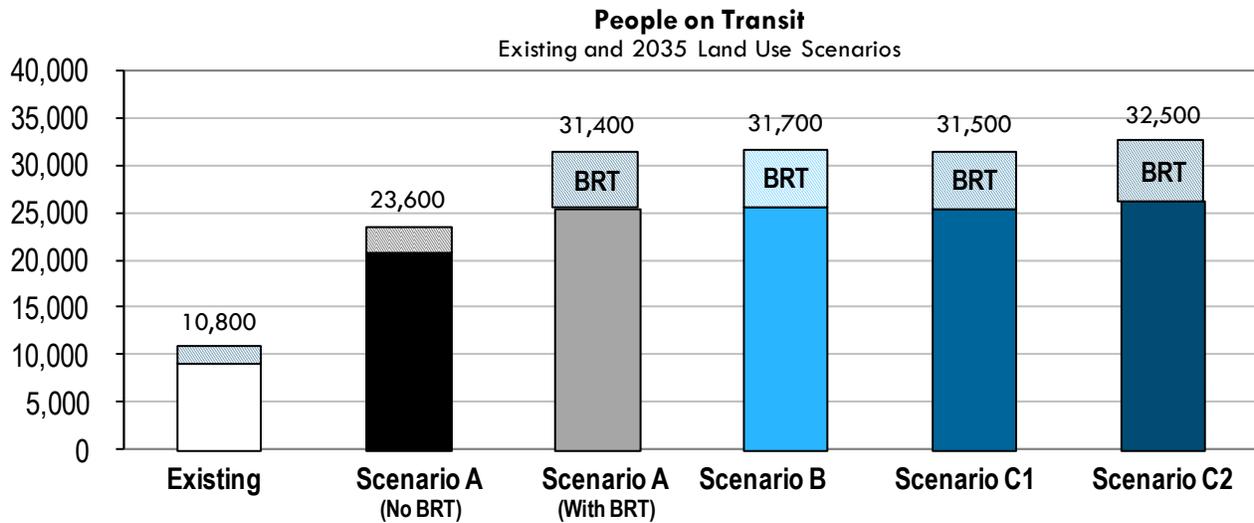
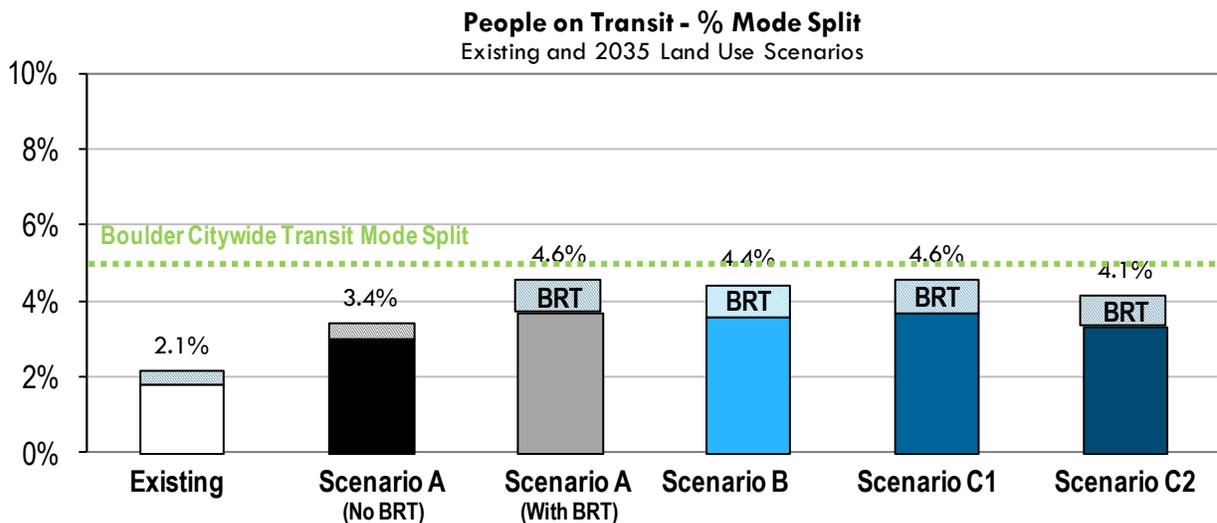


Figure 3 Transit Mode Split



¹ Source: Boulder Valley Modal Shift report, 2012.

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Bicycle, Pedestrian, and Other Mode Shift

The increase in bicycle and pedestrian mode split in the future scenarios reflects an increase in relatively short trips (for example, biking or walking to lunch or an errand) within the study area. These types of trips are typical of a balanced mix of diverse uses that attracts walking and neighborhood activity.

- Figure 4 and Figure 5 illustrate the projected increase in walking and biking trips between the existing and future scenarios within the East Arapahoe study area, and the resulting bike/ped mode split.
- Scenarios B, C1, and C2 have a higher bike/ped mode split than the current trends scenarios.
- Figure 5 illustrates the relationship of the projected bike/ped mode split to the citywide mode split.²

Figure 4 People Walking and Bicycling (Includes Other Types of Trip Reduction)

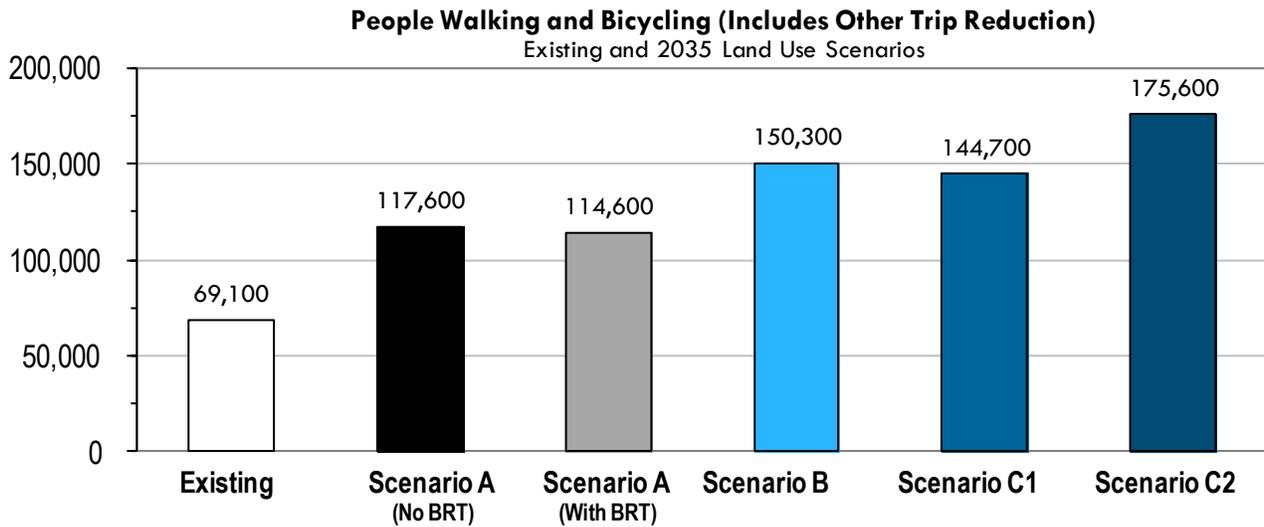
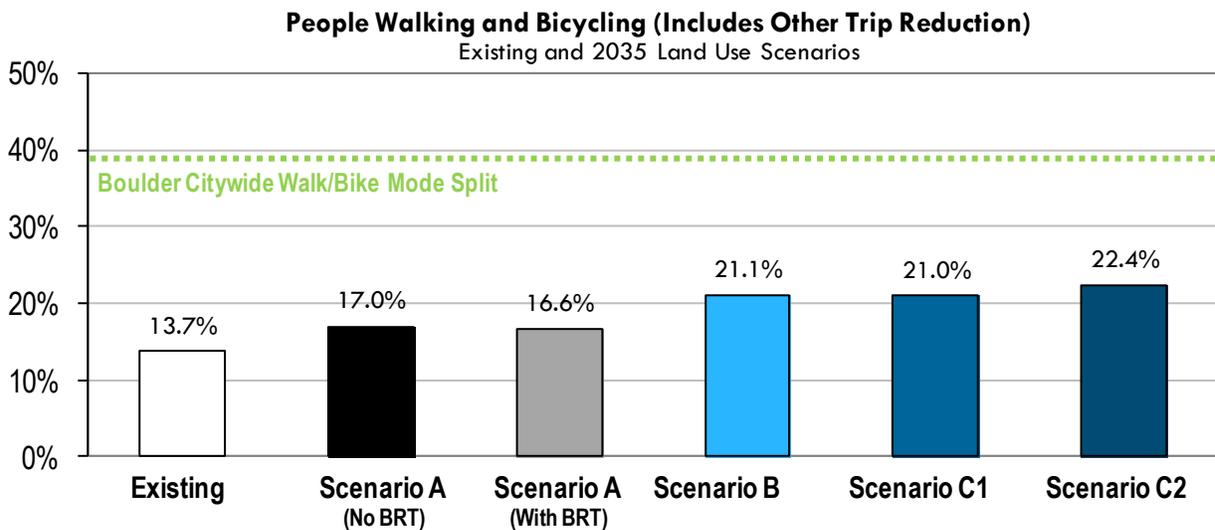


Figure 5 Walking and Bicycle Mode Split (Including Other Trip Reduction)



² Source: Boulder Valley Modal Shift report, 2012. The travel surveys used to estimate the existing citywide mode split do not have sufficient sample size to provide a specific estimate of existing bike/ped mode split in the EEA study area.

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Remaining Automobile Person Trips

Figure 6 and Figure 7 illustrate the remaining automobile person trips in the study area, including both people driving alone and carpooling.

Figure 6 People in Personal Vehicles (Driving Alone and Carpooling)

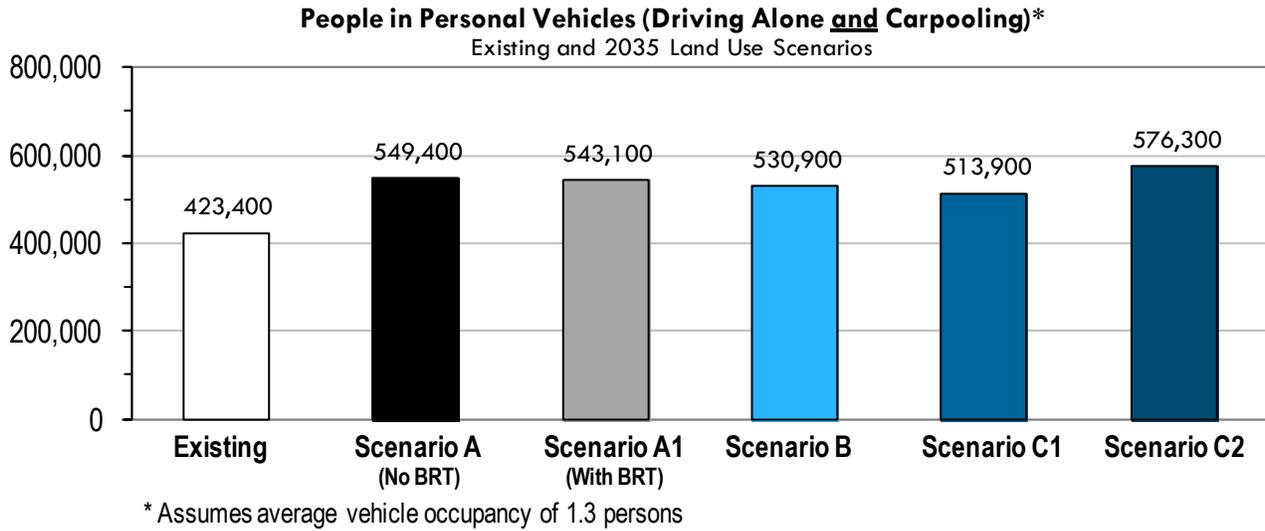
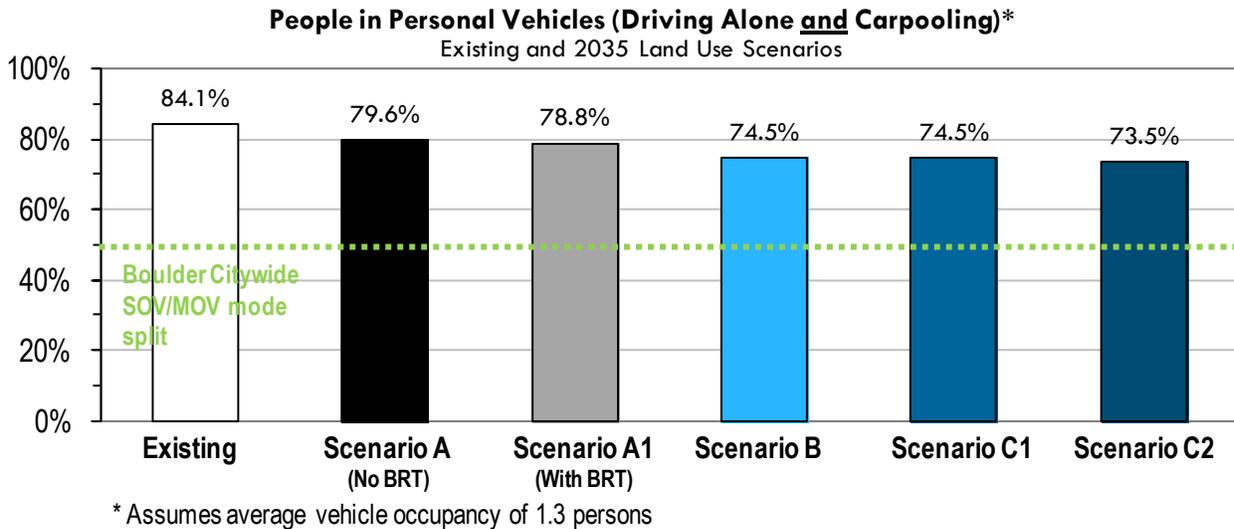


Figure 7 People in Personal Vehicles (Driving Alone and Carpooling) Mode Split



Key Findings – Automobile Travel

Volume and Capacity

- Existing and projected daily automobile traffic has been illustrated at 19 roadway links in the EEA study area on Figure 8. A more detailed look at projected traffic condition changes at key locations in the corridor is included in Figure 9.
- Daily traffic on Arapahoe currently ranges between 31,000 vehicles per day (vpd) on the west end of the corridor (near 28th Street) to approximately 20,000 vpd on the east end (east of 63rd Street)
- Currently the level of service (LOS) during the AM and PM peak hours for the east-west through lanes on Arapahoe Avenue are in the B through D range, depending on the intersection and peak travel direction. This level of congestion is typically considered to be good and acceptable for travel during peak periods of the day.
- The city has an on-going program to monitor travel times across Boulder in key arterial roadway corridors during peak hour traffic conditions. Currently it takes approximately 8 minutes and 15 seconds to drive on Arapahoe through the study area between Folsom Street and 65th Street. This information is detailed Table 1. Travel times in the Arapahoe Avenue corridor have been relatively stable (little change from year to year) since the city began monitoring this corridor in 1987 (excluding years influenced by construction activity). Travel times for future land use scenarios will be filled in as this analysis continues.
- Currently in the majority of the EEA corridor, Arapahoe Avenue has three through travel lanes in each direction, plus turn lanes at intersections.
- It is assumed that when BRT service is implemented, one of the existing through travel lanes in each direction will be repurposed and dedicated to the BRT operations. It is not clear yet whether the BRT service will be “side running” along the outer edges of the roadway, or “center running” along the middle of the roadway (or some combination), and there are many details to be worked out regarding stop placement, interaction with automobile turning traffic, etc. What is clear, however, is that the automobile portion of the corridor would be reduced to two through lanes in each direction for most of the corridor. This will in effect make Arapahoe Avenue a 4-lane arterial roadway for automobiles (plus turn lanes).
- An exception is between 55th Street and Cherryvale Road where there are currently three westbound lanes, but only two eastbound lanes. This segment will require careful consideration with BRT implementation, and some widening may be required to support the arterial BRT service in this area.
- It can be seen on Figure 8 that the projected Year 2035 daily traffic volume on portions of Arapahoe Avenue range between 26,000 and 40,000 vehicle trips per day depending upon the scenario and segment, with Scenario C2 being the highest in all cases.

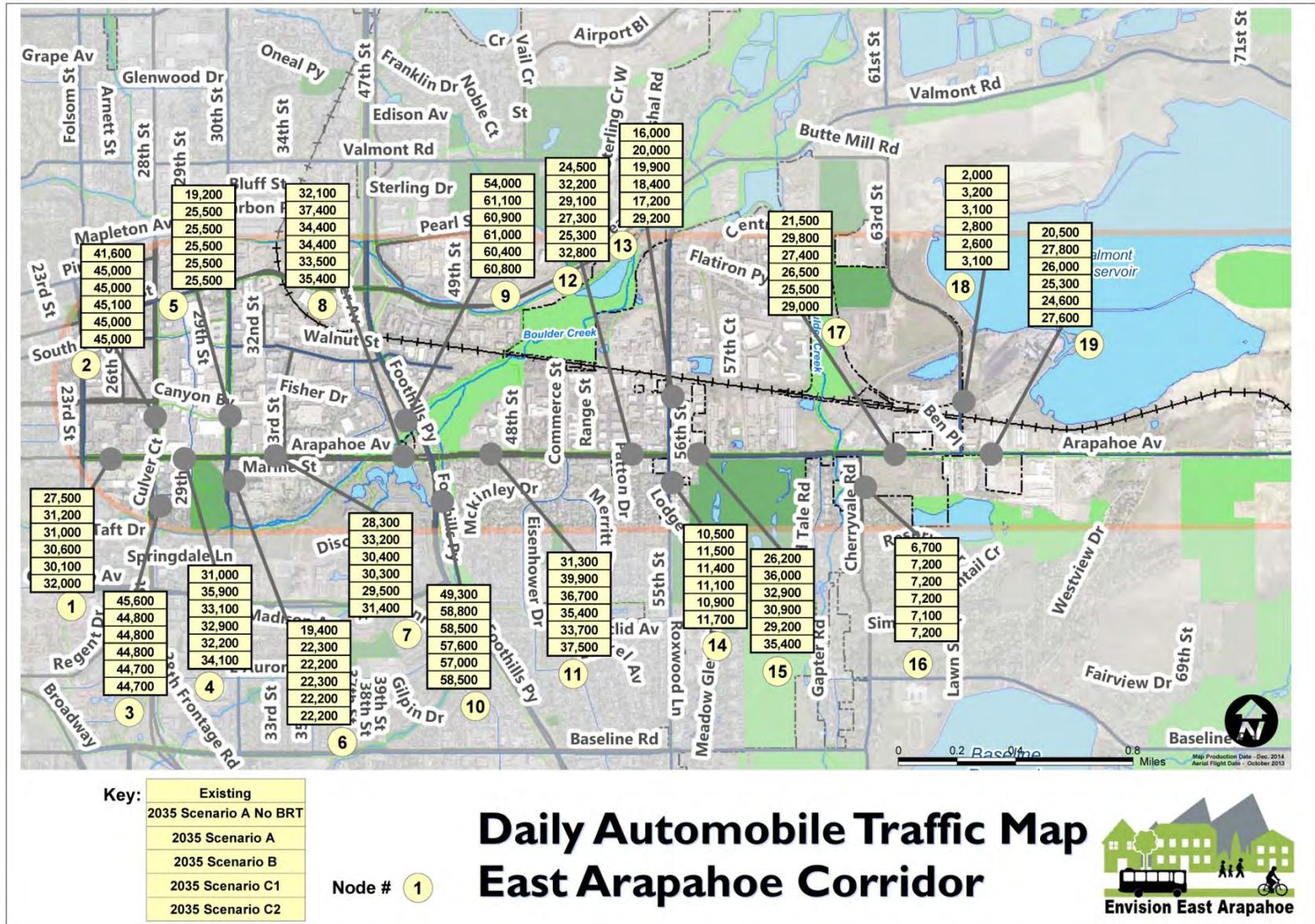
Table 1 Automobile Travel Time and Delay Comparison on Arapahoe Avenue: Folsom Street to 65th Street (Both Directions Averaged)

Year	Development Scenario	Corridor Length	Drive Time	Average Travel Speed	Average Time Stopped	Travel Time Comparison to Existing (% increase)	Travel Time Comparison to Scenario A without BRT (% increase)
2010	Existing	3.3 miles	8 min. 15 sec.	24.2 mph	2 min 37 sec	n/a	n/a
2035	A without BRT						
2035*	A						n/a
2035*	B						
2035*	C1						
2035*	C2						

* These Year 2035 travel times in this table all assume that arterial Bus Rapid Transit (BRT) has been implemented in the corridor

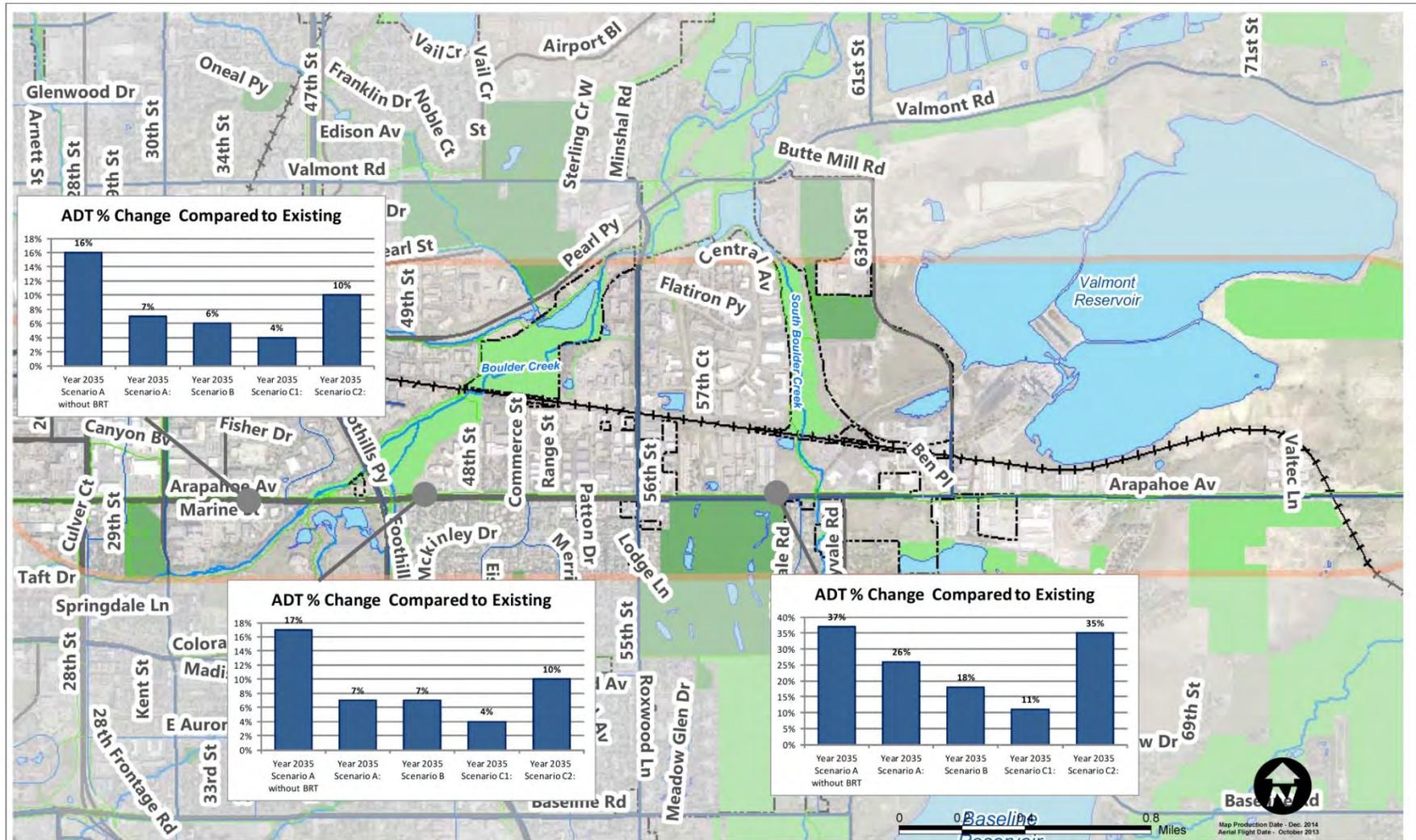
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Figure 8 Daily Automobile Traffic Map – East Arapahoe Corridor



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Figure 9 Existing and Projected Daily Automobile Traffic Volumes at Select Corridor Links – East Arapahoe Corridor



Existing and Projected Daily Automobile Traffic Volumes at Select Corridor Links East Arapahoe Corridor



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Automobile Vehicle Miles of Travel and Person Miles of Travel in Automobiles

- Currently there are approximately 89,000 automobile vehicle miles of travel (VMT) occurring daily on Arapahoe Avenue between Folsom Street and 65th Street (both directions combined) as detailed in Table 2. It is projected that the year 2035 VMT in the corridor will increase by 27% in Scenario A without BRT and 17% with BRT compared to current conditions. Scenario C1 is projected to increase VMT by 9% while Scenario C2 is projected to increase VMT by 23% relative to existing traffic conditions.
- Table 2 also includes a comparison of the VMT for each scenario with the current trend conditions if BRT is not implemented.
- Person miles of travel in automobiles (APMT) have also been calculated in Table 2 by using an average auto occupancy factor of 1.4 persons per vehicle. This calculation, when combined with the pedestrian, bicycle and transit travel estimates that are being prepared, will allow a true measure of multi-modal mobility in the East Arapahoe corridor.

Table 2 Automobile Vehicle Miles of Travel (VMT) in the Arapahoe Corridor AND Person Miles of Travel in Automobiles (APMT) in the Arapahoe Corridor: Folsom Street to 65th Street (Both Directions Combined)

Year	Development Scenario	Vehicle Miles of Travel (VMT)	Average Auto Occupancy**	Person Miles of Travel in Automobiles (APMT)	Automobile Person Miles of Travel Comparison to Existing (%) increase)	Automobile Person Miles of Travel Comparison to Scenario A without BRT (% increase)
2010	Existing	89,241	1.4	124,937	n/a	n/a
2035	A without BRT	113,079	1.4	158,311	26.7%	n/a
2035	A with BRT	104,369	1.4	146,117	17.0%	-7.7%
2035	B with BRT	101,124	1.4	141,574	13.3%	-10.6%
2035	C1 with BRT	97,089	1.4	135,925	8.8%	-14.1%
2035	C2 with BRT	109,903	1.4	153,864	23.2%	-2.8%

** Source: Estimate based on recent Boulder Valley Travel Surveys with resident non-work travel at 1.5 persons per auto and employee travel with 1.1 persons per auto

Level of Service and Travel Time

- Studies are on-going to evaluate the peak hour intersection operation and level of service (LOS) at key corridor intersections for the various land use scenarios and BRT combinations. These calculations will allow detailed conversations between city transportation planners, RTD, CDOT, etc. as planning for future BRT implementation proceeds. Figure 10 illustrates the existing intersection peak hour traffic volumes and levels of service that form the baseline for this on-going analysis.
- When the LOS calculations are complete, the end-to-end automobile travel time will be calculated for each scenario and compared to the existing travel times illustrated in Table 1.
- The daily traffic capacity of a four lane urban arterial roadway is generally considered by traffic engineers to be approximately 35,000 vehicle trips per day (8,500 to 9,000 vehicle trips per day per lane); although there are many examples throughout the region where 4-lane arterials carry more traffic. For comparison, in Boulder, 28th Street south of Iris currently carries over 30,000 vehicles per day on four through lanes, and 28th Street in the vicinity of Colorado (with two northbound lanes and three southbound lanes) currently carries nearly 45,000 vpd. These examples illustrate per lane traffic volumes in the approximate range projected on Arapahoe Avenue for the scenarios being considered.

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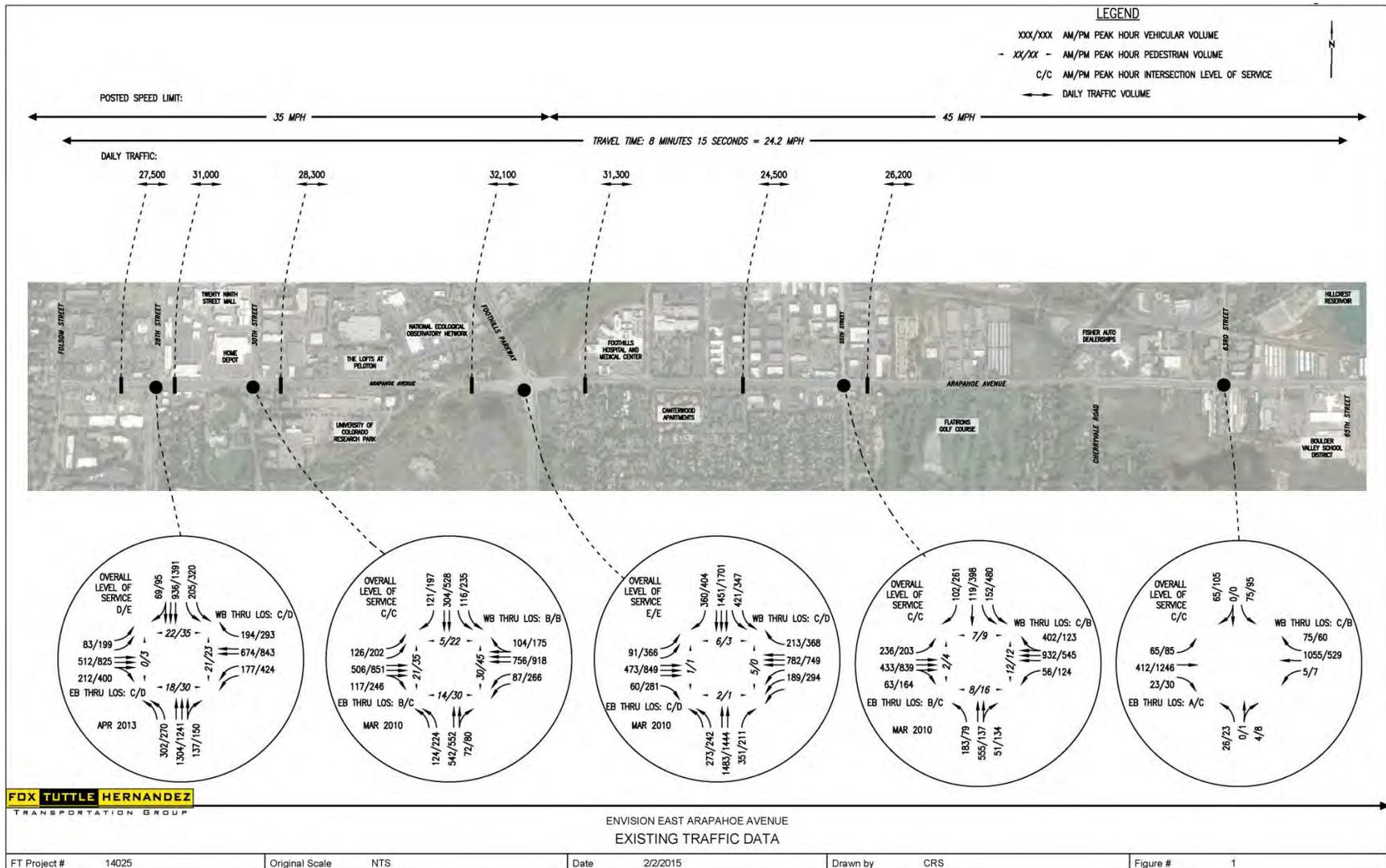
- For additional comparison, the planned center running BRT service on Van Ness Avenue in San Francisco is projected to also carry 42,000 vpd on four general purpose automobile lanes when completed.

Walnut Street Extension across Boulder Creek and Connection to 48th Street

- Currently the east end of Walnut Street extends beneath Foothills Parkway (no access) and **terminates in a “dead end” on the west side of Boulder Creek. There is no outlet to the south for at least 1/3 mile back to 38th Street, and no outlet to the north back ¾ mile to 30th Street.** This results in very inefficient access to the businesses in this area today.
- Local access would be greatly improved on both sides of Boulder Creek if Walnut Street were extended east across Boulder Creek and then south to connect with the northern terminus of 48th Ct, just north of the Boulder Community Hospital site as illustrated on Figure 13. The increased connectivity in the area would result in a reduction in local VMT, shorter and quicker emergency access for some areas of the City, and a reduction in traffic that currently must negotiate the busy Foothills/Arapahoe intersection.
- This connection would facilitate the expanding need for medical office space in the area in support of the relocation of the main Boulder Community Hospital to this eastern medical campus if the current land use and environmental obstacles can be overcome.
- A previous study had projected that this connection would serve 4,200 vehicle trips per day. A review of the land use projections utilized in that analysis indicate that the anticipated future housing and employment is in the range of the current land use projections in Scenarios A though C2 currently being considered.
- Given the current medical office use need and the current housing and employment projections, it is estimated that the new Walnut Street extension to 48th Ct. would carry 4,000 to 6,000 vehicle trips per day. All of these trips would be traveling on a more efficient route than exists today.
- The new connection across Boulder Creek would provide for more efficient on-street bicycle connections in the area, and would also be available to serve future expansion in local transit service.
- While this connection would provide definite local travel efficiency improvements, it is not anticipated that it will serve or attract regional cut-through traffic, given that the travel speeds will be low and the connection is circuitous between the Walnut St. /30th St. and Arapahoe/48th Ct. intersections. It is anticipated that regional or non-local traffic will remain on the arterial roadway network.
- Other non-transportation related impacts associated with the extension of Walnut Street will be addressed through separate analysis.

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Figure 10 Existing Traffic and Level of Service – East Arapahoe Corridor



TRANSPORTATION ANALYSIS ALONG ARAPAHOE CORRIDOR

Proposed BRT along Arapahoe

Even though the planning of future land use scenarios in the East Arapahoe corridor has been placed on hold, it is important to continue the transportation planning efforts in the corridor to support efforts to **implement arterial BRT on Arapahoe Avenue**. Boulder's work in this area can then be integrated with the recently funded Boulder County study to support BRT implementation in the State Highway 7 corridor east of Boulder towards Brighton. In this context, the continuing transportation analysis is focused on a comparison of existing conditions to future year 2035 current trends conditions (Scenario A) both with and without the implementation of arterial BRT service. Planning for future BRT in the Arapahoe corridor is consistent with the Boulder TMP and also is consistent with the regional NAMS process which identified SH 7 (Arapahoe in Boulder) as a priority corridor for BRT service. Figure 11 illustrates the BRT corridor through the East Arapahoe study area along with potential BRT stations identified through the NAMS process. Stop spacing for NAMS-identified potential stations ranges from very short to relatively long. The map also illustrates potential locations identified by city staff.

Additional Comparison of Existing and Future BRT / No-BRT Conditions

In addition to the analysis referenced above, the project team analyzed auto and transit person trips at two screenlines along the Arapahoe corridor under existing and future conditions, with and without BRT along Arapahoe. As shown in Figure 12, in 2035 conditions auto trips are reduced with BRT in place. With BRT future transit trips increase by over 180% compared to existing conditions. Without BRT, future transit trips increase by just 40%. Existing transit trips along Arapahoe are based on ridership for the JUMP and projected future BRT ridership is based on the 2035 current trends land use scenario for East Arapahoe and were adapted from TMP ridership projections (which aligned closely with the NAMS projections).

EVALUATION METRICS

The project team has developed multimodal transportation metrics (attached) to help differentiate the alternatives and inform policy makers about progress toward key city goals and standards, and to support the City with on-going coordination with CDOT, RTD, Boulder County, etc. Metrics will be detailed for the following scenarios:

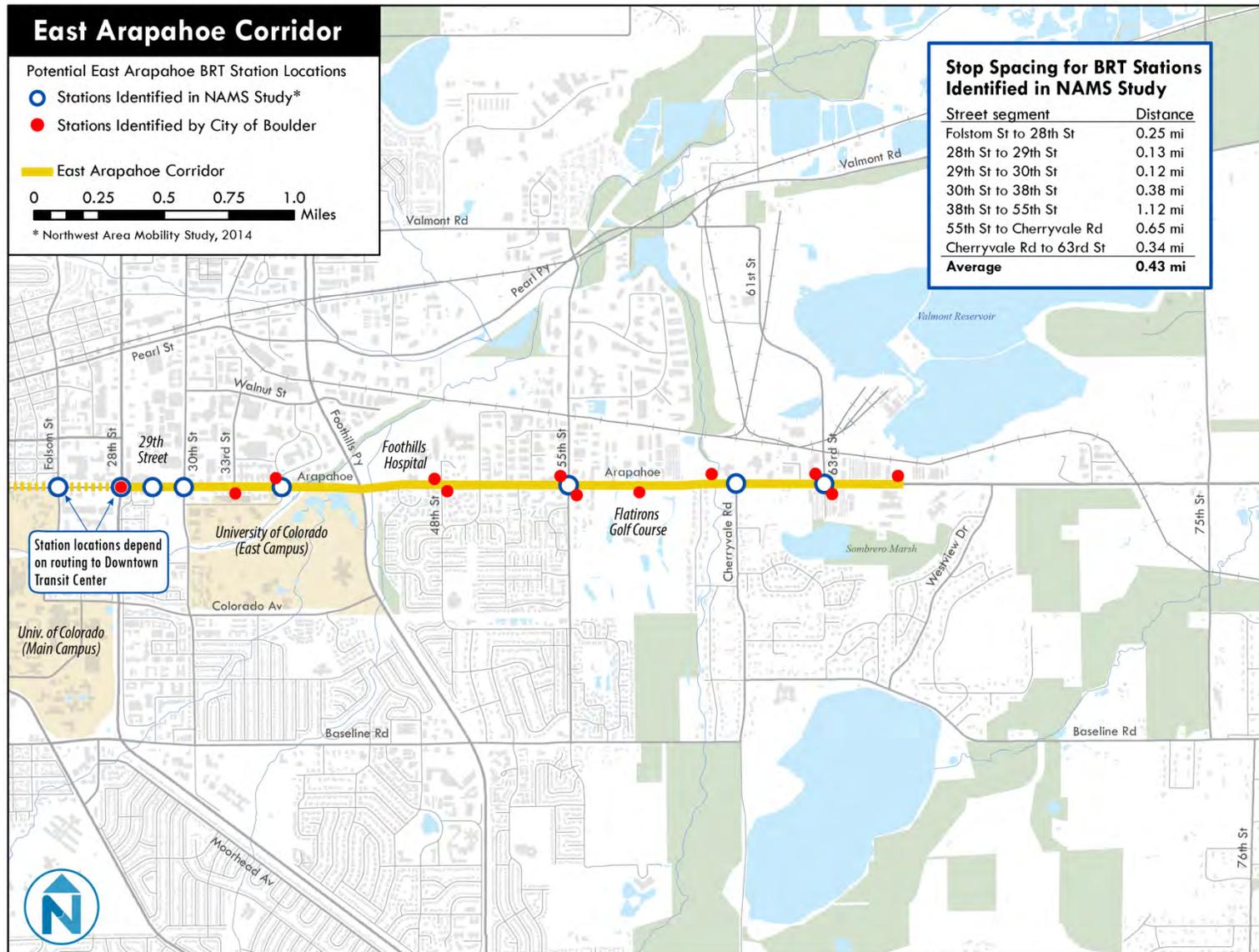
- Existing conditions
- Year 2035 current trends land use – Without BRT service
- Year 2035 current trends land use – With BRT service and lane repurposing (including a comparison of center running v. side running BRT where applicable)

NEXT STEPS

In the next phase of the project a technical memorandum will be prepared to detail all key assumptions and methodologies relating to this multi-modal transportation analysis for the EEA project. Results for each key transportation metric will be included as well.

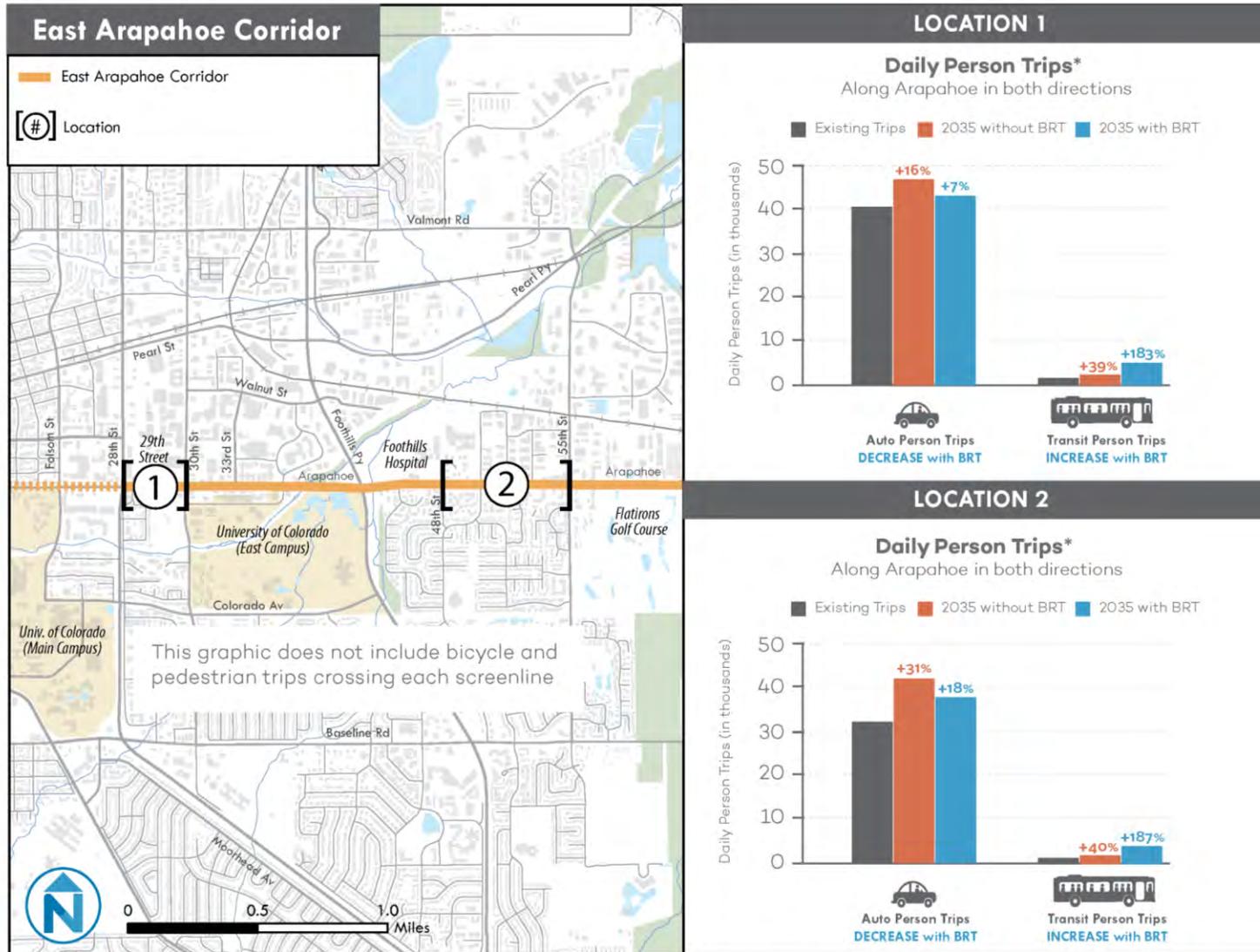
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Figure 11 Potential BRT Station Locations along Arapahoe (Identified by NAMS and/or Staff)



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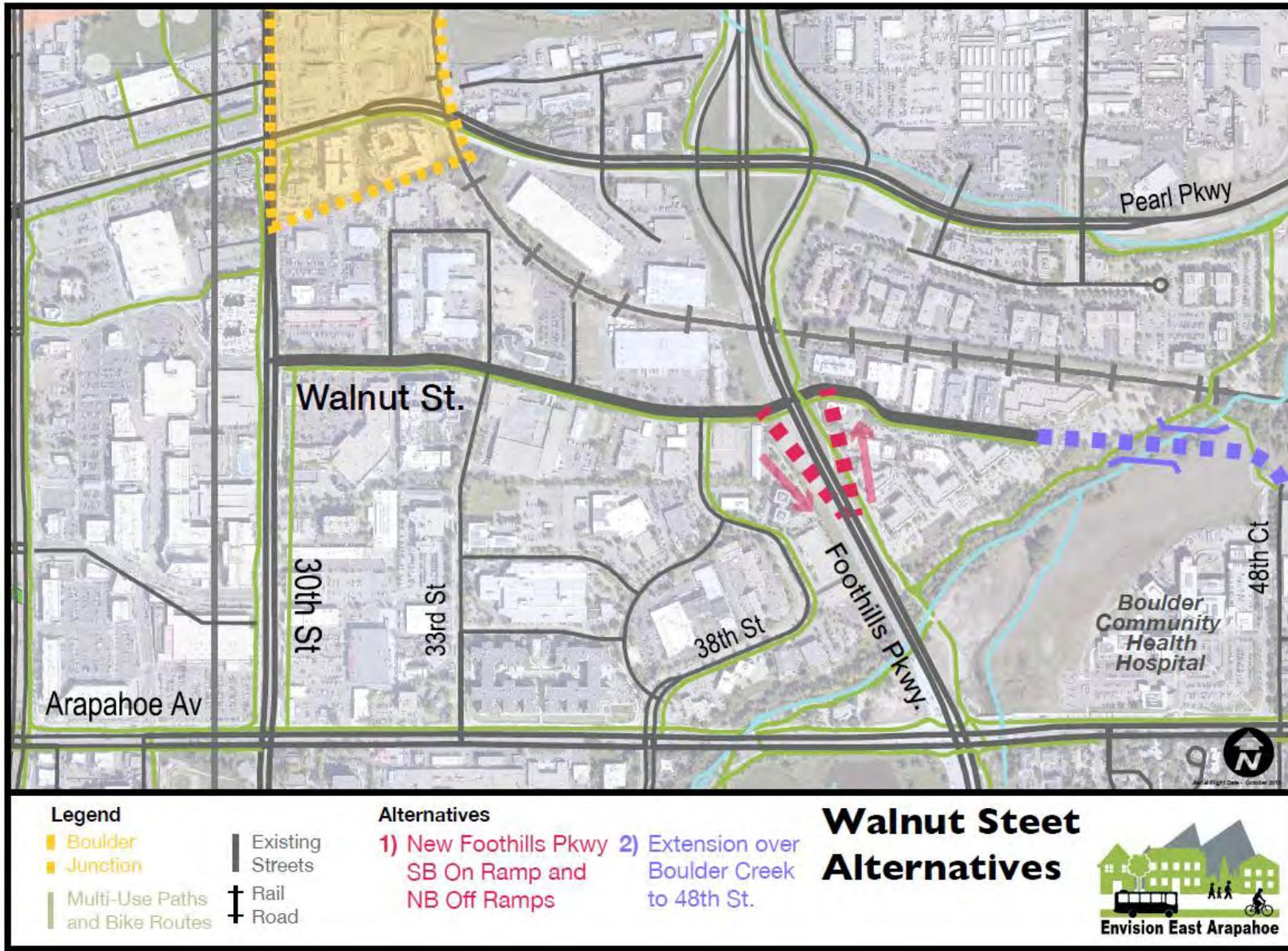
Figure 12 Person Trips along Arapahoe at East and West Screenlines



*Auto person trips assume 1.3 persons per vehicle. 2035 projections based on current land use trends

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Figure 13 Walnut Street Alternatives



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Multimodal Transportation Metrics

East Arapahoe Corridor

SCENARIOS

Multimodal transportation metrics will be detailed for the following scenarios:

1. Existing conditions
2. Year 2035 current trends land use – Without BRT service
3. Year 2035 current trends land use – With BRT service and lane repurposing (including a comparison of center running v. side running BRT where applicable)

Selected metrics focus on those that help to differentiate the alternatives and inform policy makers about progress toward key city goals and standards.

PEDESTRIAN AND BICYCLE SAFETY AND ACCESSIBILITY

- Estimated pedestrian mode share (or change in mode share)
- Estimate bicycle mode share (or change in mode share)
- Perceived safety or comfort for walking along or across the corridor
 - Sidewalk coverage
 - # of protect crossings
 - Frequency/spacing of crossings
 - Change in # of network connections
- Perceived safety or comfort for bicycling along or across the corridor
 - Change in miles of bike facilities
 - Level of facility protection from traffic
 - # of protected or separated crossings
 - Frequency/spacing of crossings
 - Change in # network connections

TRANSIT OPERATIONS AND RIDERSHIP

- Transit ridership (daily boardings in study area)
- Transit throughput (transit riders at key screenlines on Arapahoe)
- Transit travel time (for sample trips or in study area segment)
- Quality of passenger environment: transit facilities, amenities, and information

Multimodal Transportation Metrics for the East Arapahoe

Corridor February 24, 2015

Page 2

SUSTAINABILITY

- GhG emissions from transportation/progress toward city goals
- VMT per capital

VIBRANCY

- Increase in people residing or working in “20 minute neighborhood” (based on COB model)
- Increase in area of “20 minute neighborhood” (based on COB model)
- Increase in public space (ie, plazas) and street trees/vegetation

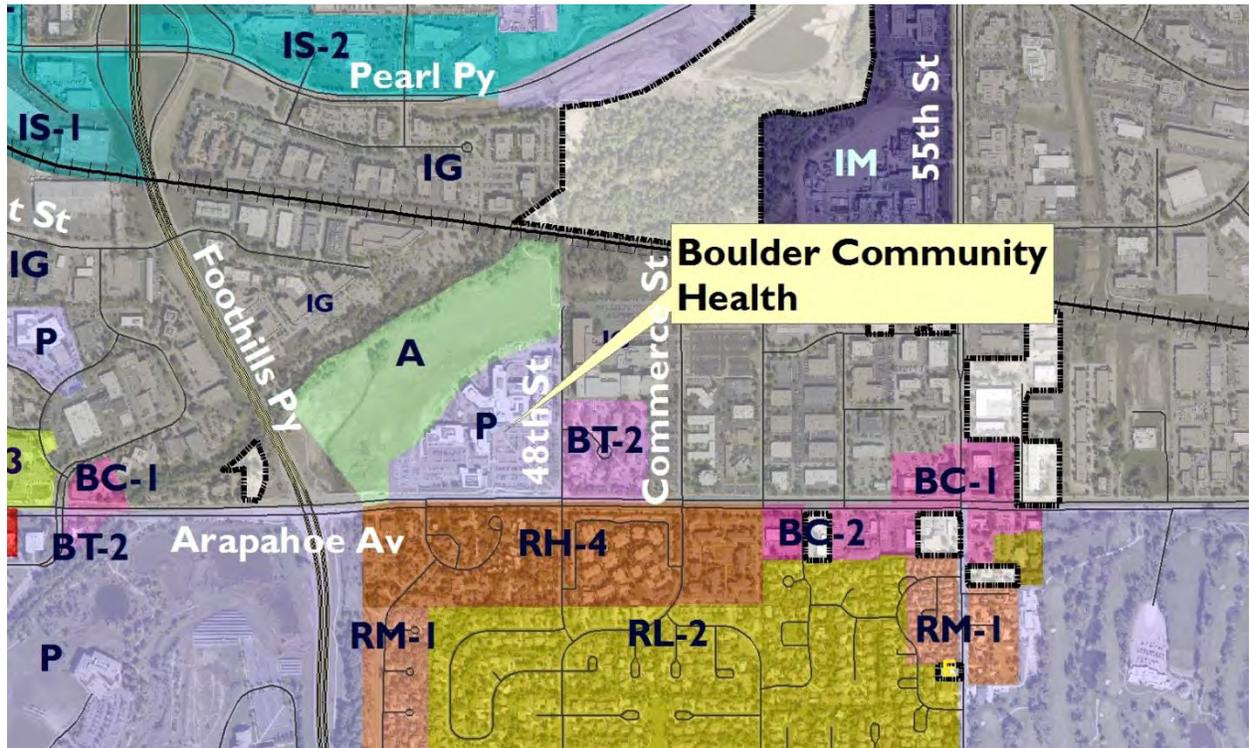
VEHICLE OPERATIONS AND SAFETY

- Person trips in automobiles generated by the land use zones within the EEA corridor
- Daily automobile traffic projections (ADT) at key links along the corridor
- Safety evaluation (anticipated increase or decrease in traffic crashes)
- Detailed automobile level of service evaluation at the following four key intersections (to include delay, LOS, and queuing information for each approach movement):
 - 28th Street and Arapahoe Avenue
 - 30th Street and Arapahoe Avenue
 - Foothills Highway and Arapahoe Avenue
 - 55th Street and Arapahoe Avenue
- Existing and projected lane utilization at key intersections, with and without lane repurposing for BRT
- Automobile travel time in the corridor between Folsom Street and 65th Street
- Automobile vehicle miles of travel in the corridor between Folsom Street and 65th Street

ROADWAY CONNECTIVITY

- The potential benefits of connecting the east end of Walnut Street (currently a dead-end) with the north end of 48th Court adjacent to the hospital site
- The potential benefits of adding northbound off-ramp and southbound on-ramp at the Walnut Street and Foothills Highway grade separated crossing

Medical Office Study Area Map and Excerpts from Title 9 Use Chart



Use Table – Medical Related Uses Around Boulder Community Health

Land Use	Zoning District					
	Residential High 4 (RH-4)	Business Transitional 2 BT-2	Business Community BC-1, BC-2	Industrial General IG	Industrial Manufacturing IM	Public P
Hospitals	*	*	*	*	*	A
Medical or dental clinic or office	U	A	A	*	*	U
Medical and dental laboratory	*	A	A	A	*	*
Professional Offices	U	A	A	*	*	*
Personal Services	A	A	A	*	*	*

A = Allowed; * = Prohibited; U = Requires Use Review

Preliminary Options for Title 9 Changes to Address Medical Office near BCH

The two options are summarized below. None of these options has citywide implications; they only affect to be defined areas near BCH. Staff is recommending a two-tiered approach, first with Option 1, then implementing Option 2 later in 2015.

- **Option 1 - Medical Office as Conditional Use in Industrial General (IG) District in Targeted Area near BCH:** Title 9 currently prohibits medical office in the IG zone district. The purpose of this option is to offer an expedited Title 9 amendment process that minimizes the impacts of introducing this new land use by limiting the allowable area to only near the hospital. Analysis of market demand and parking and traffic impacts will inform the defined area.
- **Option 2 - Create New Zone District and City Initiated Rezoning in Targeted Area near BCH:** This option would create a new hospital zone district that addresses uses and development standards and would require a city initiated rezoning of the targeted area.

Planning Board and City Council Feedback on Medical Office, 2014-2015

Planning Board summary, January 22, 2015

- **Study Impacts on Existing Businesses:** Analysis of impacts on existing businesses (with an emphasis on service industrial) is important;
- **Evaluate All Related Land Uses:** Title 9 (Land Use Regulation) changes that address all hospital related uses is preferred – e.g., florists, gift shops, etc; and
- **A two tiered approach is recommended:** The zone district and rezoning approach is more responsive to future redevelopment and is a more comprehensive strategy. However, given the urgency of medical office needs near BCH, Planning Board recommended a two phased approach – first, to implement Option 1 (conditional use approach), then to implement Option 2 (new zone district and subsequent city initiated rezoning).

Excerpts from Planning Board summary, October 16, 2014:

- The board acknowledged that medical practices currently located near the old hospital cannot find space to relocate near the new hospital due to zoning restrictions
- What are options for accommodating medical office zoning changes in the area? The near term solution is finding spaces to lease but it seems that few longer term solutions are under consideration.
- There are many spaces for rent along 55th Street but that area is not currently zoned to allow medical offices. Consider allowing the medical uses through changes to the use table, use review, or another mechanism, such as a zoning overlay.
- The exclusion of office uses from industrial zones was a conscious decision based on concerns of loving true industrial uses in those zones. This will be a topic of conversation during the East Arapahoe process.
- Survey the medical offices at the Broadway campuses to find out how many are thinking of moving and how much space they would need.

Excerpts from City Council Summary, October 28, 2014

- Several council members noted that next steps should emphasize timely topics like medical office uses near Boulder Community Health. Prioritize working on those now.
- Staff should analyze and propose options to address medical uses around BCH in the short term. For example, council received a letter from a local doctor noting that patients and staff are driving several times per day after the BCH move.