



TO: Members of City Council
FROM: Dianne Marshall, City Clerk's Office
DATE: August 18, 2015
SUBJECT: Information Packet

1. CALL UPS

- A. Landmark Alteration Certificate to build a 451 sq. ft. detached, one-car garage with second-story studio at 820 Spruce St. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code 1981 (HIS2015-00151). This Landmark Alteration Certificate is subject to City Council call-up no later than **August 18, 2015**.

2. INFORMATION ITEMS

- A. Disposable Bag Fee Update
- B. Utility Rates Update Study
- C. Youth Opportunity Program Grant Allocations for 2015-2016

3. BOARDS & COMMISSIONS

- A. Environmental Advisory Board – July 1, 2015
- B. Landmarks Board – June 3, 2015
- C. Transportation Advisory Board – June 8, 2015

4. DECLARATIONS

- A. Bee Pollinator Appreciation Month – September 2015



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning and Sustainability
Susan Richstone, Deputy Director of Community Planning and Sustainability
Deb Kalish, Senior Assistant City Attorney
Lesli Ellis, Comprehensive Planning Manager
James Hewat, Senior Historic Preservation Planner
Marcy Cameron, Historic Preservation Planner

Date: August 18, 2015

Call-up Item: Landmark Alteration Certificate to build a 451 sq. ft. detached, one-car garage with second-story studio at 820 Spruce St. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code 1981 (HIS2015-00151). This Landmark Alteration Certificate is subject to City Council call-up no later than **August 18, 2015**.

Executive Summary

The proposal to build a 451 sq. ft. detached, one-car garage with second-story studio at 820 Spruce St. in the Mapleton Hill Historic District, in compliance with approved plans dated 05/27/15, was approved with conditions by the Landmarks Board (4-0). The decision was based upon the board's consideration that the proposed construction meets the requirements in Section 9-11-18, B.R.C. 1981.

The board's approval is subject to a 14-day call-up period by City Council. The approval of this Landmark Alteration Certificate is subject to City Council call-up no later than **August 18, 2015**.

ATTACHMENTS:

- A. Notice of Disposition dated August 18, 2015
- B. Photographs and Drawings of 820 Spruce St.

Notice of Disposition

You are hereby advised that on August 5, 2015 the following action was taken:

- ACTION:** Approved by a vote of 4-0
- APPLICATION:** Public hearing and consideration of a Landmark Alteration Certificate to build a 451 sq. ft. detached, one-car garage with second-story studio at 820 Spruce St. in the Mapleton Hill Historic District, per section 9-11-18 of the Boulder Revised Code 1981 (HIS2015-00151).
- LOCATION:** 820 Spruce St.
- ZONING:** RL-1 (Residential Low-1)
- APPLICANT/OWNER:** David Waugh / Judith Amabile

This decision was arrived at based on the purposes and intent of the Historic Preservation Code as set forth in 9-11-18, B.R.C., 1981, as applied to the Landmark Alteration Certificate application.

Public Hearing:

Judy Amabile, owner, 820 Spruce St., spoke in support of landmark alteration certificate.
Jim Best, 828 Spruce St., spoke in interest of learning about the potential visual barrier the structure may create.**Motion:**

On a motion by **K. Remley**, seconded by **M. Schreiner**, the Landmarks Board approved (4-0) the proposed removal construction shown on plans dated 05/27/2015, finding that they generally meet the standards for issuance of a Landmark Alteration Certificate in Section 9-11-18, B.R.C. 1981, subject to the conditions below, and adopts the staff memorandum dated August 5, 2015 as findings of the board with the following conditions:

CONDITIONS OF APPROVAL:

1. The applicant shall be responsible for constructing the garage in compliance with the approved plans dated 05/27/2015, except as modified by these conditions of approval.
2. Prior to submitting a building permit application and final issuance of the Landmark Alteration Certificate, the applicant shall submit a revised design that simplifies the mass and design of the proposed garage including the roof form to ensure that it is more subordinate to and compatible with the historic house and character of the alleyscape.
3. Prior to submitting a building permit application and final issuance of the Landmark Alteration Certificate, the applicant shall submit the following, which shall be subject to the final review and approval of the Landmarks design review committee (Ldrc): window and door details, wall material details, siding material details, paint colors, roofing material details and details regarding any hardscaping on the property to ensure that the approval is consistent with the *General Design Guidelines* and the *Mapleton Hill Historic District Guidelines* and the intent of this approval.



Figure 1. Tax Assessor photo of 820 Spruce Street, c. 1949.



Figure 2. 820 Spruce Street, 2015



Figure 4. View of a one-horse surrey with 820 Spruce Street in the background, c. 1884-1899.

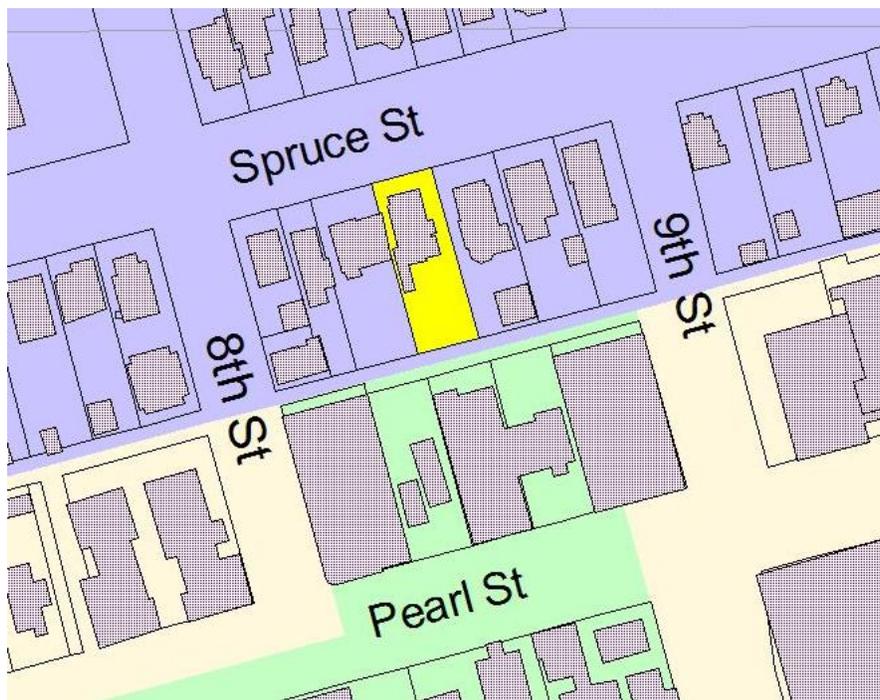


Figure 5. Location Map, 820 Spruce St.



Figure 6. Looking into property from alley, historic garage at left center

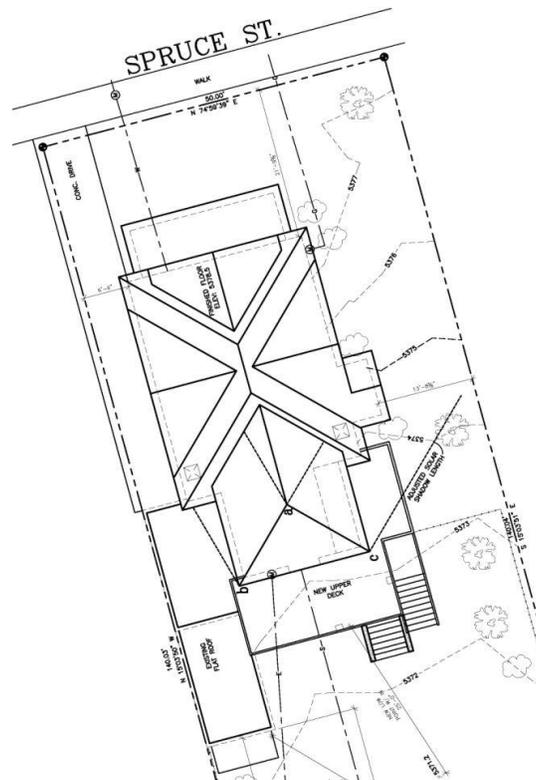


Figure 7. Existing site plan of 820 Spruce Street

PROPOSED CONSTRUCTION

The proposal calls for construction of a new two-story, one car garage with an upper level studio to be located on the alley at the south side of the property. The proposed building is shown to be 451 sq. ft. A distance of approximately 40 ft. is shown between the north wall of the proposed garage and the south (rear) wall of the existing house. Plans show the upper level of the proposed garage to be accessed by an exterior stair on the west side of the new building.

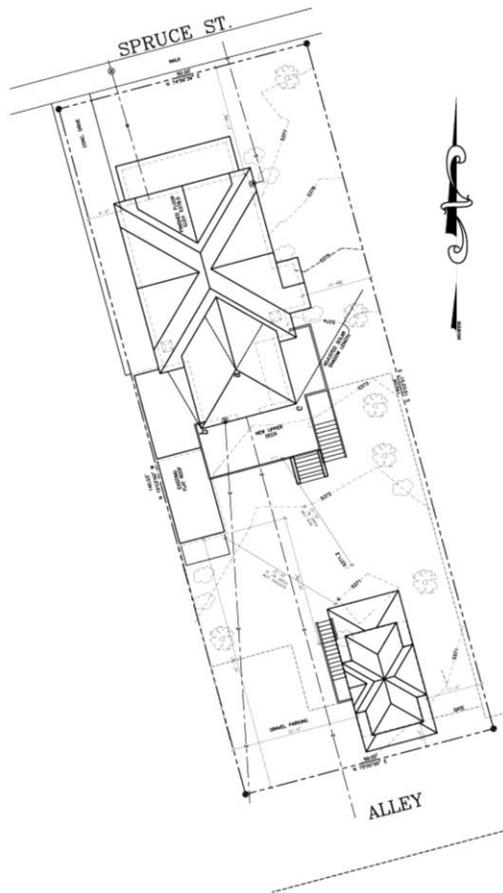


Figure 8. Proposed garage on site plan.



Figure 9. Proposed West and South Elevations.

In elevation, the proposed garage is shown to feature a two-story mass with a hipped roof.

Since the proposed garage sits behind the existing house, the addition will be only slightly visible when viewed straight on from the street, but will be visible from the Pearl Street alley, which is mostly used to service all the commercial businesses on the north side of Pearl Street.

The west elevation is shown to have a door on the first level and a staircase with a small landing that leads to a door on the second story. The south elevation is shown to have an overhead garage door on the first floor and paired double-hung windows on the second story.



Figure 10. Proposed North and East Elevations.

Plans show that the north elevation will feature a centrally located door on the first floor and one double-hung window on the second story. The east elevation will be fenestrated by one pair of double-hung windows.

The proposed garage is shown to have siding similar to the existing house. Details on windows, doors, roofing and treatment of exterior materials on the existing house were not specified in the application.

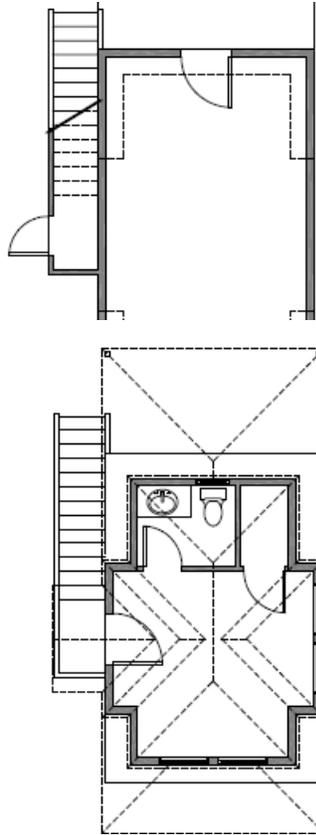


Figure 11. Floor plan of first floor (left) and second story studio (right).

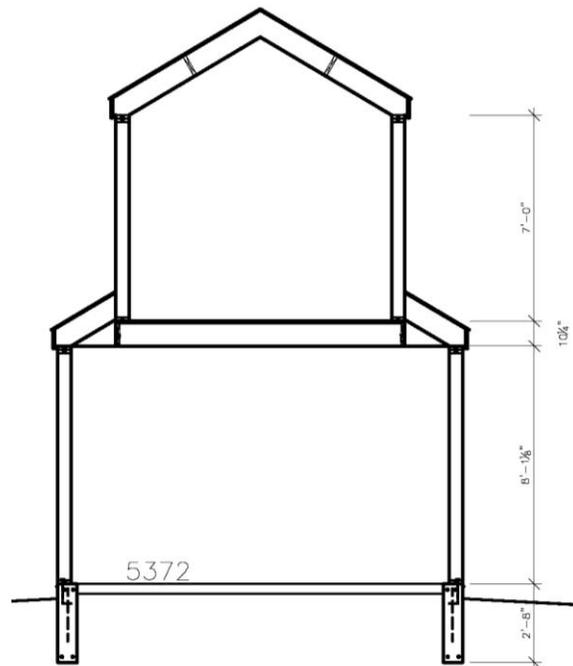


Figure 12. Drawing showing heights of proposed garage, March 10th, 2015.



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning and Sustainability
Susan Richstone, Deputy Director of Community Planning and Sustainability
Jamie Harkins, Sustainability Coordinator

Date: Aug. 18, 2015

Subject: Information Item: Disposable Bag Fee Update

EXECUTIVE SUMMARY

Boulder's ten cent Disposable Bag Fee, which went into effect on July 1, 2013, has reduced bag use at applicable stores by 68% in the first year and a half of the program, keeping approximately 14.8 million disposable bags out of the landfill. The city has received \$417,683 in bag fee receipts in that time period, with program expenses to date (2012-2014) of \$317,990. The remaining and future funds received will be spend in 2015 and 2016 on renewed outreach efforts, more reusable bags for the community, and infrastructure improvements at recycling facilities. At the time the fee was adopted, City Council requested that staff report back on the results.

FISCAL IMPACT

Disposable bag fee receipts may only be spent on uses outlined in the ordinance in order to reduce the impact of disposable bags in the community. The program only spends bag fee receipts and therefore there is no budgetary impacts to the city organization and no additional funding is required.

BACKGROUND

The Disposable Bag Fee was adopted by City Council in November 2012, after more than a year of community involvement and meetings with food retailers and waste reduction partners. The momentum to reduce the estimated 33 million disposable bags used in Boulder annually originated in the community, and the final ordinance created a ten cent fee on all paper and plastic disposable check-out bags at food stores in Boulder. The stores keep four cents of each bag fee to cover the costs of implementing the fee, and the remaining six cents is paid to the City of Boulder. A fee nexus study was conducted in 2012 by the consultants TischlerBise to determine the appropriate fee level based on the impacts of disposable bags in the community, as

well as the allowed uses of the fee receipts by both the stores and the city. The fee went into effect on July 1, 2013.

ANALYSIS

For the year and a half period of July 1, 2013 through December 31, 2014, the Disposable Bag Fee reduced bag use at applicable stores in Boulder by 68%. A Total of 6,961,383 bags were purchased at the ten cent fee level for total fee receipts by the city of \$417,683. The fee receipts have been used to pay back the \$317,990 spent from developing and implementing the fee from 2012 through 2014, and will be spent in 2015/2016 on renewed outreach efforts, more reusable bags for the community, and infrastructure improvements at recycling facilities.

Compared to the projected results in the 2012 Fee Nexus Study conducted, there was a larger than expected reduction in bag use in the first year of the fee and that reduction has stayed very consistent in future quarters. More detail on the expenses associated with the fee and the 2015/2016 spending plan can be found in the attached Report on Boulder's Disposable Bag Fee (**Attachment A**).

NEXT STEPS

Since no significant community education about disposable bag use has occurred since 2013, the results of 2015 outreach efforts will be tracked and staff will report back to City Council on the impact. Dependent on future trends staff will present options to City Council to further reduce disposable bag use in Boulder.

ATTACHMENT

Attachment A – Report on Boulder's Disposable Bag Fee

Report on Boulder's Disposable Bag Fee

For the Period

July 1, 2013 through December 31, 2014

Prepared by:
Jamie Harkins
Sustainability Coordinator
City of Boulder
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Background

The Disposable Bag Fee was adopted by City Council in November 2012, after more than a year of community involvement and meetings with food retailers and waste reduction partners. The momentum to reduce the estimated 33 million disposable bags used in Boulder annually originated in the community, and the final ordinance created a ten cent fee on all paper and plastic disposable check-out bags at food stores in Boulder. The stores keep four cents of each bag fee to cover the costs of implementing the fee, and the remaining six cents is paid to the City of Boulder. A fee nexus study was conducted in 2012 by the consultants TischlerBise to determine the appropriate fee level based on the impacts of disposable bags in the community, as well as the allowed uses of the fee receipts by both the stores and the city. The fee went into effect on July 1, 2013.

Impact of Fee and Trends

The Disposable Bag Fee went into effect on July 1, 2013, and after a year and a half of fee returns it has **reduced bag use at the applicable stores by 68%**, keeping almost 15 million bags out of the landfill. A total of 6,961,383 bags were purchased for total fee receipts by the City of Boulder of \$417,683.

In the 2012 fee study, the consultants projected that in the first year of the fee the community would reduce bag use at the affected stores by 50%, by 75% in the second year, and then plateau at an 85% reduction in the third and fourth year. In reality, there was a larger than expected reduction in bag use in the first year of the fee that reduction has stayed very consistent in future quarters, with the most recent quarterly fee receipts being very similar to the first quarter of the fee in 2013.

Expenses to Date

Since the Disposable Bag Fee is a fee, not a tax, the allowed uses of the fee returns are limited and cannot be used for general government expenses. They include:

- Administrative costs associated with developing and implementing the fee;
- Providing reusable bags to the community;
- Educating residents, businesses and visitors about the impacts of disposable bags;
- Funding programs and infrastructure that allow the community to reduce waste associated with disposable bags;
- Purchasing and installing equipment to minimize bag pollution, such as recycling containers;
- Funding community cleanup events; and
- Mitigating the effects of disposable bags on the city's drainage system and environment.

A significant portion of the fee returns received to date have been used to reimburse the funds expended in 2012 and 2013 to develop the ordinance and educate the community about the fee, including the purchase of 40,000 reusable bags that were distributed through food banks, public service agencies, and public giveaways at grocery stores. Those expenses, outlined below, were reimbursed as fee returns were received by the city.

Disposable Bag Fee Expenses To Date (2012 -2014)	
2012 Ordinance Development - Staff Costs and Fee Study	\$51,194
2013 Ordinance & Outreach Campaign Implementation – Staff Costs & Internal Systems	\$26,594
2013 Outreach/Marketing Campaign and Store Signage Design, Printing, Advertising	\$84,471
Reusable Bags for Community (45,000)	\$155,731
Total Expenses	\$317,990

2015 Spending Plan

After paying back the expenses already incurred, \$99,693 is available for the 2015 budget. The city is currently receiving \$65,000-\$70,000 per quarter; therefore the total available through the end of 2015 will be approximately \$360,000.

In order to further decrease bag use in the community, shopper surveys will be conducted to gain a better understanding of why disposable bags are being purchased so that staff can tailor future outreach efforts. A renewed outreach and marketing campaign will be executed in the summer and fall of 2015, including a focus on CU students and tourists through partnerships with Visit Boulder and local hotels. Funds will also be used on enforcement visits to ensure stores are complying with aspects of the ordinance, including visible signage, and additional reusable bags for the food banks and public sector agencies. Finally, improvements will be made to the community's recycling infrastructure, including a dedicated bailer for plastic bags at the Center for Hard-to-Recycle Materials (CHaRM) and upgrades to the Boulder County Recycling Center, including a Pre-sort Station and Bag Vacuum System to reduce plastic bag contamination in the recycling stream.

Expected 2015 Bag Fee Spending Plan:

- Reusable bags (20,000)
 - For EFFA, City of Boulder and Boulder County agencies, additional food banks, hotels and visitor's bureau, and CU's e-center, with a focus on incoming freshmen
- Surveys of shoppers purchasing disposable bags
- Updated design of "Brought It" graphics, print collateral, online and print ads
- Educational advertising, including print, online and bus ads
- Production of bag fee informational video
- Staffing costs for enforcement store visits and execution of outreach campaign
- Plastic film bailer for CHaRM
- Pre-sort station and bag vacuum system for Boulder County Recycling Center
 - The cost of this upgrade will also require bag fee funds from 2016

Future Options

The community should be very proud of the large reduction in disposable bag use that has been achieved. The 68% reduction in a year and half exceeds the results that were expected. However, the reductions achieved have remained surprisingly constant since the fee was implemented, implying that there is a segment of the community that is willing to pay the ten cent fee to use disposable bags.

In order to try and further decrease bag use in the community, the outreach plan discussed above will be executed in 2015, since no significant community education about disposable bag use has occurred since 2013. The results of this outreach will be tracked and staff will report back to City Council on the impact. Dependent on future trends staff will present options to City Council to further reduce disposable bag use in Boulder.



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
Jeff Arthur, Director of Public Works for Utilities
Joe Taddeucci, Water Resources Manager
Bret Linenfelser, Water Quality Environmental Services Manager
Joanna Crean, Public Works Senior Project Manager
Ken Baird, Utilities Financial Manager
Russ Sands, Watershed Sustainability and Outreach Supervisor
Eric M. Ameigh, Public Works Projects Coordinator

Date: August 18, 2015

Subject: Information Item: Update on Utility Rates Study

EXECUTIVE SUMMARY

This memorandum provides an update on the 2015-2016 Utility Rates Study for the water, wastewater, and stormwater/flood management utilities. As part of the 2015 work plan, Utilities Division staff is analyzing the rate structures for these three public utilities. In early 2015, staff conducted a preliminary public engagement process to seek customer input on the existing utility rate structures. Following that process, staff proposed options for guiding principles and areas of study to the Water Resources Advisory Board (WRAB), which WRAB discussed and largely endorsed. The 2015-2016 Utility Rates Study analyses will focus on the effectiveness of water budgets, possible opportunities for incentivizing best practices for stormwater management, equity between customer classes, and the utilities' financial needs. Staff will begin work on the various analyses in early fall 2015. WRAB and City Council will receive updates on preliminary findings in November and December 2015, respectively. Any recommendations for changes to the utility rate structures will be considered as part of the 2017 budget development process.

FISCAL IMPACT

The Utility Rates Study is part of the 2015 work plan. Staff expects that the project can be completed within the Utilities Division's existing budget.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- *Economic:* In addition to meeting the financial needs of the three utilities, the rate structures must take into account the financial needs of households and the business community.

- *Environmental:* The rate structures are critical in helping the Utilities Division meet the community's environmental goals, especially related to water conservation. The Utility Rates Study will seek to ensure that rate structures are aligned with city goals related to water conservation and water quality.
- *Social:* The provision of utilities services is a foundational building block of community life. In addition, equity and the impact of the rate structures across customer classes will be an important consideration.

BACKGROUND

In late 2014, Utilities Division staff met with customers to better understand the impacts of the utility rate increases approved by council in fall 2014. Many customers indicated they did not understand utility rate structures and/or had questions and concerns about the calculation of the charges on their utility bills.

The Utilities Division periodically reviews its rate setting methodology to assure that utility rates are meeting community goals and are aligned with fee-based principles. These findings led staff to propose an evaluation of the rate structure and associated calculations for water, wastewater, and stormwater/flood management utilities as part of the 2015 work plan. As a first step, a public engagement process was implemented to solicit broader feedback across all customer classes.

Public Engagement and Feedback

The initial public engagement process took place in April and May 2015 and consisted of three open houses and an online survey. More than 26,000 postcards were mailed to utilities customers to notify them about the engagement opportunities. Although participation in the public process was limited, it revealed some key themes and questions.

- The customers who responded are concerned about the 2015 rate increases.
- There seems to be a general lack of understanding about how current utility charges work.
- Feedback indicated that some customers would like more predictability and stability in their bills on a monthly and yearly basis.
- There was some support for the stormwater rate structure to encourage improvements that decrease stormwater impacts. Examples might include incentives for removal of impervious surface or installation of stormwater detention facilities.
- There was some support for a stormwater structure that varies by location within the city in order to better reflect the benefits of public improvements and the location-specific flood risks of individual properties.

Guiding Principles

In 2003 and 2004, WRAB, staff, and City Council engaged in a process to analyze the water rate structure, to develop alternative structures that could meet the community's goals, and to ultimately choose a new approach. More than 20 alternatives were developed and analyzed for their ability to meet the following water utility rate structure principles:

- Discourage wasteful use, while promoting all justified types and amounts of use;
- Be effective in yielding total revenue requirements;
- Provide revenue stability and predictability;
- Fairly allocate the total cost of service among the customer classes to attain equity; and
- Proactively and dynamically respond to changing supply and demand conditions and/or environmental concerns.

The guiding principles are high-level goals and speak to what the rate structures should be designed to accomplish. They are not necessarily intended to address each and every thing that the utilities do. For instance, there are certain "givens," such as meeting regulatory and legal requirements, which are not reflected in the guiding principles.

Going forward, the Utility Rates Study project provides a potential opportunity to both reaffirm the existing water principles and to formally establish principles for wastewater and stormwater/flood management. The guiding principles for the project are described in more detail in the section below.

ANALYSIS

In June 2015, staff presented WRAB with the results of the public engagement process, as well as options for the Utility Rate Study's guiding principles and its areas of study. The public engagement process did not indicate a strong need or desire to change the five existing guiding principles for the water rate structure. WRAB agreed with the staff suggestion that the guiding principles should apply not only to water but also to the other two utilities. WRAB also agreed with the staff suggestion that the stormwater/flood management utility should have a guiding principle specifically encouraging development that minimizes stormwater impacts. Following its discussion, WRAB recommended guiding principles and their application across the three utilities, as shown in the following table.

Principle	Water Utility	Wastewater Utility	Stormwater/Flood Management Utility
Discourage wasteful use, while promoting all justified types and amounts of use.	X		
Be effective in yielding total revenue requirements.	X	X	X
Provide revenue stability and predictability for the utilities.	X	X	X
Fairly allocate the total cost of service across customer classes to attain equity.	X	X	X
Be dynamic and proactive to address changing supply and demand conditions, as well as the city's sustainability and resilience goals.	X		
Encourage low-impact development to decrease stormwater impacts.			X

At the June 2015 WRAB meeting, WRAB and staff contemplated whether current rate structures are achieving the goals set forth in the guiding principles. To achieve the desired goals and adhere to the best practices of revisiting utility rate structures every five to 10 years, the following areas will be studied as part of the Utility Rates Study.

Effectiveness of Water Budgets

When water budgets were first established, the rate structure was designed to adhere to the aforementioned principles. With the data collected from seven years of water budgets, now is a good time to determine how well the water rate structure and water budgets are accomplishing those stated goals. Some analysis has already been completed along these lines. For example, the Commercial Industrial/Institutional (CII) Water Budgets study has provided insights into equity within the CII customer class. A new analysis could focus on the equity between all customer classes. In addition, the Water Conservation Futures Study is currently being updated and will provide information about water conservation progress, as well as possible goals for the future.

Cost of Service

Cost of service analyses are important to conduct on a routine basis. The updated analysis will determine the true costs of providing all three utility services to each customer class.

Fixed vs. Variable Charges

For the water and wastewater utilities, customers pay both a fixed service charge based on meter size and a variable quantity charge based on each customer's use. Along with cost of service, this is another issue that should be revisited on a regular basis to make sure the relationship between fixed and variable charges accurately reflects the city's costs to provide public utility services and conforms to industry standards.

Outside City vs. Inside City Charges

In the water and wastewater utilities, customers pay different amounts based on whether their property is located inside or outside the city limits. Along with cost of service and fixed and variable charges, the difference in these charges should be revisited on a regular basis to make sure the relationship accurately reflects the city's costs to provide public utility services and conforms to industry standards.

Stormwater/Flood Management

There are two particular issues that the Utility Rates Study will explore within the stormwater/flood management rate structure.

First, the current stormwater monthly fee calculation uses the same basic methodology across all customer classes. Customers other than single-family residential are assessed stormwater charges based on the ratios of their lot size and impervious area compared to a typical single-family residential lot. Some large customers have questioned whether a more complex methodology might better account for the unique characteristics of their individual properties. For example, the fee for a large agricultural property is largely driven by lot size, even though the stormwater runoff impacts may not be proportionally larger than those of a single-family residential lot. Staff will seek to understand whether and how a more complex methodology might address this issue.

Second, in accordance with existing policy goals and the newly added guiding principle related to low-impact development, the Utility Rates Study will examine possible incentives within the rate structure for the addition of green infrastructure or other best practices in onsite stormwater management.

The Utility Rates Study and associated stormwater/flood management topics are described in more detail on page 30 of the [June 22, 2015 WRAB memo](#).

NEXT STEPS

Staff is currently organizing the areas of study into a broader scope of work with individual analyses that may be completed either by staff or consultants. Once these tasks are fully scoped, consultant services will be procured, as necessary. The next steps are outlined below.

- **Late August 2015** - Post requests for proposal.
- **September 2015** - Select consultants, sign contracts, and begin work. Participants in the initial public engagement process who requested to remain involved will be notified of project updates. Staff will work with the selected consultant(s) to determine whether stakeholder or focus groups are appropriate for the analytical work moving forward.
- **November 2015** - Update to WRAB on preliminary findings and project progress.
- **December 2015** - Update to council on preliminary findings and project progress. A study session to discuss the project is scheduled for Dec. 8, 2015.

- **2016** - Recommendations for changes to utility rates or rate structures will be considered as part of the 2017 budget development process. During the process, public input opportunities will occur at both council and WRAB meetings. However, depending on the nature of any possible changes, staff may pursue additional public engagement to seek customer feedback to inform budget development or implementation of rate structure changes.



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Karen Rahn, Human Services Director
Allison Bayley, Youth Opportunities Program Coordinator

Date: August 18, 2015

Subject: Information Item: 2015 - 2016 Youth Opportunities Program Annual Grant Allocations

EXECUTIVE SUMMARY

This memorandum presents the allocation of the 2015-2016 Youth Opportunities Program (YOP) Annual Grants Fund. A total of \$80,600 has been allocated to eight community agencies. Funding recommendations were developed by the Youth Opportunities Advisory Board (YOAB), comprised of 16 Boulder-resident high school students. Youth benefiting from the programs supported by the Annual Grants Fund typically perform local volunteer work in exchange for the grant funding to the organization.

FISCAL IMPACT

The Youth Opportunities Fund (YOF) allocated \$80,600 for annual grants, which was appropriated in the 2015 budget. There are no additional fiscal impacts.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Social: All funds provide cultural, recreational or educational activities for middle and high school-age city youth. Some grantees provide after-school and summer opportunities for youth whose life circumstances present barriers to success, including immigrant and low-income youth. Research has shown that the greater the number of out-of-school activities a young person is involved in, the less likely s/he is to engage in risk behaviors. The YOP fosters strong relationships between youth and the community, which research has shown to serve as a protective factor for youth. This increased resiliency supports increased high school graduation rates, improved earnings potential, less involvement with law enforcement and increased self-sufficiency.

BACKGROUND

The Youth Opportunities Fund was established in 1992. The YOP's mission is to strengthen the community through empowering youth, providing enrichment opportunities for youth, encouraging youth civic participation and community service and advising city government. Funds are allocated each year to provide social, cultural and educational opportunities and services for city resident middle and high school-age youth.

Using guidelines and priorities identified in the Human Services Master Plan, bi-annual Youth Risk Behavior Surveys (YRBS) and the Social Sustainability Strategic Plan, the YOP has identified the following focus areas to address community needs. Annual grant applicants addressed at least one of these goal areas:

- Address key issues identified in the YRBS results. For example: mental health, substance use, harassment and health disparities based on sexual orientation or ethnicity;
- Promote youth voice by engaging youth in structured aspects of civic life and/or in community dialogue on social issues;
- Provide after-school, evening, and/or summer opportunities that likely would not otherwise be available to youth;
- Provide targeted services, particularly to middle school or Latino youth;
- Provide transportation to help youth access cultural, educational or recreational opportunities or employment;
- Provide employment-related education opportunities for youth; and
- Support city-sponsored after-school activities.

The priority for all YOP funding is to support programs serving low-income, at-risk or differently-abled youth. Programs must use a Positive Youth Development (PYD) approach and specifically utilize youth engagement, youth-adult partnerships, cultural responsiveness and/or a strengths-based approach in their programming.

ANALYSIS

Seventeen annual grant proposals totaling \$191,922 were received. Eight proposals were fully or partially funded, totaling \$80,600 (**Attachment A**). Combined with the \$22,509 approved for two years in the 2014 process, a total of \$103,109 will be distributed in the 2015-2016 academic year.

Nine proposals totaling \$97,603 were not funded (**Attachment B**). Proposals were reviewed by YOAB members and scored using the following criteria:

- evidence of community need;
- organizational capacity;
- youth input into proposal and program development;
- integration of PYD principles; and
- quality of program components, evaluation and budget.

Youth and adult representatives from each organization attended in-person interviews to present their proposals and answer questions from YOAB members. Final allocation decisions were

made to ensure a wide variety of youth would be served by quality PYD programs that value and incorporate youth input.

The recommendations for allocations were presented to the city manager by representatives of the YOAB on July 8, 2015. The city manager approved the recommendations.

NEXT STEPS

- Contracts with successful applicants will be executed in August 2015.
- Funded programs will receive half of their funding in September 2015.
- Agency mid-year reports are due in January 2016. On approval of the mid-year report, agencies receive the second half of their funding in February 2016. Final reports are due in September 2016.

ATTACHMENTS

A: YOP Grant Allocations

B: YOP Grant Requests Not Funded

Chart 1: 2015-2016 Youth Opportunities Program Annual Grant Allocations			
Agency	Project	Amount Requested	Amount Awarded
Attention Homes GED Instruction	GED Instruction Provide instructor and materials for residents of Attention Homes in need of GED instruction.	\$15,000	\$7,200
Arapahoe Ridge High School	Respect, Excellence, Achievement, Leadership (REAL) Program Support student leadership and positive youth-adult relationships by funding staff support and supplies to implement a Positive Behavioral Intervention Support program.	\$13,325	\$10,306
Boulder Judo Training Center	The Aim Higher Project Provide instructors, uniforms and other supplies for participants in sports-focused alternative community placement program for at-risk youth.	\$14,871	\$14,871
Boulder Valley Women's Health	Sexual Health & AIDS Awareness Peer Education (SHAPE) Provide educators, supplies and retreat costs to train youth to educate their peers to reduce their risk of sexually transmitted diseases or unwanted pregnancies.	\$11,948	\$11,948
Growing Gardens	Cultiva Youth Project Provide stipends to involve diverse teenagers in organic gardening as a means to teach sustainable agriculture, leadership, entrepreneurial and life skills.	\$10,150	\$7,250
Natural Highs	Natural Highs Provide education and safe space for youth to seek healthy alternatives to drugs and alcohol. Support staffing and supplies for community-wide youth events, drop-in workshops and classes at New Vista High School.	\$14,742	\$14,742
Out Boulder	Boulder Out Leadership Development Offer leadership development and community building through funding staff and supplies for art and activism for lesbian, gay, bisexual, transgender, queer and allied youth.	\$7,326	\$7,326
Wildlands Restoration Volunteers	Youth Stewardship Program Support High School Crew Leader training and provide opportunities for middle school students to participate in restoration projects by providing funds for materials, transportation and staff.	\$6,957	\$6,957
Total Requests Funded			\$80,600

Chart 2: 2015-2016 Youth Opportunities Program Annual Grant Requests Not Funded		
Agency	Project	Amount Requested
Bridge Beanery	Bridge Beanery Youth Events & Internships Provide funding internships for two high school students and supplies to support free events for teens.	\$5,996
Calwood	Teen Adventure Club Support transportation, staff and supply costs for Latino middle and high school students to attend Calwood on BVSD days off to learn about outdoors, STEM fields and do community service.	\$7,500
Casey Middle School	Baile Folklorico Dance Group Provide funding for staff and supplies to support an opportunity for middle school students to learn and perform traditional dances.	\$10,114
Colorado Film Society	Boulder International Film Festival (BIFF) Youth Pavilion Support staff and supplies for the BIFF Youth Advisory Council who plan and implement activities for the youth pavilion.	\$8,200
Earth Explorers	Earth Explorers Project to modify existing semester-long STEM programming for middle school students and collaborate with YMCA to provide programming during Wednesday late start.	\$15,000
EcoArts Connection	VideoLab Provide staffing to support a once-a-week after-school VideoLab project at Manhattan Middle School and Fairview High School.	\$14,180
I Have a Dream Foundation	Healthy Bodies & Healthy Minds Provide staff, transportation and supplies for middle school Dreamers' participation in after-school and summer sports programming.	\$15,000
Parlando	Access to Music Education Train high school students to teach music to students on tuition assistance, provide tuition assistance to band students, and advanced instruction at Boulder High School and Casey Middle School by subsidizing the cost of professional instructors.	\$11,505
Platt PACK Program	Pride, Accountable, Challenge, Kind (PACK) Program Provide staffing support and supplies for a school store where middle school students can redeem reward cards for being "caught" displaying PACK values and partner with the Intensive Learning Center (ILC) to include students with disabilities in running the store.	\$10,108
Total Requests Not Funded		\$97,603

**CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING SUMMARY**

NAME OF BOARD/COMMISSION: Environmental Advisory Board

DATE OF MEETING: June 3, 2015

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Sandy Briggs, 303-441-1931.

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Environmental Advisory Board Members Present: Tim Hillman (Acting Chair), Brad Queen, Karen Crofton and Morgan Lommele.

Environmental Advisory Board Members Absent: Steve Morgan

Staff Members Present: Brett KenCairn, Greg Guibert, Sarah Huntley, Colette Crouse and Sandy Briggs.

MEETING SUMMARY:

- ❖ Resilient Boulder - Phase I summary and Phase II preliminary focus areas
 - The board discussed the early stages of the resilience program in terms of available resources, learning from history, building strategy, identifying focus areas and engaging the community.
 - **B. Queen** suggested that staff conduct an up-front cost-benefit analysis of spending on resilient infrastructure in the effort to reduce impacts of natural disasters and to allow the city to rebound more quickly. A quantitative approach to investing in the program would be useful for justifying the front-end expense. The example of the Creek Path underpasses was illustrative of his point that the money spent to build them likely reduced the amount needed to rebuild after the flooding in 2013.
 - The board discussed the benefits of “piggybacking” or otherwise leveraging work that staff is doing and has already done.
 - The board requested guidance as to how they could help and what would be the most effective and useful way to share information. Updates will be provided as necessary per the progress of the program to shed light on how the board can assist moving forward.
- ❖ Climate Commitment
 - **T. Hillman** commented that since each household can expect to spend \$60,000-80,000 to transition its energy assets, the capital expenditure would be greater than net property value increases.
 - **B. Queen** stressed the importance of delineating between capital costs and energy costs.
- ❖ Engagement Strategies regarding Municipalization and Climate
 - Some members articulated concerns that the level of detail offered in the informational municipalization flyer could lose the attention of the average Boulderite. Other members felt that the level of detail was appropriate.
 - There was general consensus that the flyer succeeded in its intent to inform, if not sway, the average person.
 - **K. Crofton** suggested a more targeted approach that would allow people to get the information they want in whatever quantity they want it. This could be accomplished as tailored messages from touch screen kiosks. She also suggested bus ads as a great way to get community attention.
 - **M. Lommele** expressed concerns that the objectives, goals and tactics of the communications plan make assumptions about what people already know and suggested more public education on

a personal level and FAQs. The board discussed costs and how people would engage on individual and personal levels.

- **T. Hillman** asked about the rebranding of Climate Commitment, which is planned for after the framework is rolled out. It might become part of the “Boulder Up” branding, but this is open for ideas and suggestions.

1. CALL TO ORDER

Environmental Advisory Board Acting Chair **T. Hillman** declared a quorum and the meeting was called to order at 6:08 p.m.

2. APPROVAL OF MINUTES

On a motion by **T. Hillman**, seconded by **K. Crofton**, the Environmental Advisory Board voted 3-0 (**M. Lommele** abstained and **S. Morgan** absent) to revise the May 6, 2015 meeting minutes as amended.

4. PUBLIC PARTICIPATION

None.

5. PUBLIC HEARING ITEMS

None.

6. DISCUSSION ITEMS

A. Resilient Boulder - Phase I summary and Phase II preliminary focus areas (Guibert)

G. Guibert provided an update and requested feedback regarding Phase I and Phase II of the 100 Resilient Cities program. He stressed the preliminary nature of the assessment thus far and spoke in terms of common themes, community perceptions, focus areas and actionable items within the next 6 months. He identified three areas that are seen as most manageable early in the process: creating a Safe Haven network, ensuring businesses have economic resilience and managing ecological concerns. He also reminded the board that the purpose of the Chief Resilience Officer is to champion the cause, act as a catalyst and marshal resources, and that existing frameworks would be utilized wherever & whenever logical to accomplish this. Further, time and the realignment of staff resources to include more focus on 100 Resilient Cities and Climate Commitment goals will become necessary going forward.

B. Climate Commitment (KenCairn)

B. KenCairn updated the board on an emerging approach for communicating climate commitment goals to City Council, to city staff internally and the community at large. He proposed a plan to write separate documents that are individually relevant to their respective audiences. He also stressed the need to engage the community to such a degree that people will transform their household energy systems voluntarily. He also pointed out that transitioning to a clean energy economy is now more of a financial than technological issue and that every home and business needs an energy assets transition plan. He further recognized that the city cannot lead or direct the movement by itself and engagement strategies and assistance from neighborhood liaisons will be crucial.

C. Engagement Strategies regarding Municipalization and Climate (Huntley)

S. Huntley detailed three main focus areas for both climate commitment and engagement strategy: assuring our clean energy future by changing our energy sources, using resources wisely and creating restorative ecosystems. Accomplishing broader engagement will include a two phase approach of vetting the engagement framework itself with the community then translating it into a “call for action” that will allow people to take ownership of the larger plan. She also stressed the importance of increasing community understanding about how the various climate commitment, zero waste, municipalization and other plans fit together towards one, larger goal.

Our community understands that climate change is a reality and we intend to leverage this motivation towards the vision of a fossil fuel-free future. The initial effort planned to accomplish this includes creating a video in which kids aged 6-16 tell the story of why climate matters to them and publishing a simplified version of **B. KenCairn's** climate commitment document. Regarding municipalization, the board was informed that many people don't know where we are in the process and many even think the effort is over. To inform and remind people of what the city is doing and why, an extensive and targeted digital marketing campaign and a bilingual mailer will be sent to all City of Boulder residents explaining municipalization at a high level.

7. OLD BUSINESS/UPDATES

None.

8. MATTERS FROM THE ENVIRONMENTAL ADVISORY BOARD, CITY MANAGER AND CITY ATTORNEY

K. Crofton requested guidance regarding board procedures pertaining to emailed communications requiring full board input.

B. Queen suggested she review her new board member packet and possibly attend training to clarify these procedures.

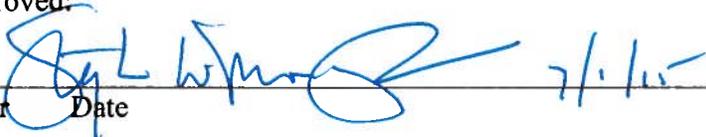
B. KenCairn suggested a more structured approach to discussion and comments during board meetings to better adhere to time constraints.

9. DEBRIEF MEETING/CALENDAR CHECK

10. ADJOURNMENT

Environmental Advisory Board adjourned at 8:19 p.m.

Approved:


Chair _____ Date 7/1/15

**CITY OF BOULDER
LANDMARKS BOARD
June 3, 2015
1777 Broadway, Council Chambers Room
6 p.m.**

The following are the action minutes of the June 3, 2015 City of Boulder Landmarks Board meeting. A digital recording and a permanent set of these minutes (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). You may also listen to the recording on-line at: www.boulderplandevlop.net.

BOARD MEMBERS:

Kate Remley, Acting Chair

Mike Schreiner

Fran Sheets

Deborah Yin

*John Gerstle **Planning Board representative without a vote*

STAFF MEMBERS:

Debra Kalish, Senior Assistant City Attorney

James Hewat, Senior Historic Preservation Planner

Marcy Cameron, Historic Preservation Planner

1. CALL TO ORDER

The roll having been called, Acting Chair **K. Remley** declared a quorum at 6:03 p.m. and the following business was conducted.

2. APPROVAL OF MINUTES

On a motion by **K. Remley**, seconded by **M. Schreiner**, the Landmarks Board approved (4-0) the minutes of the May 6, 2015 board meeting.

3. PUBLIC PARTICIPATION FOR ITEMS NOT ON THE AGENDA

M. Gerwing, 2401 N. Broadway, Former Landmarks Board chair, spoke in support of the preservation of the Glen Huntington Bandshell and recommended that the Landmarks Board members contact City Council members to ensure the appropriate preservation of the Bandshell as a landmark.

**4. DISCUSSION OF LANDMARK ALTERATION AND DEMOLITION
APPLICATIONS ISSUED AND PENDING**

- **1035 Kalmia Ave.** – Stay-of-Demolition expires Aug. 29, 2015
- **2245 Arapahoe Ave.** – Stay-of-Demolition expires Sept. 14, 2015
- **Statistical Report**

5. ACTION ITEMS

A. Public hearing and consideration of an application to designate the building and property at 2245 Pine St. as a local historic landmark per Section 9-11-5 of the Boulder Revised Code, 1981 (HIS2013-00206). Applicant/Owner: Kegan and Suzanna Paisley.

M. Schreiner, F. Sheets, and D. Yin reviewed the project at a Design Review Committee meeting. **K. Remley** had no ex-parte contacts. **J. Gerstle** has biked by the house on a number of occasions.

Staff Presentation

M. Cameron presented to the board, recommending that the Landmarks Board forward the application to City Council with a recommendation to designate the property as an individual landmark.

Applicant's Presentation

Suzanna Paisley, 2245 Pine Street, owner, spoke in support of landmark designation but voiced frustration with the design review and landmark designation processes.

Public Hearing

Abby Daniels, 1123 Spruce St., Executive Director of Historic Boulder, Inc., spoke in support of landmark designation of the property.

Kathryn Barth, 2940 20th Street, spoke in support of landmark designation of the property.

Motion

On a motion by **M. Schreiner**, seconded by **F. Sheets**, the Landmarks Board voted (4-0) with a recommendation to designate the property at 2245 Pine St. as a local historic landmark, to be known as the Ravenscraft House, finding that it meets the standards for individual landmark designation in Sections 9-11-1 and 9-11-2, B.R.C. 1981, and adopts the staff memorandum dated August 6, 2014 as the findings of the board.

B. Public hearing and consideration of issuance of a demolition permit for the house located at 1420 Bluebell Ave., a non-landmarked building over 50 years old, pursuant to Section 9-11-23 of the Boulder Revised Code (HIS2015-00050). Applicant/Owner: John and Denise Frontczak.

All board members made site visits. In addition, **M. Schreiner** received two emails supporting demolition of the house.

Staff Presentation

M. Cameron presented to the Landmarks Board recommending a stay of demolition be placed on the application.

Applicant's Presentation

Denise Frontczak, 1420 Bluebell Ave., applicant and owner, spoke in support of the demolition permit.

Liz Bowes-Spiegel, 1060 West Willow, architect for the applicant, spoke in support of the demolition permit and does not see any historic significance of the building.

Amara Frontczak, Warren, MI, daughter of owners, spoke support of the demolition permit.

Public Hearing

Abby Daniels, 1123 Spruce St., Executive Director of Historic Boulder, Inc., spoke in support of placing a stay of demolition on the property and to explore alternatives to demolition.

Kathryn Barth, 2940 20th Street, spoke in support of placing a stay of demolition on the property.

Motion

On a motion by **F. Sheets**, seconded by **D. Yin** to impose a stay-of-demolition, the vote failed (2-2, **K. Remley** and **M. Schreiner** opposed) and, as a result, the permit to demolish the house issued.

6. MATTERS FROM THE LANDMARKS BOARD, PLANNING DEPARTMENT AND CITY ATTORNEY

A. Draft Administrative Rule Clarifying the Demolition Review Process

- The Board agreed to move forward with the publication process at the next Landmarks Board meeting scheduled for July 1, 2015.

B. Update Memo

C. Subcommittee Update

- 1) Demolition Ordinance
- 2) Outreach
- 3) Potential Historic Districts and Landmarks
- 4) Design Guidelines

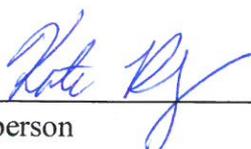
7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The meeting adjourned at 9:28 p.m.

Approved on Aug. 5, 2015

Respectfully submitted,



Chairperson

**CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES**

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 8 June 2015	
Contact Information Preparing Summary: Kaaren Davis 303.441.3233	
Board Members Present: Zane Selvans, Andria Bilich, Dom Nozzi, Bill Rigler Board Members Absent: Daniel Stellar	
Staff Present: Michael Gardner-Sweeney, Acting Director of Public Works for Transportation Kathleen Bracke, GO Boulder Manager Marni Ratzel, Sr. Transportation Planner David "DK" Kemp, Sr. Transportation Planner Bill Cowern, Transportation Operations Engineer Randall Rutsch, Senior Transportation Planner Gerrit Slatter, Principal Transportation Projects Engineer Melanie Sloan, Transportation Planner Kaaren Davis, Board Secretary	
Consultants Present: Bill Fox of Fox, Tuttle, Hernandez	
Type of Meeting: Advisory/ Regular	
Agenda Item 1: Call to Order	[6:01 p.m.]
The meeting was called to order at 6:01 p.m.	
Agenda Item 2: Approval of minutes from 11 May 2015	[6:02 p.m.]
Motion to approve the meeting minutes from 11 May 2015 TAB meeting as presented: Motion by: Nozzi, Seconded by: Rigler Vote: 4:0	
Agenda Item 3: Public Participation	[6:03 p.m.]
<ul style="list-style-type: none"> Loren Pahlke: Concerns about multi use path on 28th Street where it intersects Lumen Apartments. City groups with different goals were involved in the planning and approval. The resulting raised island and zig zag are dangerous. Island has been removed but zig zag is here to stay. Please fix it even though it will be at the City's expense. It remains dangerous. 	
Agenda Item 4: Public Hearing and TAB consideration of a recommendation regarding the 2015 Complete Streets Phase II Living Labs Projects	[6:11 p.m.]
Marni Ratzel and DK Kemp presented the item to the board.	
Executive Summary from Packet Materials: This memo shares the <u>draft</u> memorandum for the June 16, 2015 City Council agenda item regarding a motion to approve the Complete Streets Living Lab Phase II "rightsizing" transportation pilot projects, as part of the implementation of the Transportation Master Plan. The Living Lab Phase II candidate corridors under consideration for rightsizing include segments of Iris Avenue, Folsom Street, 55 th Street, and 63 rd Street.	
STAFF RECOMMENDATION The staff recommendation is to install Complete Streets Living Lab pilot projects to test rightsizing design treatments for 12 to 18 months on each of the four candidate corridors. The combination of an in-depth technical analysis and the community input process has guided the staff recommendation to install the rightsizing projects in Summer 2015. If approved by City Council, staff will utilize technical analysis as well as walk/bike audits, social media, and public meetings to gather community input and evaluate the new street configurations for 12 to 18 months following the project installation.	
TAB ACTION Staff requests TAB consideration of a recommendation to City Council regarding the installation of Living Lab Phase II pilot projects, as part of the implementation of the Transportation Master Plan.	
Public Comment:	

- **Linda Loose** – Lives on 25th Street which is one block long. Already tries not to travel out during peak hours because of traffic in her area. People cut away from the light and go through their street. She and her neighbors would like to know what mitigation can be done to reduce through traffic issues. Speed bumps? Traffic lights?
- **Judy Richtel** – Has lived in the city of Boulder since 1971 and is the target demographic. Thinks the plan is unrealistic. Would like to see an alternative way of getting her out of her car in a way that works for her. She does not commute to a single location each day but has many trips to a number of locations. Adding a bike lane will not get her out of the car. Despite being an active, involved senior, she cannot always bike. Looking for a third alternative to car and bike.
- **Mark McIntyre** – Great potential for a win-win situation. Expects the result of the experiment to be more bikes, fewer cars, less carbon and reduced congestion resulting in better travel for those using cars. Eco Pass is a fine thing to help with transit. Thinks bike lanes will be a similarly good thing. There is little to fear with this experiment. Move forward with all corridors.
- **Steve Krog** – Potentially affected by changes to Iris and Folsom. Bikes a lot but is against the proposals. Most of the talk is about how this will be better for cyclists. It will, but it will be worse for those who must drive their cars. Taking away lanes in this corridor will make things worse. He does not understand the plan for the 55th corridor at all as the area is all industrial. Who will benefit from this?
- **Steve Gaede** – Cyclist and a motorist. Concerned by the sugar coated term Right-sizing. Term feels pejorative. We have explosive growth and this plan will not help. RTD changes will result in more in-commuting. Explosion of office space adds as well. When the young bike community gets older and has children they will need to bike less to accommodate speedier travel between activities. RTD needs to be a practical alternative and today it is not. What happens when the snow falls? Recommends that we hold on this project until affordable and good mass transportation is available.
- **Tim Rohler** – Actively uses three modes of transportation 2/3 are bike and pedestrian travel. Addressing the Folsom and Iris corridors. Staff got it exactly right on Folsom, but Iris proposal will adversely affect a large number of disabled persons and those who care for them. The Smart Home Residential group home was entirely overlooked in planning. Staff had to ask him where it was when he contacted them to ask about it. The plan for the Iris corridor will add a large burden to the disabled residents of the group home and those who care for them.
- **Mozelle Sutton** – Lives on Kalmia and is familiar with its traffic. Has had her house hit more than once and her yard driven through frequently. Safety is her primary focus. Looking for the criteria used by staff to evaluate traffic load in her area. She could not find any. How will we know whether traffic has increased or decreased after a year? She does not want cut through traffic from Iris to add to their problems. Urges the TAB not support the Iris corridor plan.
- **Brian Graham** – Board of Directors for Community Cycles, speaking on his own behalf. Speaking in support of the plan for the 55th Street corridor. He traveled that corridor today and got buzzed frequently by fast moving vehicles. The 8 second delay predicted in the plan is not very long at all. Especially where safety is concerned. Right sizing reduces speed and increases safety.
- **Fred Rubin** - Has not actually seen much in the way of numbers thus far. Asked for data points at one of the public open houses. Was told that the data would be on the website the next day. It still has not appeared. There appears to be no concrete data to support the assumptions of success in these plans. How is biking a women's equality issue? Are there really going to be more bicyclists? The delays are easy to quantify today. Citizens have a right to know what the expectations are in quantitative data.
- **Judy Bolles** – Addressing the corridors on 63rd and 55th. 63rd already has a beautiful bike path that she seldom sees cyclists on. A major missing link in the bike system is Jay Road to Valmont. On 55th Street the train tracks are a serious problem. Traffic already backs up badly there with two lanes. Moving to one lane will make this worse. The plan will affect not only 55th but Arapahoe. How will emergency vehicles be dealt with?
- **Brad Sutton** – Born in Boulder, has lived here 60 years and has a transportation degree. Manages several buildings along 55th corridor. Data staff presents regarding minimal impacts to traffic on 55th with lane reduction is wrong. Twice in the last two weeks, said road has been closed to a single lane each way. Backups amounted to 2/3 – 3/5ths of a mile. Arapahoe was heavily affected as well. This will not work, as has been shown over the last two weeks.
- **Aaron Johnson** – In support of these projects (All corridors). Would like to see Folsom extended. Given that this is experimental and it takes only one missing lane to severely damage a project, staff needs to optimize use of space in the corridor. Need to stress the benefits to all over the delays. Delays are small and the safety benefits are large as are the benefits to cyclists.
- **Linda B Overlie** – Lives on Kalmia. After going to local open house, went door to door to talk to neighbors. Most were not aware of the plan or were not clear on details. Once informed the vast majority were against the proposal. Kalmia is a bike corridor and there are many pedestrians and children. When traffic slows on Iris, it

cuts down Kalmia to get around the delays. This problem will make the problem worse and this has not been addressed. This will discourage existing cyclists. Petition from neighbors asking TAB to reject the Iris corridor project was presented.

- **Henry DiBernardo** – Lives on Kalmia. He has noticed in the five years he has been here that many people cut down Kalmia and run the stop sign at 16th. This is with two lanes on both sides. If you bring it down to one lane both ways, there will be increased traffic and perhaps crime. Speedbumps would be a good mitigation.
- **Ann Haebig** – Used to work on 55th and quit riding that street because it felt unsafe. Lanes are not wide enough for safety right now. If the Double left keeps the delays to a minimum this is fine, so long as they are properly signalized for safety.
- **Carolyn Hales** – Excited to have the Iris corridor experiment in her back yard. Whether one percent or ten percent of people bike this corridor is irrelevant. This project signals that we, as a community want not to have multiple lanes rushing by and prefer a slower, safer alternative.
- **Gary Sprung** – Supports the Iris corridor. Change to the crossing at 15th street will be a very positive change for him. This will encourage him to ride Iris more. He currently does not because it feels unsafe. The only way to know what the future will be is to try it. He would like to see traffic counts for the corridors to aid the prediction of results.
- **Pieter Van Der Mersch** – Came here on the bus because of concerns about time to get to this location. North/South route is not good. He has used Folsom and Goose Creek Bikeway quite a bit. Questions whether making the bike lane wider on Folsom will make things better. As a cycle commuter, there is much time he cannot ride because of snow and Ice. How will that be removed when there is an added structure or facility that needs to be worked around?
- **Adelaide Perr** – Gave up her car last February. In October a car came through a light and hit her. She is all for the protected bike lanes to prevent similar occurrences. Drivers often cross into the bike lane. Drivers take way too many risks around cyclists. Biking is inherently more dangerous than being in a car, but having a larger cycle lane will make cyclists feel safer and encourage more riding.
- **Howard Bitman** – Expressing full support for any experimental program that encourages people to get out of their cars. Industrialized nations have decided that getting off fossil fuels is key to averting major climate change problems. Making options available and encouraging people to do what is in their best interests is key to success in getting people to change. Recommends support of plan and to go still further. More bikes. Discourage cars. There are many who don't have to drive, but choose to do so. This must change.
- **David Harper** – There is a problem at Iris & Broadway with the flashing left turn arrow. Only about two or three cars can get through during peak hours. He already diverts through Norwood or Kalmia during peak hours. He is the example of what the people in this neighborhood are concerned about and it will only get worse if this plan is put into effect. With the predicted delays, it's not a time issue, but a frustration issue for motorists. If he can't tell how long he will be backed up in traffic he will divert.
- **Charles A. Brock** – Supports all four corridors. His interests in the project are different. He is an air quality and climate researcher. The world is looking at 4-5 degrees of global temperature change over the next several years. Need to do everything possible to reduce greenhouse gas emissions. Transportation is 28 % of this figure. Getting people out of vehicles is what is needed to bring this number down. How can we all do our part to move to better forms of transportation?
- **Carl Forest** – The problem with climate is numbers of people not numbers of drivers. He is opposed to this plan because there is no concrete data. No numbers about Boulder's current situation. No numbers about other cities. He is not about to get on a bike as a main mode of transportation at 75 years of age. Traffic has increased hugely. This proposal for Folsom make traffic worse and will kill McGuckins and other businesses along the corridor. You can't carry things away from McGuckins on a bike. Go ahead and experiment, but watch carefully what happens in case things get worse.
- **Karen Weber** – Opposed to the Iris Corridor plan. Iris is the only four lane road East to West on the North end of town. It does not matter how big the bike lanes are, she will not ever be riding on the streets. Why can't we have bikes separated from traffic entirely? Make the bike trails fully interconnected.
- **Fred Ecks** – In favor of the proposal (all corridors). His only questions about the criteria is why south 30th Street did not make it onto the list. Currently he does not ride on Folsom because it's a scary corridor. The bike lane narrows a lot and speeds are high. Cars are close. Urges extending the Folsom corridor to Arapahoe as facilities are not good there. Getting safe bike/ped facilities is key because we cannot support our motor vehicle traffic.
- **Sara Harper** – If you slow traffic down, you increase texting, talking on phones, etc. Safety will decrease with speed.
- **Lynn Guissinger** – Former TAB member. Speaking in favor of the proposal (all corridors). This is a pilot project. Facts are what we need to support these developments.

- **Nicholas Flores** – Comments on the analysis. A three minute increase in the average commute time equates to 900 collective commuter hours per day. The analysis needs to take this on directly. Delay implies increased idle time which means increased pollution. This should be quantified. (1:44:39 Track three). When analyzing success, need to distinguish between new and existing bike commuters to prove values. Value to bikes is seasonal. Impact to cars is year round. Ditch near ball fields could be covered and turned into a multi-use lane. Without meaningful goals and good data, the project is not responsible.
- **Jeanne Walsh** – CU freshmen should not be allowed to have cars. Regarding the Iris corridor, her daughter was almost hit at Iris and Broadway. She would like to see an underpass there which links to the bike path. Cars line up to pick up their kids, so the school district needs to get involved. CU needs to get involved. Open enrollment creates traffic problems.
- **Patrick Rea** – His house backs up on Kalmia. He and his daughters are enthusiastic bikers. He is surprised and concerned that success/failure metrics have not been set. He supports the Iris project IF pre and post metrics are set and evaluated. Study cannot be limited just to the roadways where changes will be made. This will affect traffic on Kalmia. Crosswalk at 15th & Broadway needs to be moved. It is unsafe.
- **Waylon Lewis** – Has been witness to the Living lab on University. It is safer now. It's been great, would love to see it improved. Having a lot of metrics to measure success would be great, but the project should still move forward. Has been hit three times in 10 years of cycling. He does bike all winter and does shop at McGuckins.
- **Mary Eberle** – Lives on Norwood. Cut through traffic is already a concern. The Iris corridor project will make this worse. This set up is bikes against cars. Every time a car has to be delayed by a bike or pedestrian, pollution is increased. Why is there no experiment in the South part of town? If success is 2-5% increase in bikes, 100% of car users will be unhappy.
- **Evan Kalina** – Supports the Complete Streets Project. Routinely bikes down Folsom. He is not alone in cycling to work. Boulder commutes by bike at 21 times the national average. Roads should reflect the citizen's commitment to healthy transportation. Close calls with traffic is not a way to encourage biking. He has been hit. Having a set of protected bike lanes will improve safety for cyclists. Delays are minimal.
- **Rochelle Worsnop** – CU Grad student. Bikes Folsom every day for work. Every week she is almost hit when cars merge into her lane. The inconveniences to cars discussed are a plus for her. Driving should be more inconvenient and harder to do for everyone. Cars should like this because it gives better visibility of the cyclists.
- **Eric Budd** – Supports the plan for all four corridors. Land is Boulder's scarcest resource. Need a transportation system that is just and provides equity. Biking and walking use less space than car traffic. Reconfiguring the streets increases the equity of safety. Must provide more varied and cost effective modes of transport to address equity of income.
- **Sue Prant**- Since Wednesday Community Cycles has been circulating a petition in support of the Right-sizing project. 500 have signed in support. Right sizing has been done not only in warm weather climates. Boulder is just following a national trend. If LA can do it, we can do it. The City has done excellent outreach. Part of the outreach is the project itself. This is a pilot project. We have downsized roads before and the world did not end. Let's try it.
- **Ben Binder** – Concerned that two of the members of the TAB are avowed anti-automobile advocates. How many bicycles use each one of these corridors on a daily basis? Does the city have a comprehensive computer model of the entire city traffic system? Do the models take into consideration the increase in automobile traffic due to the new projects being built right now?
- **Merrill Elustrom** – In support of the project (all corridors). Having lived 17 years in Atlanta, can bring its example as a cautionary tale. They greatly increased numbers of lanes and this resulted only in a commensurate increase in traffic, accidents, road rage, etc. The external costs of cars (pollution and climate change, etc) are never considered. Metrics are needed. Listen to people with specific points but go ahead.
- **Sarah Hoskin Clymer** – Lives on Iris. Two lanes with the left turn lane is an exciting prospect. Real possibility of improvement. Beautification is also important. Traffic is bad now. How will seven seconds make it worse?
- **Jordan Man** – The leading cause of death for those under 35 is auto accident 15 % of this are bike and pedestrian accidents. Statistics from other right-sized communities show reduced speeds and numbers of accidents. Safer for everyone. Win for both bikes and cars.
- **Debbie Ralya** – Commercial property manager. Needs her car for work. While he is in support of bike commuting, she cannot do it herself. Business point of view – She did query of tenants a few years back. There were about 400 people, most of them do not live in Boulder. They will not be riding their bikes to work or around town. If something is not broken, why fix? What is wrong on 55th that needs fixing?

- **Bogie D.** – Sold car to bike commute. 2 years ago was hit. Then used a tricycle. Lanes are too small for that. Now commutes by car. If bike lanes had been protected, he would not have been hit. Disappointed by people whining about small delays. Safer bike lanes, people driving slower.
- **Sandra Cirian** – Representing the middle aged women this is targeted at. Excited by whole project. Does commute fairly regularly by bicycle. Commutes by paths and bike lanes. Her family only has one car and still manage to get their child where she needs to be by public transportation and bike. It just takes a little more planning.
- **Angelique Espinoza** - Representing business concerns from the East area. Most of the larger employers are out there around the 55th and 63rd corridors. A good percentage of their employees are coming from outside the city of Boulder. Those distances are not always bikeable. This limited project will not change their mode. She does not agree that the outreach has been good. The City is working on too many projects so outreach is often not effective because there is too much of it for people to choose from or focus on. Postcards and even an extra meeting is not adequate to educate people. The Chamber is not opposing the project, but are urging better outreach even if it affects the timing of the project.
- **Sharon Samson** - Representing the business community from the industrial zone on 55th. We chose to live there because it was accessible and not congested and has a wonderful bike path. Her employees come from as far as Fort Collins (by shuttle) and the nearest lives in Louisville. Adding the commute time is a significant issue. These people are not going to commute by bike. Clients will also not bike to office. Most are out of town, some are international. Don't disregard the fact that there are alternative ways people are reducing traffic in that area.
- **Johan Feddema** – Commutes to work by bike every day from Kalmia. Concerned about traffic bleeding into his neighborhood. Does not see that putting a few cyclists on Iris as a good tradeoff for increased car traffic on Kalmia where there are already many bikes. Please explore ways to keep cut through traffic out of the neighborhood.
- **Julie McCabe** – Sees TAB as a transportation board biased towards bicycles. There are many people who will not be forced out of their cars by social engineering. It is inappropriate for this board to engage in that. The real crux is mass transit. Every year Boulder and Broomfield County pay millions for Denver light rail that does not aid us. The next project should address Boulder's commuter traffic. She does not buy that this is an experiment. Everything said tonight by the public is not important because the political powers have already decided to move forward on these projects. 9th to Arapahoe is a bad project. Dangerous.
- **Megan Tolbert** – Gets around many ways. Walks a dog, runs, bikes, motorcycles, walks the paths, uses transit and drives a car. She is very excited by the project. It will improve safety for her in any and all of her forms of transportation. She is the Executive Director of Boulder Transportation Connections. That organization promotes Eco Passes. Businesses are concerned about employee transportation issues. The more options they have, the more they will use them.
- **Milos Novotny** – Out commutes from Boulder. When he does get on his bike and ride across town, he uses only back streets. He cannot imagine wanting to ride on a major street. He is not convinced by staff's statistics or modeling. How do the stats for success in other cities translate to Boulder? Laws regarding bike injuries are outdated. He urges support for this pilot project. He would like to see metrics and "off-ramps" in case things need to be changed mid-stream.
- **Will Toor** – Is in favor of the pilot. He is the Co-chair of Better Boulder which voted unanimously to support the project in all four corridors, as they feel it will aid getting more people riding on the streets. Historical perspective –Boulder has many times made infrastructure changes that have made things safer for bikes. Each time there have been predictions from some in the community of dire consequences and impacts. Every time it has been successful. Biking numbers are up.

Board discussion and comments included:

[8:34 p.m.]

- The board heard community concerns and the desire for "off-ramps" and agrees these should be considered.
- General agreement that pilot projects are part of the outreach process. They give the community something to discuss.
- Discussion of the difference between an anti-car stance and encouraging other modes of transportation.
- General expression of support for all four corridors.
- Thanks to those who turned out to speak and to staff.
- Suggestions for a stronger communication effort especially with the Chamber of Commerce and Businesses.
- Discussion regarding equity issues surrounding non-car modes of transportation in planning efforts and the importance of even incremental shifts over time.
- General agreement that metrics (both "before" and "after") are needed in order to measure success.
- Clarifications about whether diversion traffic into surrounding neighborhoods has been considered and what

sorts of traffic calming are available.

Motion: TAB recommends to Council the adoption of the staff recommendation on the Iris Avenue Corridor

Motion by: Nozzi **Seconded:** Bilich

Vote: 4-0 **Motion Passes**

Motion: TAB recommends to Council the adoption of the staff recommendation on the Folsom Street Corridor

Motion by: Nozzi **Seconded:** Rigler

Vote: 4-0 **Motion Passes**

Motion: TAB recommends to Council the adoption of the staff recommendations on the 55th and 63rd Street corridors.

Motion by: Bilich **Seconded:** Nozzi

Vote: 3-1 (**Rigler Opposed**) **Motion Passes**

Rigler declines to add an opposing position statement.

Agenda Item 5: Public hearing and TAB consideration of a recommendation regarding the 2016-2021 Transportation Capital Improvements Program (CIP) – Part III of III

[9:19 p.m.]

Mike Gardner-Sweeney Gave the presentation.

Executive Summary from Packet Materials:

Every year the city goes through a budget process that creates a six-year planning budget, this year for the time period of 2016 through 2021. Within this process, funds are appropriated for the first year, 2016. The Transportation Advisory Board's (TAB) role in this process is defined in the Boulder Revised Code (BRC) TITLE 2 GOVERNMENT ORGANIZATION, Chapter 3 Boards and Commissions, Section 14 - Transportation Advisory Board; "... to review all city transportation environmental assessments and capital improvements." It is within this context that the board is asked to hold a public hearing and provide a recommendation on the Capital Improvements Program (CIP) to Planning Board and City Council.

Board discussion and comments included:

[9:24 p.m.]

- Minor clarifications on issues discussed at prior meetings

Motion: TAB recommends adoption of the staff recommended Capital Improvements Program (CIP) for 2016-2021 to the City Council.

Motion by: Selvans **Seconded:** Nozzi

Vote: 4-0

Agenda Item 6: Staff briefing and TAB input regarding TMP measurable objectives update, including results from the Boulder Valley Employee Survey.

[9:30 p.m.]

Chris Hagelin presented item to the board.

Executive Summary from Packet Materials:

Since the adoption of the first Transportation Master Plan (TMP) in 1989, the city has collected transportation data for all modes to understand travel in the community and to monitor the results of the TMP policy direction. This data is collected through a variety of count programs and surveys and evaluated comprehensively as part of the Transportation Metrics program. As part of this program, a number of technical annual reports were produced between the 1996 TMP and the 2003 TMP. More recently, the 2012 *Transportation Report on Progress* has presented this information in a more user friendly way. The *Transportation Report on Progress* is being produced every other year with the next report scheduled for release in 4th quarter 2015.

This memo provides a summary of recent data collected through a number of the Transportation Metrics program efforts. These results show that the roadway system continues to perform well and progress in mode shift away from the single occupant vehicle by Boulder residents. At the same time, the single occupant vehicle mode share for non-resident employees shows little change and remains a challenge. Summary highlights are provided for the following

- Intersection level of service
- Travel time survey
- Bicycle count program
- Downtown bicycle parking counts
- Boulder Valley Employee Survey

- Downtown Employee Survey

Staff also continues to develop and refine the Measurable Objectives of the 2014 TMP, including the three new objectives:

- Safety – goal of “Vision Zero”
- Vehicle Miles Traveled per capita for residents and non-resident employees
- Neighborhood accessibility – 15 minute walkable neighborhoods

Board discussion and comments included:

[9:50 p.m.]

- Questions regarding integration of information and the timing and development of the Boulder Valley Comp Plan.

Concerns that traffic calming may be so tentative that we will have trouble achieving “Vision Zero”.

Agenda Item 7: Matters

[10:00 p.m.]

A.) Matters from the Board Included:

Board member Selvans brought up the below matter(s)

- Form Based Code pleasant to work on. Lots of support for narrower streets. Much focus on street environments over buildings. Emphasis on how buildings interact with the street.

Board member Bilich brought up the below matter(s)

- Bus then Bike Shelter at Boulder Junction status? Project is being led by Boulder County. Working with stakeholders to narrow down to two sites. One adjacent to bus depot entrance. Other across from that area at Junction Place (where Goose Creek Path comes together with the street).

B.) Matters from staff/Non Agenda:

[10:11 p.m.]

- Safe Routes to School on Hanover. Making good progress working with the neighborhood. Intent is to take a portion of Hanover and reconstruct it as a multi-use path. Working through issues of parking configuration and overall street width. Planning will be finished this year. Construction will happen in 2016.
- RTD Service Plans: RTD Board has moved the public hearing from June to July providing more time to work with the corridor stakeholders. Some things are moving in the right direction. Still need support coming from the community to RTD.

Agenda Item 7: Future Schedule Discussion:

[10:14 p.m.]

None.

Agenda Item 8: Adjournment

[10:16 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 10:16 p.m.

Motion: moved to adjourn; Bilich, seconded by: Selvans

Motion passes 4:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 13 July, 2015 in the Council Chambers, 2nd floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:


Board Chair

ATTESTED:


Board Secretary

7/13/2015
Date

7/13/2015
Date

An audio recording of the full meeting for which these minutes are a summary is available on the Transportation Advisory Board web page.



Boulder Pollinator Appreciation Month September 2015

WHEREAS, honey bees, bumblebees, other native bees, butterflies, hummingbirds and many other species are essential partners as pollinators in the production of our food supply; and

WHEREAS, pollinators provide essential services and environmental benefits that maintain the health and beauty of our grasslands, forests, meadows and other natural areas and are necessary for the diverse and thriving ecosystems that support life; and

WHEREAS, pollinators are declining, which is placing our food security and natural environment in peril; and

WHEREAS, it is crucial that all people take action to protect pollinators by planting a variety of native flowers to provide safe forage that is pesticide-free; and

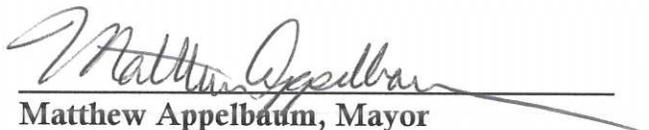
WHEREAS, the City of Boulder has, with Resolution Number 1159, committed to improving pollinator health, and

WHEREAS, our community enjoys the bounty of food and benefits provided by pollinators;

NOW, THEREFORE, BE IT DECLARED by the City Council of the City of Boulder, Colorado, that September 2015 is

Pollinator Appreciation Month

and call upon the people of the City of Boulder to join their fellow citizens in recognizing, protecting and celebrating pollinators.


Matthew Appelbaum, Mayor